

**Author:**

Paul Goodship, University College London

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**Title:**

Two cable-cars and one city. A socio-spatial comparison between Medellin's two cable-car lines, from Meso to Micro.

**Abstract:**

Throughout Latin America urban cable-cars are fast becoming a normal sight with urban transport systems, taking residents and tourists to and from previously isolated locations and providing a new form of accessibility that was not possible beforehand. These are seen in Medellin, Caracas, Rio and La Paz, with similar systems proposed for Lima, Quito and Bogota, and many more cities all around the world. However, whilst the accessibility benefits are clear to see, it is the social benefits that are often the selling point, as they become the focal point for transforming areas of extreme poverty. Municipalities and governments often laud their potential socioeconomic impact to areas of poverty, however this is often viewed as merely a political tool for gaining votes on the promise of change, due the relatively cheap cost and ease of construction of a cable-car.

The aim of this paper is to continue research that previously discussed the social and spatial impact of the cable-cars in Medellin and start investigating the role cable-cars have played in the comprehensive upgrading program, which Medellin has long championed and what is now often described as the 'Medellin Model'. This is achieved by comparing the two existing transport cable-car lines in Medellin, to show how the spatial qualities and upgrading interventions have related differently to each other to make the first line more successful.

To achieve this spatial analysis is used, which relies on using established Space Syntax methods to measure the spatial connectivity of each cable-car line in relation to its surroundings and GIS mapping to record the location of different interventions and land-uses. To guarantee accuracy of the spatial mapping, onsite movement patterns are observed by counting the direction people move around the stations at various times of the day. In order to measure the spatial impact, the network is analysed 'with' and 'without' the cable-car, which clearly demonstrates it's spatial role. To further understand it's role and varying impact two main scales are looked at, 'Meso' to understand it's role in the overall neighborhood and 'Micro' to understand it's immediate impact surrounding the station. With an accurate account of the spatial network established, the paper then looks at the relationship between this and the nearby interventions, which formed a part of the comprehensive upgrade process (Integral Urban Program - PUI). This is done by mapping each intervention, using GIS and then calculating the step depth (a measurement to calculate how many turns it takes to get from one space to other) of each to the nearest station and principal movement street. This is used instead of a typical metric measuring method, because it offers a closer relationship to how people navigate urban spaces. This methodology is used so that the two different cable-cars lines and adjoining stations can be accurately compared with each other at different scales, thus allowing the impact and role of the cable-car in the transformation process to be better understood.