

Transport Disadvantage and Social Exclusion



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Presentation to International conference on public transport and urban citizenship,
Trinity College, Dublin 21st September 2007

Introduction

- There is now widespread recognition that access to transport can influence life chances.
- Work on the links between transport and social exclusion, and the consequences of transport disadvantage in the UK and elsewhere has clearly demonstrated this.
- Range of policy solutions available to solve some of these problems
- This presentation will look at:
 - The concept of social exclusion and transport disadvantage;
 - How transport disadvantage is experienced;
 - The implications for future transport policy.

Exploring linkages – some thoughts

- Transport is important in determining the level of access by individuals and households to goods and services
 - In other words levels of participation or inclusion
- Transport policy, practice, and provision is
 - not an egalitarian domain
 - ‘not a civil engineering board game’ nor a search for a single tool e.g. road pricing (Grieco, 2002)
 - about the consequences of socio-spatial patterns
- The linkages between transport (disadvantage) and social exclusion have become a key policy concern

Exploring linkages – some thoughts

- Transport is rarely an end in itself – it is about co-presence (intense social obligations and patterns that make transport seem necessary (Urry, 2002))
 - We all have:
 - Legal, economic and familial obligations
 - Social obligations
 - Time obligations
 - Place obligations – sense of place
 - Live obligations - events
 - Object obligations – objects, technologies or texts that have a specific physical location
- Transport policy can have limitations – patterns of mobility do not change predominantly because of transport policy
 - Mobility not just about individual desire but of systematic social processes and patterns
 - Need for changing transport practices of providers/regulators that can either meet/change the form of social obligations and patterns

Exploring linkages – some thoughts

- Quality of life/Well being
 - Central to the social exclusion/transport provision debate
 - Access to work
 - Access to learning
 - Access to healthcare
 - Access to food shops
 - Access to social/cultural/sporting activities
 - Impact of traffic on deprived communities (SEU, 2003)
 - Mobility central to quality of life/well being issues
 - Evaluations of specialist transport in North East of England revealed these schemes improve quality of life on six dimensions
 - Independence
 - Loneliness
 - Morale and life satisfaction
 - Health and absence of pain
 - Financial welfare
 - Activity participation (for example Ling and Mannion, 1995)

Exploring linkages – some thoughts

- This concern has now been expanded into:
 - Health Impact/Regulatory Assessments
 - Evaluations of cross-sector benefits of accessibility planning (DfT, 2004)
 - Overcoming administrative obstacles at institutional level (Brown and Tyler, 2004)
 - Integrated decision-making

What is social exclusion and how does it link with transport disadvantage?

- Deterioration in participation
- Reflects loss of ability to connect with jobs, services and facilities
- No common definition
- Dimensions of social exclusion have been identified to help with this process

Dimensions

- A number of researchers have identified different dimensional frameworks (Lee and Murie, 1999; Burchardt et al, 1999) to show those areas where social exclusion potentially has an impact
- Burchardt et al (1999) for example suggests the following:
 - Consumption activity
 - Savings activity
 - Production activity
 - Political activity
 - Social activity
- The ability of a group or individual to participate across these dimensions can be affected by a number of factors

Dimensions II

- Church (1999, 2000) has identified 7 categories where transport access can have an impact
 - Physical exclusion
 - Geographical exclusion
 - Exclusion from facilities
 - Economic exclusion
 - Time based exclusion
 - Fear based exclusion
 - Space exclusion
- Importantly these are influenced by:
 - The nature of time space organisation in households
 - Nature of the transport system
 - Nature of time-space organisation of the facilities and opportunities that individuals are seeking to access

How is transport disadvantage experienced?

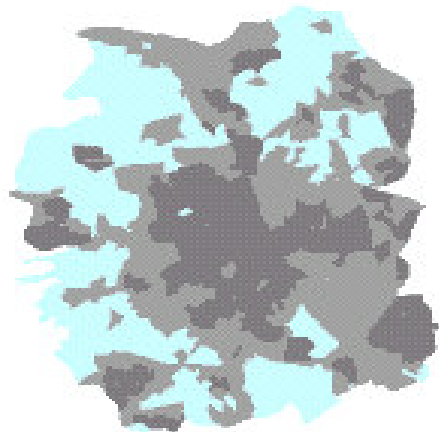
- Problems in the UK transport system have arisen as a result of :
 - Availability and physical accessibility of transport
 - Costs
 - Services and activities in inaccessible places
 - Safety and security
 - Decline in bus use and growth in car use
- Geographic variation in transport access in terms of public transport frequency, reliability and network coverage
 - 29% of rural areas have no services at all in GB
 - Public transport a rare commodity in the off-peak
- Those most likely to experience transport disadvantage are those on low incomes, women, the elderly, disabled people and children, ethnic minorities

How is transport disadvantage experienced?

- Households experiencing multiple deprivation, namely:
 - poor housing
 - poor health
 - low education standards
 - high unemployment
 - poor transport choices (geographically clustered or scattered)
- Multiply deprived households are highly inter-correlated with other factors (low incomes, low levels of car ownership, public sector housing)

Bradford, UK (Friends of the Earth, 2001)

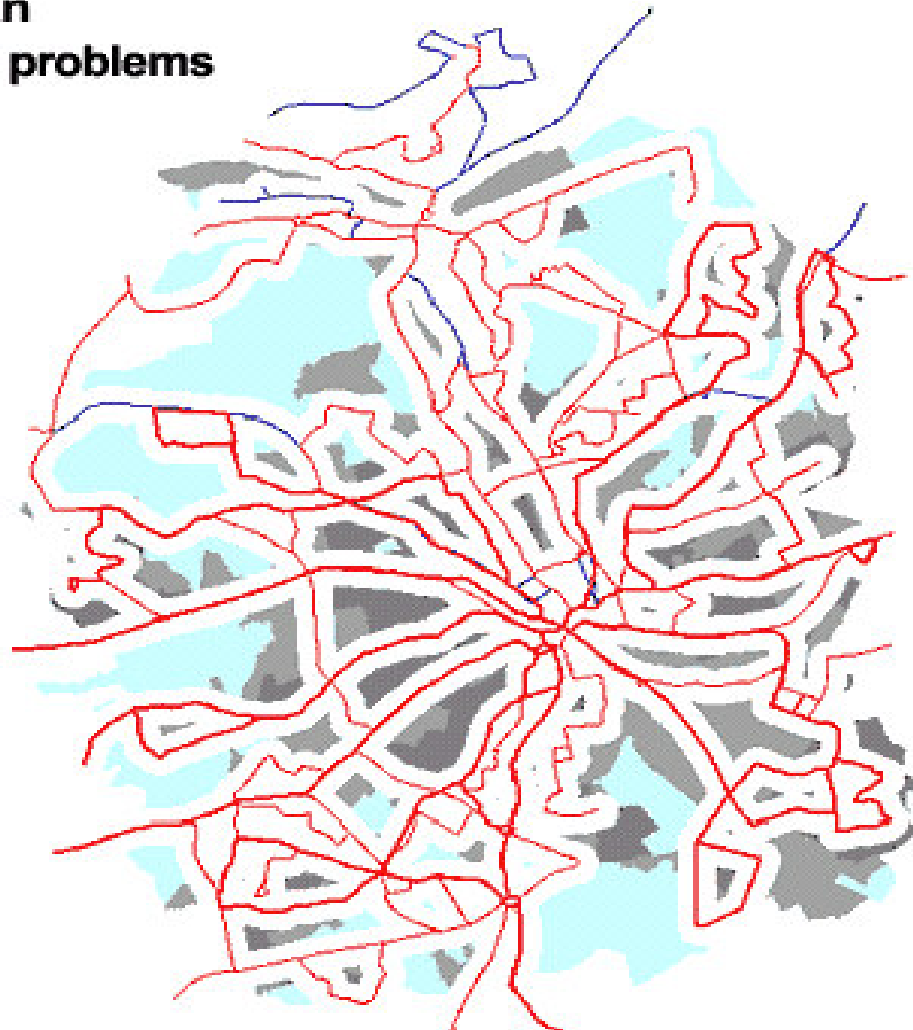
Mapping transport issues can highlight areas with multiple problems



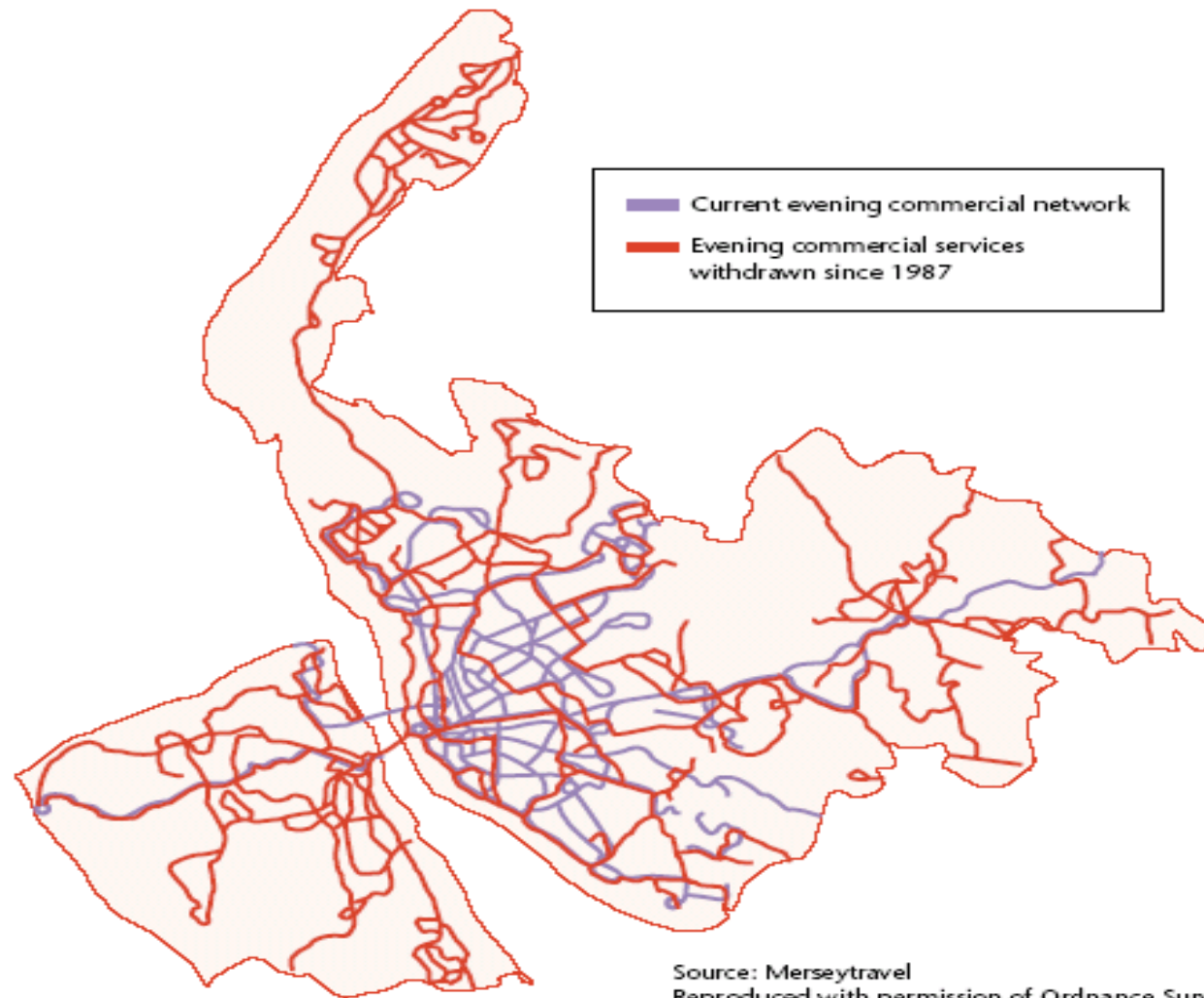
Level of car ownership

- Dark grey: Less than 50% of national average
- Medium grey: Between 50% and 100% of national average
- Light blue: More than 100% of national average

- Thick red line: At least five buses per hour
- Thin red line: Between two and four buses per hour
- Blue line: No more than one bus per hour

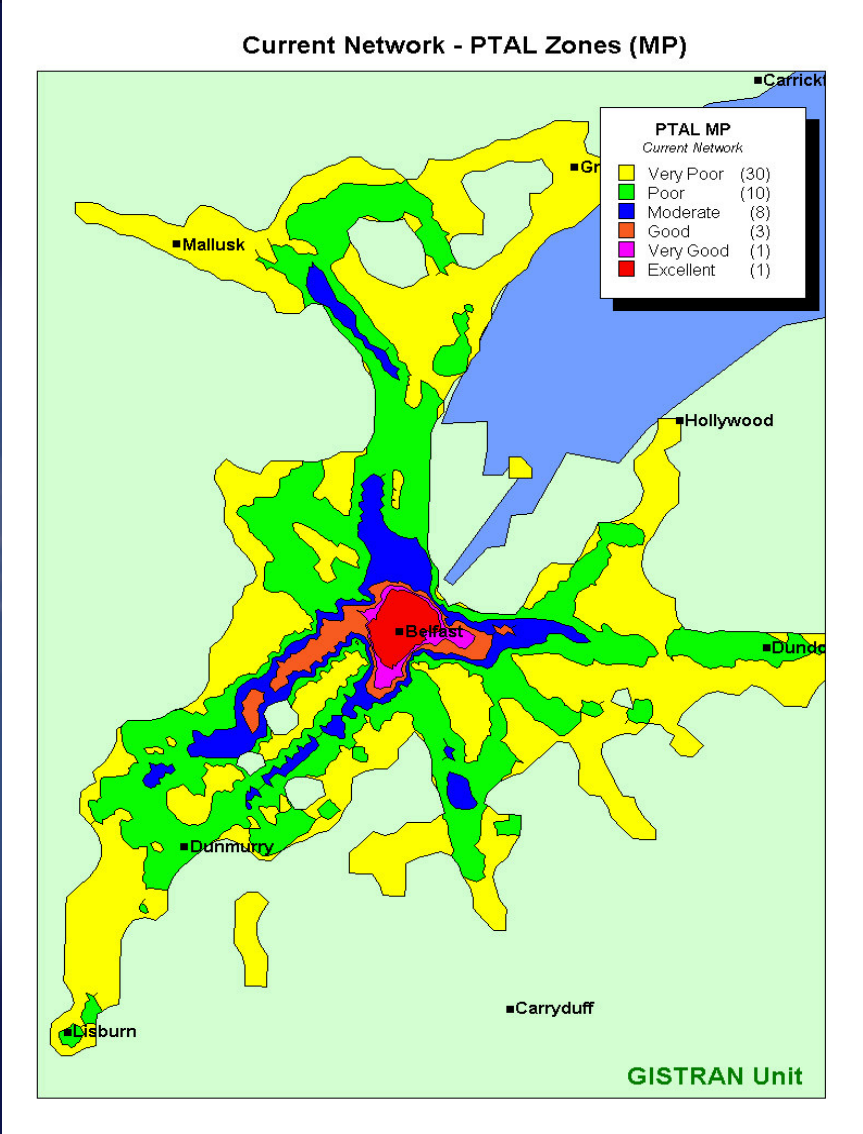


Evening commercial services Merseyside, UK (from SEU, 2003)



Source: Merseytravel
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Belfast PTALS study

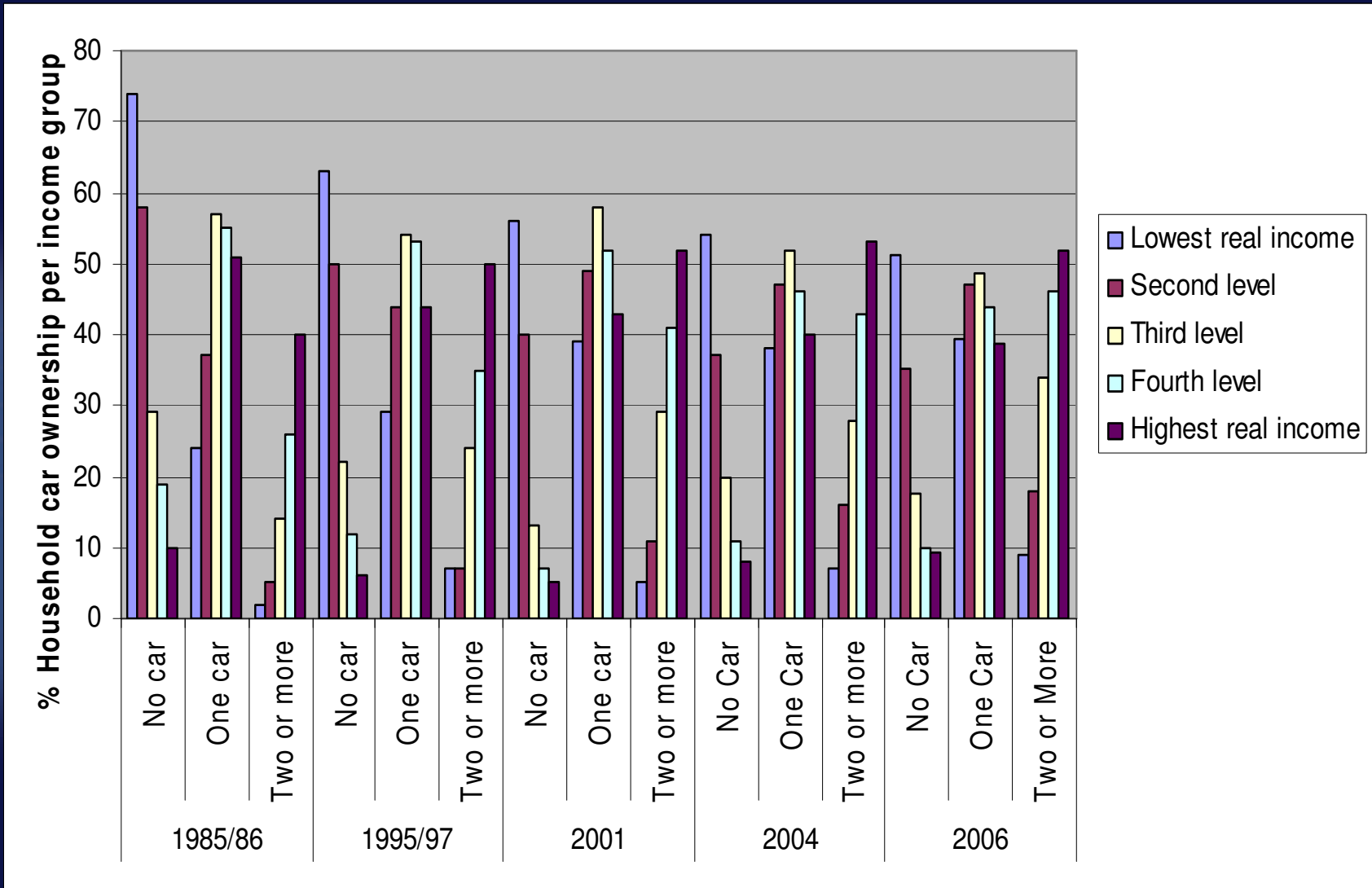


The transport disadvantaged

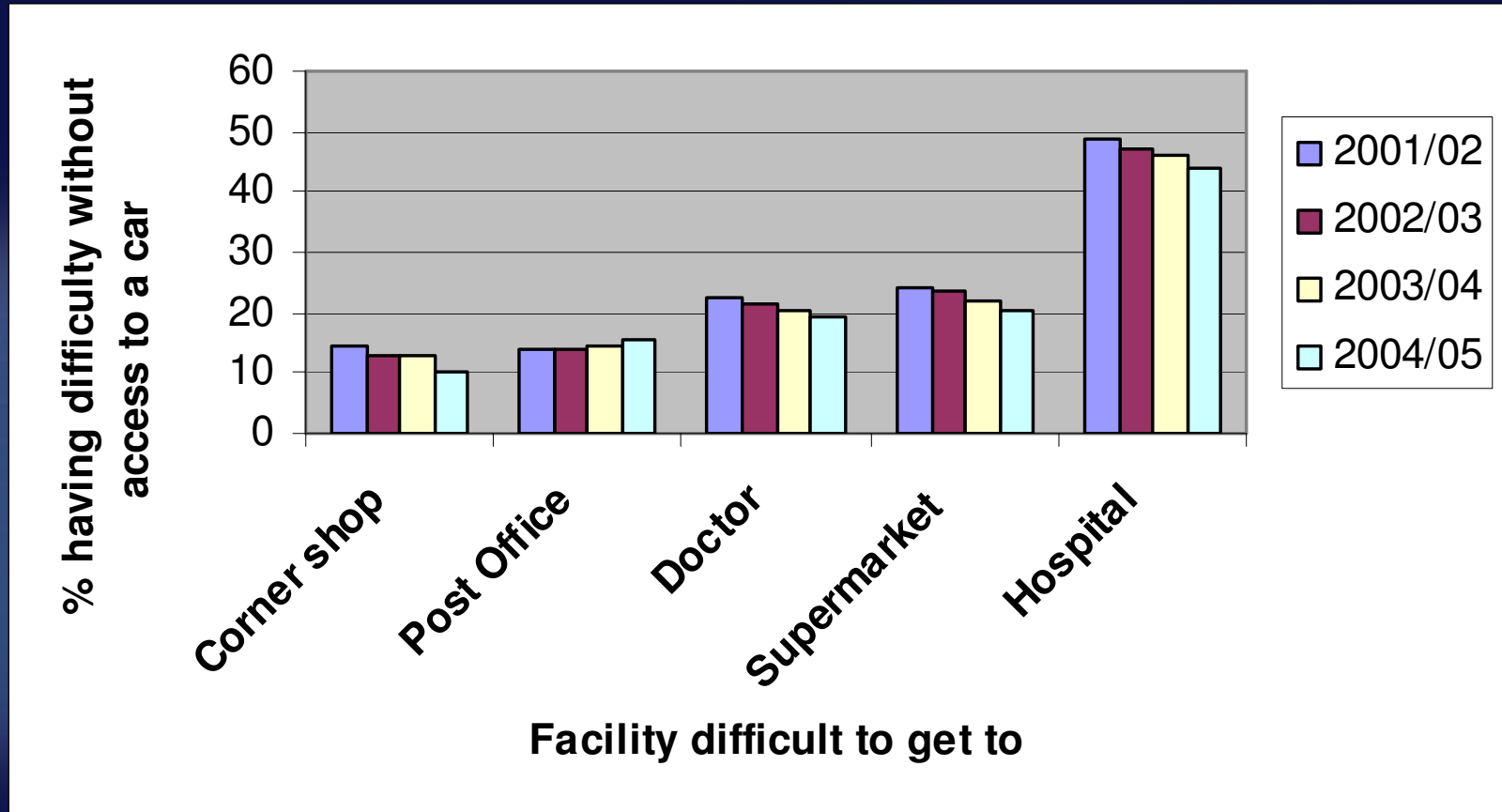
Low income groups

- Make fewer journeys overall
- Walk and use public transport more than higher income groups, rely on lifts from family or friends
- Experience low levels of car ownership
 - Car ownership now increasing amongst low income groups
- Poor transport is a barrier to employment
 - Shift work is often not suited to public transport timetables
 - High travel to work costs for those working part-time

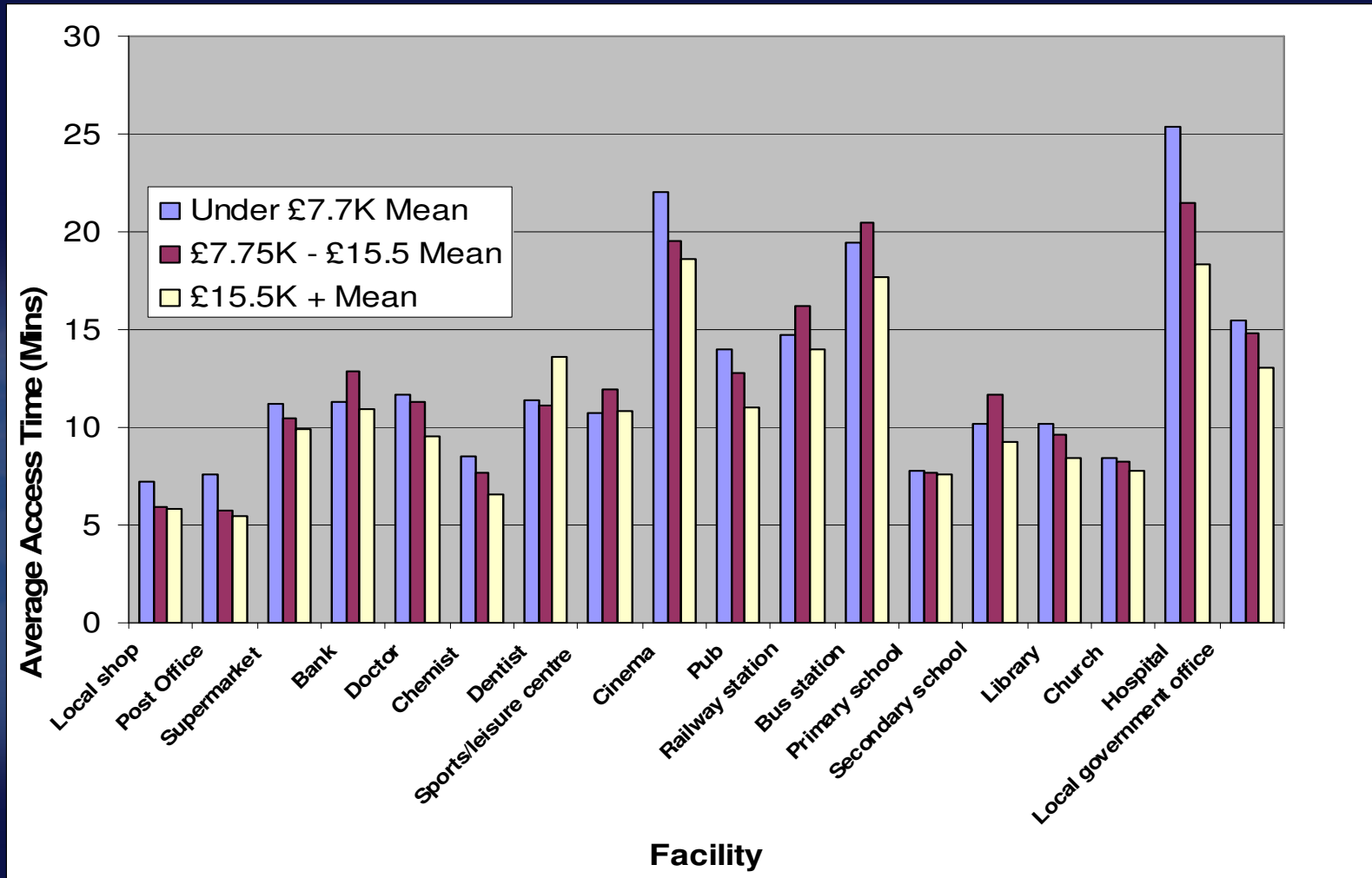
Car Ownership and Income Quintile (NTS: 1985/86, 1995/97, 2001, 2004, 2006)



Access to facilities without a car – England (ODPM, 2005)



Income & time taken to access facilities – urban Scotland (Hine and Mitchell, 2003)

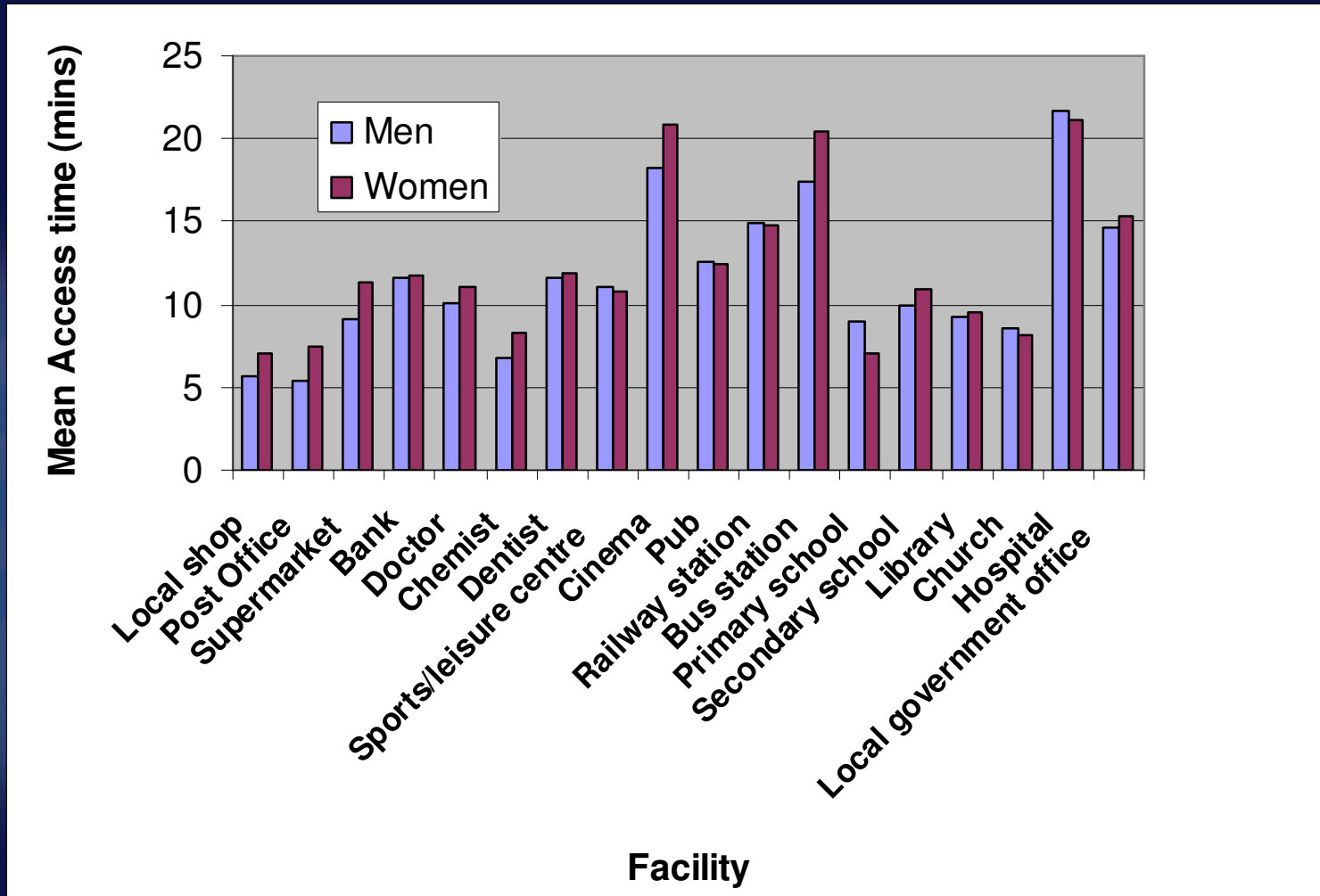


The transport disadvantaged

Women

- Specifically
 - Women with children – multiple roles/ restricted time budgets
 - Lone parents
 - Women aged over 65 – walk more and use bus/coach
 - Women in public sector housing (licence holding much lower than women in high income areas)
- Experience exclusion as a result of poor public transport (especially 17-20 age groups and over 70s)
- Personal safety is a key concern amongst this group
 - Fear of walking in the dark
 - Avoid making a trip
 - Fear of interchange facilities and stations at off-peak periods
- Access to health facilities for women in low income groups is a problem due to reliance on public transport

Time taken to access facilities - urban Scotland (Hine and Mitchell, 2003)

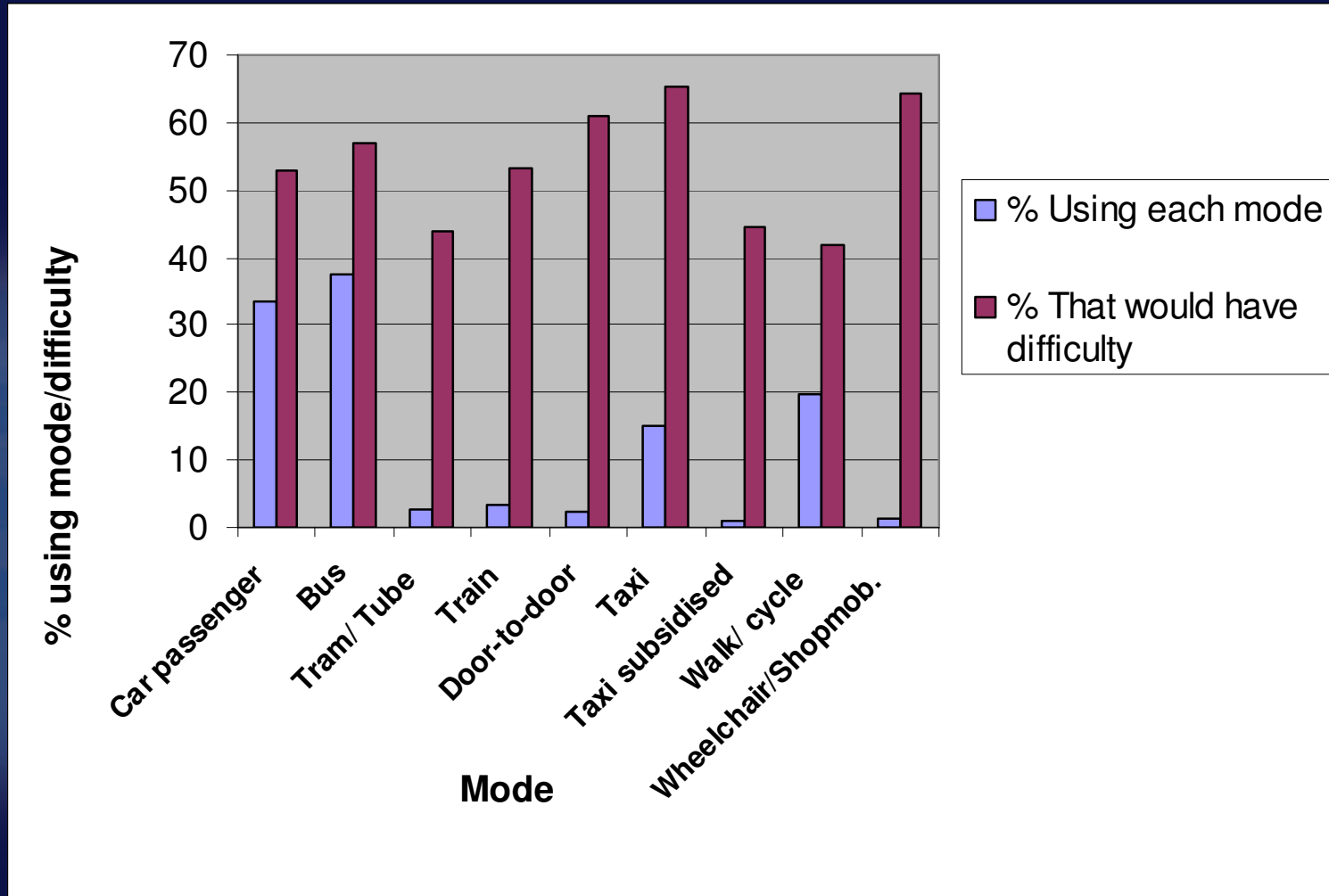


The transport disadvantaged

Older people

- Access to car declines with age but access will increase as present license holders move into older age groups
- Problems with mobility increase with age
 - Difficulties walking (including uneven pavements, hills, ramps, traffic and crossing roads, steps and carrying bags) (Hopkin et al 1978; Hillman and Whalley, 1979)
- Walking (especially 60-70 age group) and bus use higher amongst older people
 - Older people feature disproportionately in UK road casualty data

Older people aged 60 & over (DfT, 2001)



The transport disadvantaged

Disabled people

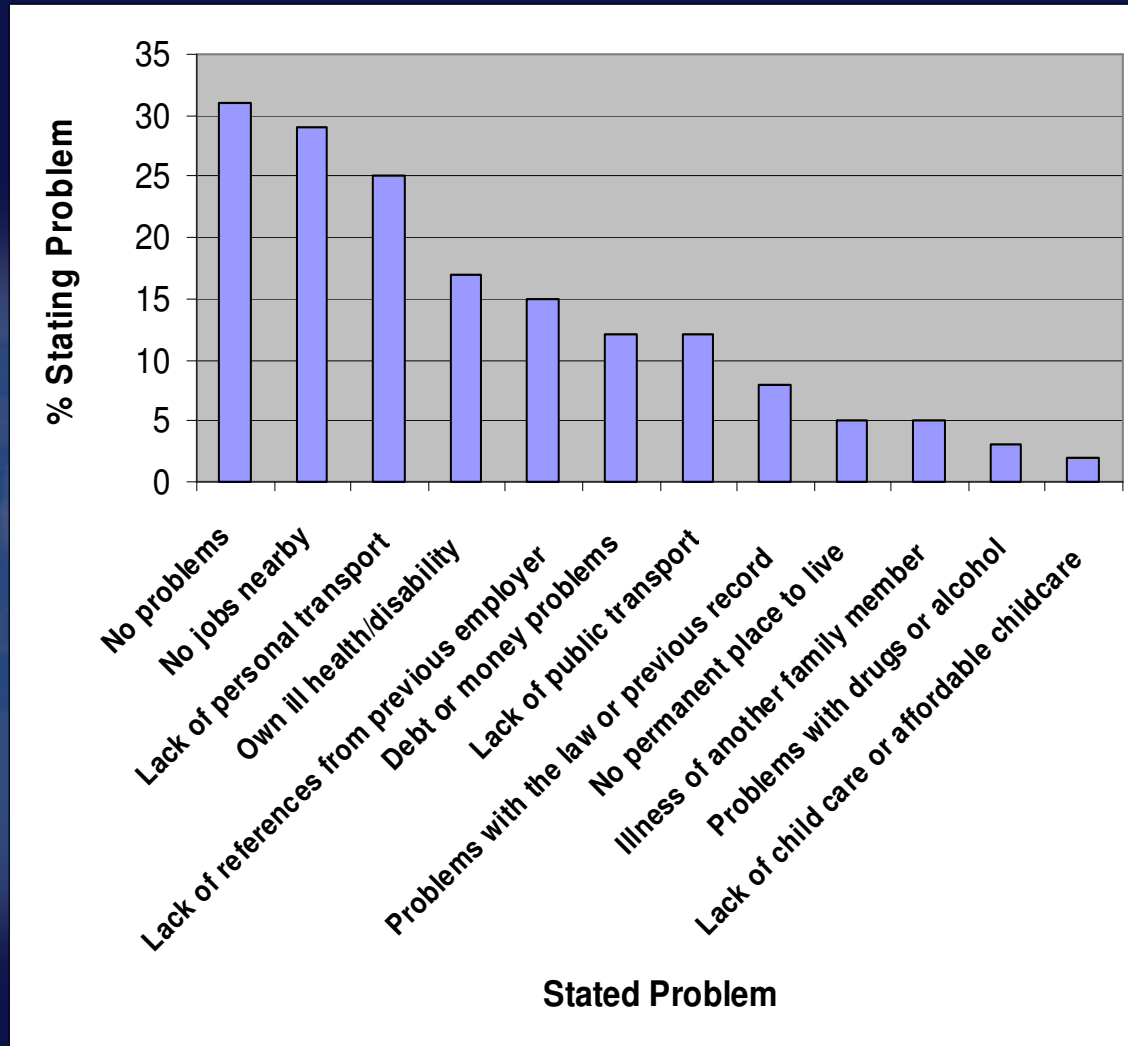
- Estimates suggest 12-14% of the adult population experience a form of impairment, in NI the estimate is 17%
- Disabled people travel a 1/3 less than the rest of the population
- Disabled people are able to travel only very limited distances
 - In London a survey found that 34% of transport handicapped people could not walk more than 1/4 mile (GLAD, 1986 also confirmed by Oxley and Alexander 1994)
 - Problems waiting, boarding and moving around a bus
- Regulations and the DDA 1995 mean new buses and trains have to meet accessibility requirements
 - Currently 10% of trains and 29% of buses meet standards in GB (SEU, 2003)
 - Lack of controlled crossing points close to bus stops
 - Poor quality pedestrian environment around stops

The transport disadvantaged

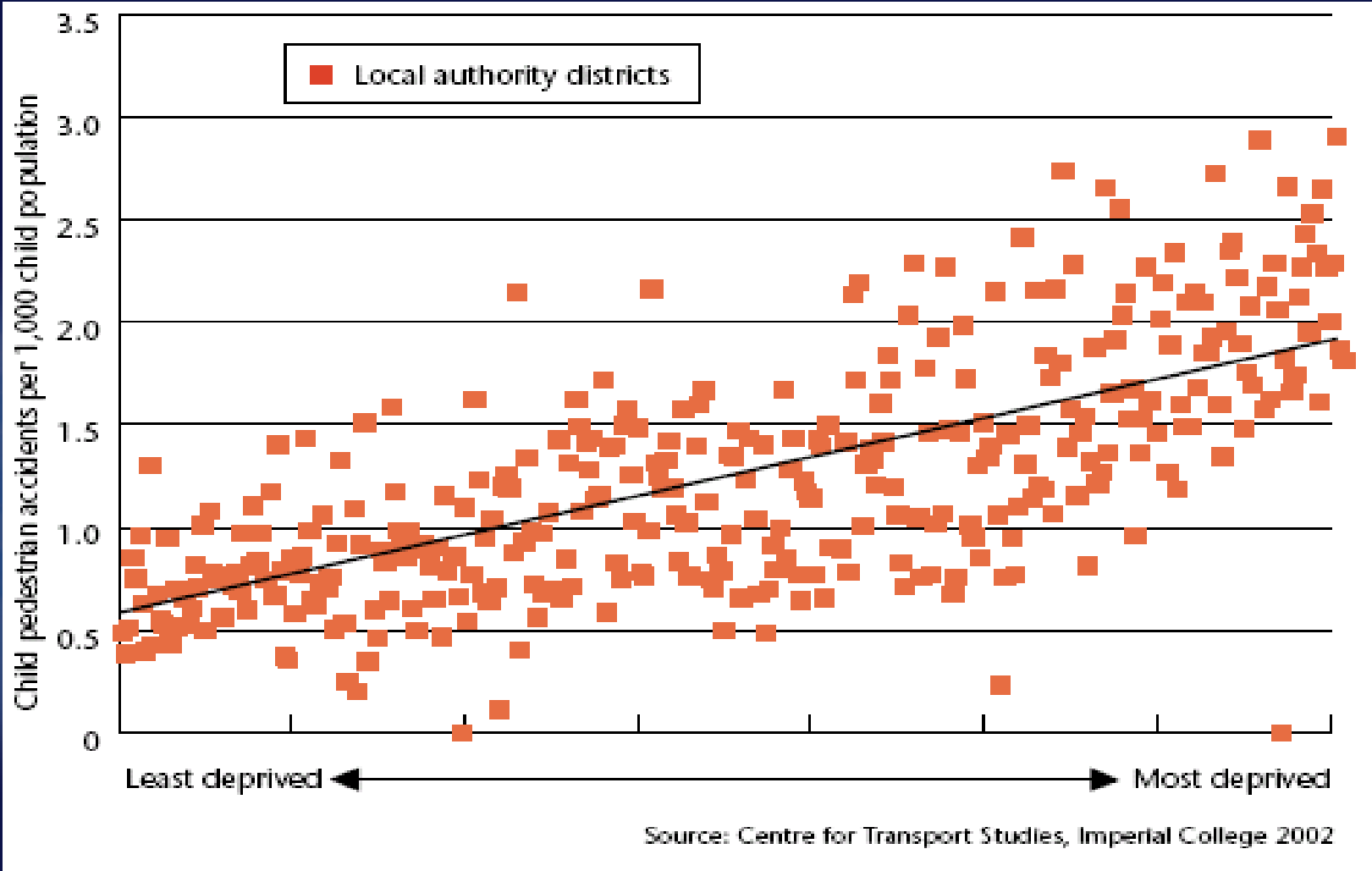
Children and young people

- Largely ignored in studies of transport and social exclusion
- Work has found:
 - Secondary school pupils and young trainees found access to jobs, education being reduced by costly and inaccessible transport services(Scotland, North Yorkshire) (Save the Children Scotland, 2000; Jones and Rugg, 1999)
 - Reduction in independent mobility and opportunities to discover their physical environment (De Monchaux, 1981, Hillman et al, 1990)
 - Increase in the number of escort journeys by car
 - Children in the poorest areas and lower socio-economic groups are more likely to killed and seriously injured (Abdalla and Raeside, 1997)

Problems experienced by young people seeking work (Bryson et al, 2000)



Child pedestrian casualties & index of multiple deprivation (SEU, 2003)



The transport disadvantaged

Child road safety

- Asian children, in Birmingham, aged less than 9 were twice as likely to be injured than their non-Asian counterparts (Lawson and Edwards, 1991)
 - This was attributed to housing location and situation of Asian families i.e inner city areas with low levels of play space
- Research in Manchester and Salford found strong connections between injury rate, index of overcrowding and index of social class (Preston, 1972)
- Children from families in the lowest income quartile cross 50% more roads than those in the highest income quartile

Implications for future transport policy

- Policy is currently moving in the right direction
 - Variety of innovations in provision
 - Demand responsive public transport
 - Specialist transport services (dial-a-ride)
 - Subsidised personal transport
 - Investment in walking and cycling infrastructure
- Future challenges will include:
 - An ageing population
 - More single parent and single person households (low income)
 - Enduring risk of poverty among certain groups
 - Acute problems for some ethnic minority groups
 - Continued polarisation of work (work poor and work rich)
 - Geographical disadvantage – concentrations of poor people, declining infrastructure, poor housing, fewer jobs
 - Smaller household sizes

Implications for future transport policy

- Accessibility planning
 - Community level using agreed indicators
 - Accessibility audit, resources audit, action plan
- Measurement of suppressed journeys/latent demand
 - Recognition of suppressed demand for cars but not public transport
 - Need to recognise suppression of pedestrian trips amongst children and elderly – vital for planning safer roads
- Overcoming physical co-presence – virtual mobility
 - Reducing the need to travel (for some not all journey types)

Implications for future policy

- More households on low incomes will move into car ownership
 - And more older people will be driving than before
- Extension of demand responsive transport into the main stream
 - Increased co-ordination of school transport, community transport and socially necessary subsidised services
 - Intelligent reservation – real time match between vehicle fleets and travel needs of socially excluded
 - Justified on grounds of cross-sector benefits
- Improved design and planning of walking and cycling infrastructure and linkages with public transport

Implications for future policy

- Growing need to fill gaps in commercial operations such as feeder services to corridors
 - Can be provided by:
 - Subsidised and concessionary travel for taxis
 - Car schemes or car clubs (private or public sector)
 - Demand responsive services (dial –a –ride)
 - Provision of service routes where a high value is placed on door to door travel

Conclusions

- This presentation has offered insights into the links between transport disadvantage and lifestyle. It has shown that:
- Transport disadvantage is experienced by different groups
- Disadvantage can manifest itself in a variety of ways and that there are numerous dimensions to this that need to be considered in the development of policy at macro and micro levels
- Long term societal changes or patterns of mobility will require more thought in terms of transport provision
- The transport disadvantaged may change in terms of profile
 - More older people with transport needs
 - Enduring group in poverty, geographically concentrated