A Regional Perspective on Public Transport Access, Equity and Safety

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This area represents >50% of all the Asian cities in the sample. It means that more than half of the cities have at least ¾ of their populations without proper access to public transport.

Only 17% of the cities in Asia have at least half of their population having proper access to public transport services.
Public Transport Access by Sub-Region

Central and West

East

Pacific

South Asia

South East

Source: Visualization by the Asian Transport Outlook (ATO) using data from CIESIN Columbia University (2023)
Asia’s Rapid Transit Rise

GDP per capita vs rapid urban transit kilometers

Kilometers of urban rapid transit vs GDP per capita

Asia-Pacific

Europe and Northern America

Latin America and the Caribbean

Sub-Saharan Africa

Northern Africa and Western Asia
Rapid Transit: Asia vis-à-vis Others

**BRT**

**METRO**

**LRT**

Source: Visualization by the Asian Transport Outlook (ATO) using data ITDP (2023) and WB
Rapid Transit to Resident Ratio: Snapshots Across Time

Source: Visualization by the Asian Transport Outlook (ATO) using data from AUE (Lincoln Institute of Land Policy, UN-Habitat, New York University)

Rapid transit development in the region has primarily been concentrated in a few major cities.
Shift in ADB Transport Sector investment

Transport Sector in 2010
- Road: 80%
- Rail: 15%
- Urban Transport: 1%
- Other: 4%

Transport Sector in 2023
- Road: 70%
- Rail: 20%
- Urban Transport: 23%
- Other: 12%
Key Transport and Safety Indicators: Asia's Share

- GDP (2022)
- Land area (2021)
- Population (2024)
- Road infrastructure length (2021)
- Car stock (2023)

Indicators:
- Road crash fatalities - light vehicles (2021)
- Road crash fatalities - two-wheelers (2021)
- Road crash fatalities - pedestrians (2021)
- Road crash fatalities - cyclists (2021)
- Road crash fatalities - others (2021)

- Road Infra Rating (3 Stars or Above) (2023)
Gender Considerations in First and Last Mile Connectivity

- Safety concerns on the way to and from PT, waiting and in transit
- Door-to-door journey (pedestrian environment, cycling infrastructure, micro transit options like shuttle buses)
- Better understanding of women’s preferences for FMLC
- Women’s employment in FMLC
The overall goal of the road map is to develop a more systematic approach to implementing disability inclusive development in ADB.
Thank you!

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