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Urban mobility, accessibility, and public transportation: challenges for guaranteeing the right to the city and for public management.

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Urban mobility, accessibility and public transport: challenges to guarantee the right to the city and public management

Vinicius de Souza Silva

SUMMARY

Urban mobility is a fundamental dimension of the organization and functioning of cities, being related to the population's access to work, education, health, leisure, and other services and opportunities offered by urban spaces. The accelerated growth of cities, associated with disordered territorial expansion, insufficient infrastructure, and the concentration of economic and social activities, has intensified problems related to travel and accessibility. In this context, this study discusses the relationship between urban mobility, the right to accessibility, public transport, and the role of public authorities, taking as a reference theoretical and normative contributions on the subject. The analysis shows that mobility should be understood as a condition for access to urban opportunities and the realization of the right to the city. Accessibility, in turn, is understood broadly, not restricted to people with disabilities or reduced mobility, but as a necessary condition for the exercise of the right to circulation and access to the city. The study also highlights the centrality of public authorities in the regulation, planning, supervision, and evaluation of transport services, even if their operation may be delegated to private companies. It is concluded that promoting adequate urban mobility requires integrated planning, accessible infrastructure, the production of qualified information, continuous monitoring, and public action geared towards effectiveness and the guarantee of social rights.

Keywords: Urban mobility. Accessibility. Public transport. Right to the city. Public management.

ABSTRACT

Urban mobility is a fundamental dimension of the organization and functioning of cities, being related to the population's access to work, education, health, leisure and other services and opportunities offered by the urban space. The accelerated growth of cities, associated with disorderly territorial expansion, insufficient infrastructure and the concentration of economic and social activities, has intensified problems related to travel and accessibility. In this context, this study discusses the relationship between urban mobility, the right to accessibility, public transport and the performance of the Public Power, taking as reference theoretical and normative contributions on the subject. The analysis shows that mobility should be understood as a condition for access to urban opportunities and for the realization of the right to the city. Accessibility, in turn, is understood in a broad way, not restricted to people with disabilities or reduced mobility, but as a necessary condition for the exercise of the right to circulate and access the city. The study also highlights the centrality of the Government in the regulation, planning, inspection and evaluation of transport services, even though their operations can be delegated to private companies. It is concluded that the promotion of adequate urban mobility requires integrated planning, accessible infrastructure, production of qualified information, continuous monitoring and public action oriented to the effectiveness and guarantee of social rights.

Keywords: Urban mobility. Accessibility. Public transport. Right to the city. Public management.

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1 INTRODUCTION

Rapid urbanization and the territorial expansion of cities have produced transformations in
organization of urban space, increasing the complexity of daily commutes and
intensifying inequalities related to access to infrastructure and public services.
concentration of economic, educational, commercial and institutional activities in certain
areas, associated with often disjointed territorial occupation, means that a portion
A significant portion of the population depends on daily commutes between residential areas and the
major centers of work, study, consumption, and leisure. As a consequence, related problems
traffic congestion, poor infrastructure, territorial inequality, insufficient
Public transportation and accessibility difficulties are becoming recurring elements of reality.
Contemporary urban areas. In the Brazilian context, these challenges are exacerbated by the expansion of cities.
without sufficient planning to keep up with population growth and the demand for services.
and infrastructure.

In this context, urban mobility takes on a strategic role as it constitutes an essential condition.
so that individuals can access the different spaces and opportunities that exist in the city.
Adequate mobility is not limited to the existence of vehicles or the physical availability of roads.
but it involves the possibility of making trips in a safe, accessible, efficient and
compatible with the needs and conditions of the users.
The discussion about mobility is also linked to the right to accessibility and the right to the city.

Accessibility should be understood in a broad sense, encompassing society as a whole.
since access to urban spaces, public services and social opportunities constitutes
An essential dimension of equality and the exercise of citizenship. In the Brazilian legal system,
This concern is supported by constitutional provisions and specific regulations.
aimed at eliminating physical barriers and guaranteeing access to collective goods and services.
In the context of public transportation, this discussion takes on particular importance because the service
It plays a fundamental role in connecting different parts of the city and in providing access for the population.
to urban opportunities. Although its operation can be delegated to the private sector, the
responsibility for organization, regulation, planning and oversight remains
linked to the Public Authorities.

In this scenario, public action should not be limited to the formal offering of the service. It is necessary
monitor its quality, evaluate its results, and consider the needs of users and...
impacts produced on the territory and on the community. Pourre (2020), when discussing the
Transportation planning emphasizes the need for objectives related to mobility and efficiency.

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and efficiency, combined with monitoring and tracking mechanisms that allow
To improve the system and anticipate future demands.
Given this, this study aims to analyze the relationship between urban mobility and accessibility.
and public transportation, highlighting the importance of planning and action by the Public Authorities for
to ensure adequate conditions for travel and access to the city. It also seeks to discuss what...
The way indicators, integrated planning, and evaluation mechanisms can contribute to...
to improve transport services and reduce territorial inequalities.
The relevance of the discussion stems from the understanding that mobility, accessibility, and transportation are...
dimensions related to quality of life, social inclusion, equal opportunities and
realization of rights. Thinking about urban mobility, therefore, also means thinking about the city that
whether one wishes to build it and the necessary conditions so that different social groups can benefit from it.

2. THEORETICAL FRAMEWORK

2.1 URBAN MOBILITY

One of the biggest challenges facing contemporary metropolises worldwide is mobility.
The choice of the automobile as one of the solutions for the need for transportation in the 20th century.
It proved to be limited, led to traffic paralysis, wasted energy and time, in addition to...
environmental problems arising from air pollution and the type of occupation of public space
characteristic of this model (Veloso, 2022).
Therefore, it is important to highlight here that the expression "urban mobility," although very
The method used lacks accuracy due to the lack of standardization of indicators or methods to determine it.
precisely a scale from which one can compare the degree of mobility that different cities
They possess. In general, some indicators should be taken into account in the context of
Urban restructuring that many metropolitan areas have been undergoing.
When a city offers good mobility conditions, it means that citizens have
Meeting your needs for easily commuting from home to work, for your leisure time,
for school or any other place where there is a need or desire to be. Being able to use the
public transportation with the guarantee of arriving at the destination on time; having the alternative
to leave the car in the garage and go to work on foot or by bicycle; to have access to bike lanes and sidewalks that
guarantee broad accessibility and even allow the use of a private car when it suits them, without this
getting stuck in endless traffic jams.
From Pourre's (2020) perspective, adequate urban mobility is related to the capacity of

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The transportation system must meet the specific travel needs of users, taking into account
Aspects such as cost, availability, frequency, safety, travel time, and spatial coverage.
The author structures this understanding based on the user's informational needs, seeking
check if the system is available when needed, if it is accessible, if it offers security, if
It allows you to reach your desired destinations and shows how long the journeys will take.
In legal terms, Law 12.587/12 states that urban mobility "is the condition in which the following are carried out"
"Movement of people and goods in urban spaces" and "urban freight transport is the service of
"transport of goods, animals or merchandise".
With population growth, there was also an expansion of commercial activities as a means
to meet consumer needs. However, due to the uncontrolled growth of cities
In large urban centers, it is common to observe the growth of problems arising from this.
The process includes factors such as traffic congestion, the emergence of slums, garbage accumulation, and lack of infrastructure.
suitable for the population concentrated in the periphery and negative impacts on the environment.
It's worth mentioning that any avenue that has a high density of commercial and leisure centers...
It therefore attracts a large flow of people and vehicles, but conversely, it generates congestion.
during peak hours.
In some parts of a large city, it's possible to notice a greater flow of pedestrians and cars.
like in shopping or business centers. People move around en masse, from where they live to
where they work, study, shop, and have their leisure time, and at the end of their workday they do the same.
The route to return home. It turns out there is a considerable distance from their homes to the...
the point they wish to go to, making walking impossible, thus requiring people to...
They use individual or collective transportation.
Thus, it is possible to see on the streets everything from pedestrians to people riding bicycles, motorcycles, and cars.
or in public transportation, such as buses, trains, and subways, which are chosen in accordance with the
Individual needs, which take into account distance, comfort, safety, and time.
available resources, including transportation, material, and financial resources.
With this flow of people, whether on foot or using some type of transport, be it individual or
Collective urban mobility is increasingly presenting problems in places where growth is occurring.
Urban development occurred in a disorganized and rapid manner, without sufficient time for planning and
inadequate infrastructure, thereby compromising the mobility of local residents.

2.2 RIGHT TO ACCESSIBILITY

Throughout the evolutionary process of civilization, there has been a search for rights ranging from...

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locomotion, including independent movement within public and private spaces.

The perspective of citizens' rights that was achieved brought the idea of integration, of inclusion, of equality as a way of confronting processes of social exclusion, discrimination and stigmatization. According to Ribeiro (2026), in Brazil there are approximately 25 million people with The need for mobility and accessibility. This process is fundamental, for example, for sidewalks. that guarantee the right of every citizen to come and go freely in the city where they live.

In Brazil, this process involved the recognition of the right to accessibility. (In the Constitution) Federal law, chapter VII, article 227 provides for "facilitating access to collective goods and services, with the "elimination of architectural prejudices and obstacles", therefore having standards that guarantee the construction of adaptations to public spaces, public buildings and public transport. (Longobucco, 2021). In 1981, for example, the UN recognized the year in a convention. International rights of persons with disabilities. In 1989, these rights were amended by Law No. 7,853, whose purpose is to establish "the judicial protection of collective or diffuse interests of these people, "Regulates the actions of the Public Prosecutor's Office, defines crimes, and provides other measures" (BRAZIL, 1988). It mandates that municipalities comply with the implementation of the regulations in order to promote... Functionality of buildings and public roads for people with disabilities.

Finally, Federal Law No. 10,098 of December 19, 2000, was created, regulated by decree. Law No. 5,296 of December 2, 2004, regulating the issue of accessibility as a goal of Adaptation and institutional access. To this day, however, this law has not been put into practice, since items such as access to public buildings, and the use of facilities available in those buildings, such as: Education and health were not included.

Sidewalks are a reflection of an exclusionary society, making it necessary to address these issues. emergencies, such as potholes in the streets, cars on sidewalks disrupting mobility, standardization ramps, handrails, walkways, public restrooms and special signage so that they can be accessibility problems are minimized (Veloso, 2022).

In this sense, the right to accessibility is an indispensable factor for society as a whole. Because, based on the principle of equality, everyone is equal before the law and enjoys the same rights. of coming and going, of education, leisure, work, housing, tourism and culture.

In Pourre's (2020) research, accessibility is presented as a fundamental element of Mobility, but not restricted to people with disabilities or reduced mobility. The author works, starting from the “Indicators Project”, with a broader conception, in which accessibility corresponds to the ownership of the means of transport, of being operated by the subject and of enabling the transport of object, being conditioned, among other factors, by the user's financial capacity and by spatial and temporal availability of the system.

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Of particular note here is the right to the city, which is defined in the Charter as: "The equitable enjoyment of cities." within the principles of sustainability, democracy and social justice [...] it is interdependent with everyone the recognized rights". The city is conceived in this document as "a rich and diverse collective space that belongs to all citizens" (WORLD CHARTER OF THE RIGHT TO THE CITY, 2004, p. 2). It is worth noting here that when we talk about accessibility, we are not limited to physical space. where it is located; it refers to the city as a whole, representing the political and social process. economic and intellectual development of society.

2.3 Urban Mobility and Public Transportation

Public transportation falls under the service sector, being an ancillary activity. There are no remaining options. doubts arise regarding their classification within the public service, given that articles 21, 22, and 30, in their Article V of the 1988 Federal Constitution establishes public transportation as a public service. The Federal Constitution of 1988 also states, in its article 37, § 3, that legislation aimed at The guidelines for public services should establish the rights of the user, as well as the obligation. The responsibility of the Public Authorities to maintain adequate service.

Longobucco (2021) highlights article 175 of the 1988 Federal Constitution, which states that The responsibility for providing public services lies with the Public Authority, which is also their manager. permanent. Thus, no matter how much the Public Authority delegates a public service to a company of In the private sector, he remains responsible for the service provided.

In this context, it is up to the State itself to ensure the legality of the companies to which it delegates its services. which must compete through public bidding, so that equality is guaranteed. conditions applicable to all competitors, while also paying attention to the constitutional principles of Public administration: legality, impartiality, morality, transparency, and effectiveness.

The Brazilian model for public transportation follows a public plan and operation. private, since it is the responsibility of municipal bodies to ensure that the population has access to it. It provides quality transportation; however, to offer this service, it relies on a partnership. Public-private partnership, in which private companies are responsible for providing this service.

According to the Brazilian Urban Transport Company (1988), the public transport system The Brazilian government aims to serve three interests: those of the users, the operators, and the government.

Users are those who use public transportation in their daily lives to meet their needs. their needs for transportation from one place to another, and for this part, the following should be considered: regularization, travel time, comfort, costs, among other factors. Operators, on the other hand, consider factors such as: regulation, travel time, comfort, costs, and others.

These are the companies responsible for the administration, operation (financing,

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acquisition, maintenance, fleet renewal, etc.) and marketing of urban public transport, under form of public service. According to Longobucco (2021), the concerns of this part are related to the variables that influence the costs and revenues in service provision.

Regarding the Public Authority, this refers to the entity legally responsible for providing public transportation to... population, and therefore must regulate, plan, program and oversee the execution of services. services provided by the operators, and it is also within their competence to defend the interests of community in general (Veloso, 2022).

Regarding Public Authorities, Pourre (2020) assigns a function to transport planning and management. which goes beyond simply offering the service, since the planning must be guided by clear objectives of mobility, effectiveness and efficiency, supported by monitoring mechanisms and Monitoring capable of improving the system and anticipating future demands.

Therefore, it is up to the municipalities to ensure that the public transportation system within the cities is It must be carried out with quality, organized, and provided under a concession or permit system. Defining the routes, the types of vehicles to be used, and the frequency of the units.

The municipal government is responsible for determining the transport companies and the amount of fares to be charged.

In this context, the municipal government acts as a Granting Authority and Inspector, with the operational activities of equipping the being the responsibility of private companies. vehicles, follow the marked routes, adhere to schedules and frequencies, and collect the correct fares. maximum limits set by public authorities, as highlighted by Ribeiro (2026).

It should be noted that the partnership between the Public Sector and private companies is formalized through a contractual relationship. Longobucco (2021) also points out that the legislation on bidding and on Concessions are not yet seen in most cases, with extensions of deadlines prevailing, the Operational rearrangements and continuities dictated by the interests of the operating companies.

It should be noted that the following were created in order to organize the Brazilian public transportation system. different institutes for this promotion, the Brazilian Planning Company was created. Transportation (GEIPOT), then the Brazilian Urban Transportation Company was created. (CBTU), which developed a series of Municipal Master Plans, and the Company was created. Brazilian Urban Transport Company (EBTU), which was responsible for promoting the development of projects capable of obtaining financing with non-repayable installments for the implementation of Road infrastructure and the organization of transport and traffic sectors in Brazilian municipalities. (Ribeiro, 2026).

After the dissolution of EBTU, the Special Secretariat for Urban Development (SEDU) was created, as well like the Ministry of Cities, responsible for overseeing the Housing, Sanitation and sectors Urban Transportation, bringing the National Traffic Department under its responsibility.

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(DENATRAN), which until then was under the Ministry of Justice.

It should be noted that the bodies responsible for issuing the rules and resolutions consistent with the Code
The National Traffic Council (CTB) consists of DENATRAN and CONTRAN, which are federal agencies. The...
DETRANs and CETRANs fall under the jurisdiction of the State, having executive functions and
advisory/deliberative bodies, which conduct the activities of granting and overseeing qualifications for
to drive and also to work with the registration and inspection of motor vehicles.

FINAL CONSIDERATIONS

The analysis developed allows us to understand that urban mobility constitutes a dimension
The structural nature of life in cities cannot be reduced to the simple ability to move between them.
Two points. The possibility of moving around the territory is related to access to work, to
education, health, leisure, housing, and other urban services and opportunities. In this sense,
An accessible city is one that offers concrete conditions so that its inhabitants can
to exercise the right to move freely and participate effectively in urban life.
Similarly, the discussion about accessibility highlights that its importance goes beyond...
Meeting the specific needs of people with disabilities or reduced mobility.
Accessibility is a necessary condition for the exercise of citizenship and for the realization of...
The right to the city, insofar as it allows access to the spaces, services, and opportunities that...
Urban life is shaped by the absence of adequate sidewalks, ramps, signage, and infrastructure.
compatible behavior creates barriers that restrict autonomy and social participation, revealing that the
Accessibility is also a matter of equality and social justice.
With regard to public transportation, it was found that the Public Authority occupies a central position in
guaranteeing the quality and suitability of services. Even if part of the operation is carried out by
In the case of private companies, it is the State's responsibility to plan, regulate, oversee, and evaluate the provision of the service.
ensuring that its execution is guided by the collective interest. The delegation of the operation,
Therefore, it does not mean transferring public responsibility for the system's results.
In this process, transportation planning must be linked to clear mobility objectives.
effectiveness and efficiency and rely on monitoring and tracking tools capable of
Identifying needs, evaluating results, and guiding improvements. This means that management
Transportation planning should be guided by reliable information and mechanisms capable of verification.
whether the implemented policies are producing improvements in the lives of the population.
It can be concluded, therefore, that promoting adequate urban mobility depends on action.
integrated between territorial planning, infrastructure, accessibility, public transport and management

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Public. It is not enough to increase the supply of vehicles or build new roads if inequalities persist.
Territorial limitations, accessibility barriers, and a lack of efficient evaluation mechanisms. Quality
Mobility is linked to a city's ability to offer accessible transportation options.
available, suitable and safe.
Therefore, urban mobility should be understood as an essential component of quality of life.
and the realization of the right to the city. Building more inclusive cities requires planning.
Consider who can use them, under what conditions, at what cost, and with what results.
In this sense, the strengthening of public transportation systems, the expansion of accessibility, and the
The use of permanent monitoring and evaluation mechanisms constitutes strategies.
fundamental to reducing inequalities and ensuring that urban space is accessible to all.

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