

Transport and Social Exclusion: from a UK Inner-city Neighbourhood to Europe and beyond?



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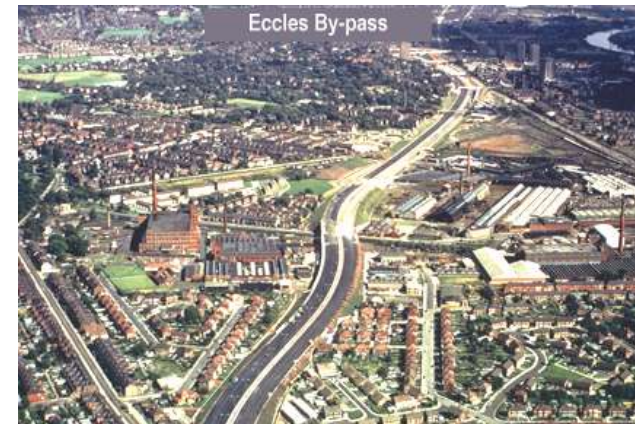


Mobility and Inequalities

- **“I don’t like it** in the morning because, [...] I do feel like I’m **dragging [my daughter] around on the buses** and, pushing her everywhere in the pram just to get her to school or wherever on time. So **I do feel rushed** about like we’ve got to get a certain bus at a certain time because **it’ll be packed** if I miss that bus and **I won’t be able to get on with the pram** and things like that cos’ [...] in the morning and the evening **it’s all like a race against time**”. (*Sandy*, low income single mother, late 20s, p. 208)

A Case Study from the UK: *Oldsville*

- 1. Road dominated urban environments
- “Yeah, **don’t, don’t like going up there, cos’ its just ‘[h]orrible with loads of traffic and that [...]’**.” (George, early 20s, student, p. 11)



A Case Study from the UK

- 2. The city given over to the car
- ‘Swiftly or slowly, greater accessibility by car is inexorably accompanied both by less convenience and efficiency of public transport, and by [a] thinning-down and smearing-out of uses, and hence by more need for cars.’ (Jacobs, 1961: 365)

A Case Study from the UK

- 3. Service Deserts

- “Oh! **Don’t talk to me about post offices!** Ah! [...] Ooh, absolutely, when **they closed the one on,** [...] On *Old Meadow Road*. Cos’ **that was my nearest,** I could do it on the way to get the kids or whatever, [...] Oh, it made me so angry [...]”. (*Charlotte*, retired teacher, p. 280)

A Case Study from the UK

- 4. Road-traffic accidents
- “No **that was the recent one, this was years ago**, [...] There’s like a little grave thing there with all the balloons, you not seen it? [...] That’s mi, well **sort of mi cousin**, that’s mi uncle’s nephew, **that died**, [...] on mi birthday, [...] this is a good few years ago [...] *Big Dave* he was called! [...] He was a lovely lad though as well, [...] **and then he died**”. (*Amelia*, 25, single mother in part time employment, p. 176)

A Case Study from the UK

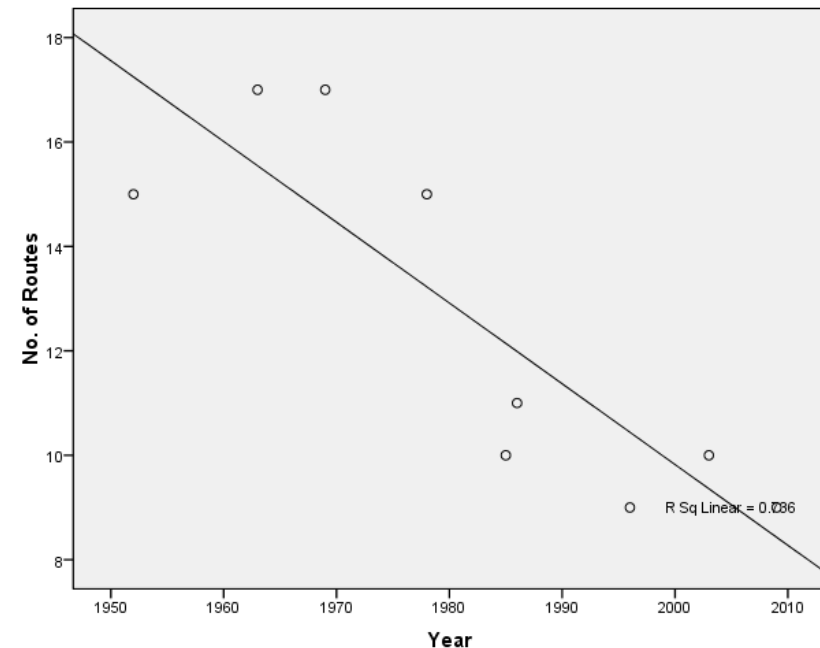
- Poor public transport a core concern
- “[...] As I’ve said, the only time I’ve, well **when I do use public transport that’s the time I have problems**, because **buses just don’t turn up**, or they don’t turn up at the right time, you know, you have to say, I have a timetable and **you get to the bus stop and nothing happens**”. (Janis, car-owning professional, p. 37)

Transport Deregulation

- **The Transport Act 1985**
 - **Fares rising initially by 20-25%** and ‘in the years after they **continued to increase at a higher rate** than they did before 1985’ (van Goeverden et al, 2006).
 - **Timetable co-ordination** between bus companies **stopped** and bus **integration** with rail was **converted into competition**.
 - **Supposed competition** between private operators **actually consists of local monopolies** (Knowles and Ametepe, 2007).
- **“You’d have thought that would have made it a bit better wouldn’t you, when they privatised it?”** (Margaret, low-income pensioner, p. 76)

The Great Decline of Intra-urban Public Transport

- The impact on public transport demand is negative: 'In the metropolitan areas the reduction in bus patronage was 16% three years after deregulation, 25% five years after, 38% ten years after and 45% 16 years after' (van Goeeverden et al, 2006).



Route availability in
Oldsville 1953-2009

The British Transport Malaise

- **Cost of car travel falling relative to Public Transport**
- **New Labour's abandonment of the fuel duty escalator (Glaister et al, 2006)**
- **Failure to win support for congestion charging outside of London**



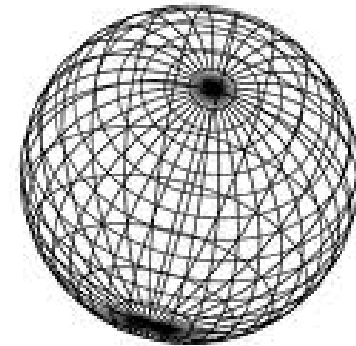
A European Comparison

- 36,000 communes in France without the provision of shops (Orfeuil, 2003).
- In Germany the children of those from lower social classes (and especially Turkish children) are disproportionately likely to be involved in road accidents as those from other groups (Lucas, 2004).



A Way Forward?

- Thinking 'After the Car' (Dennis and Urry, 2009)
- **Transport as a distributive sphere**
(Martens, 2008; and Waltzer, 1983)



And A Radical Alternative...

- Free Public Transport experiments:
 - Hasselt, Belgium (est 1996)
 - From 331,551 passenger journeys p.a. to 3.2 million
 - Sheffield's low fares in the 1980s
 - Led to decreasing levels of car ownership
 - Greater Manchester's Metroshuttle
 - Free city centre services which cut congestion

Free Public Transport (Advocacy groups)

- Brazil
 - Movimento Passe Livre <http://www.mpl.org.br/>
- Canada
 - Supprimons les tarifs de transport à Montréal <http://sttm.ca/>
- France
 - Car Free France <http://carfree.free.fr>
- Germany
 - Klimaplenum Bremen <http://klimaplenum-bremen.blogspot.com/>
- Philippines
 - Clean Air and Transport <http://cai-asia.blogspot.com/>
- Spain
 - Saltada Popular <http://saltadapopular.blogspot.com>
- Sweden
 - Planka.nu www.planka.nu/eng
- United Kingdom
 - Campaign for Free Public Transport www.freepublictransport.org.uk
- United States
 - Free Public Transit <http://freepublictransit.org/>



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