UNIVERSITY OF CREATIVE ENERGY WESTMINSTER



Inclusion & fairness on our streets – the politics of movement

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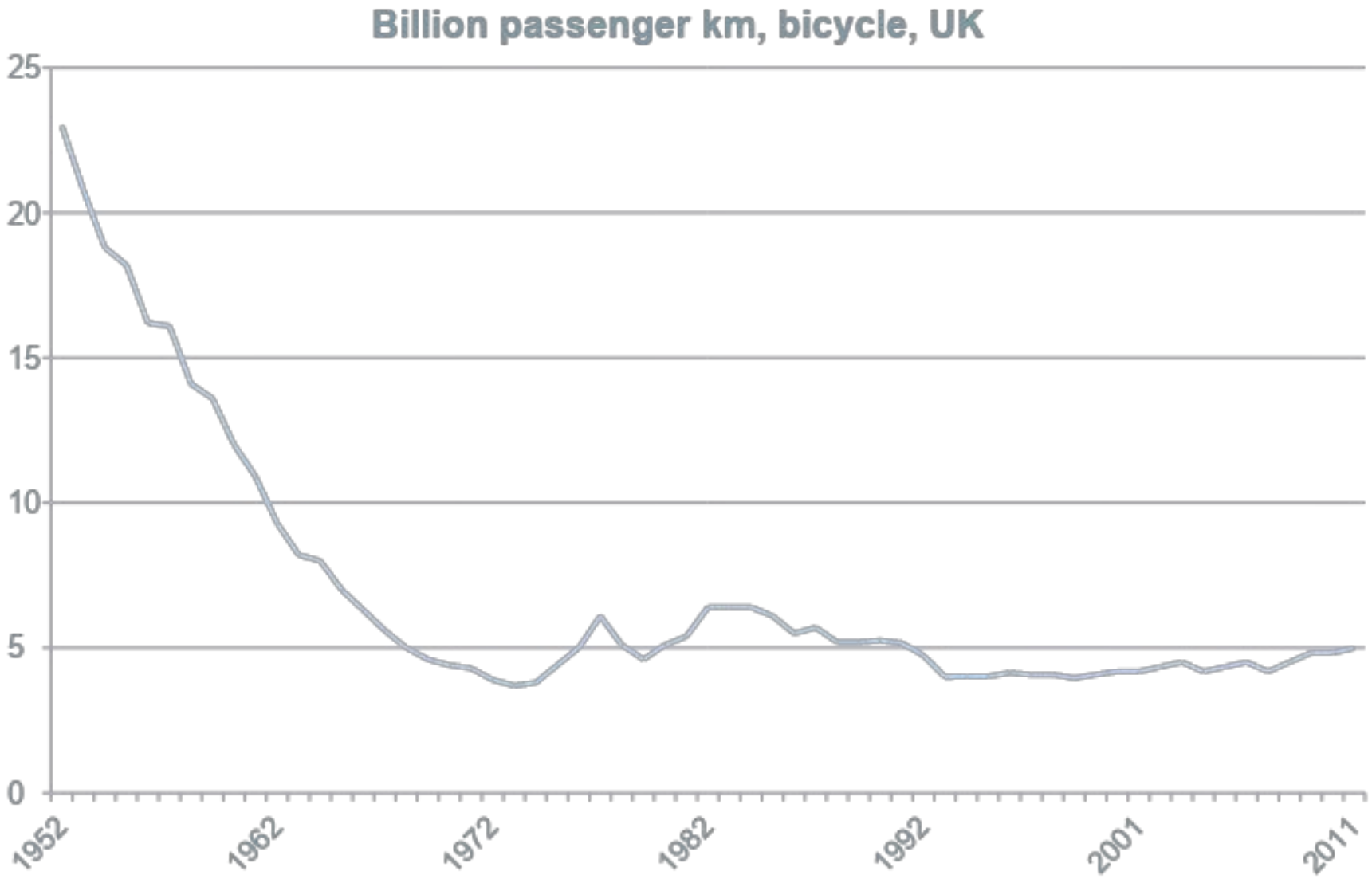
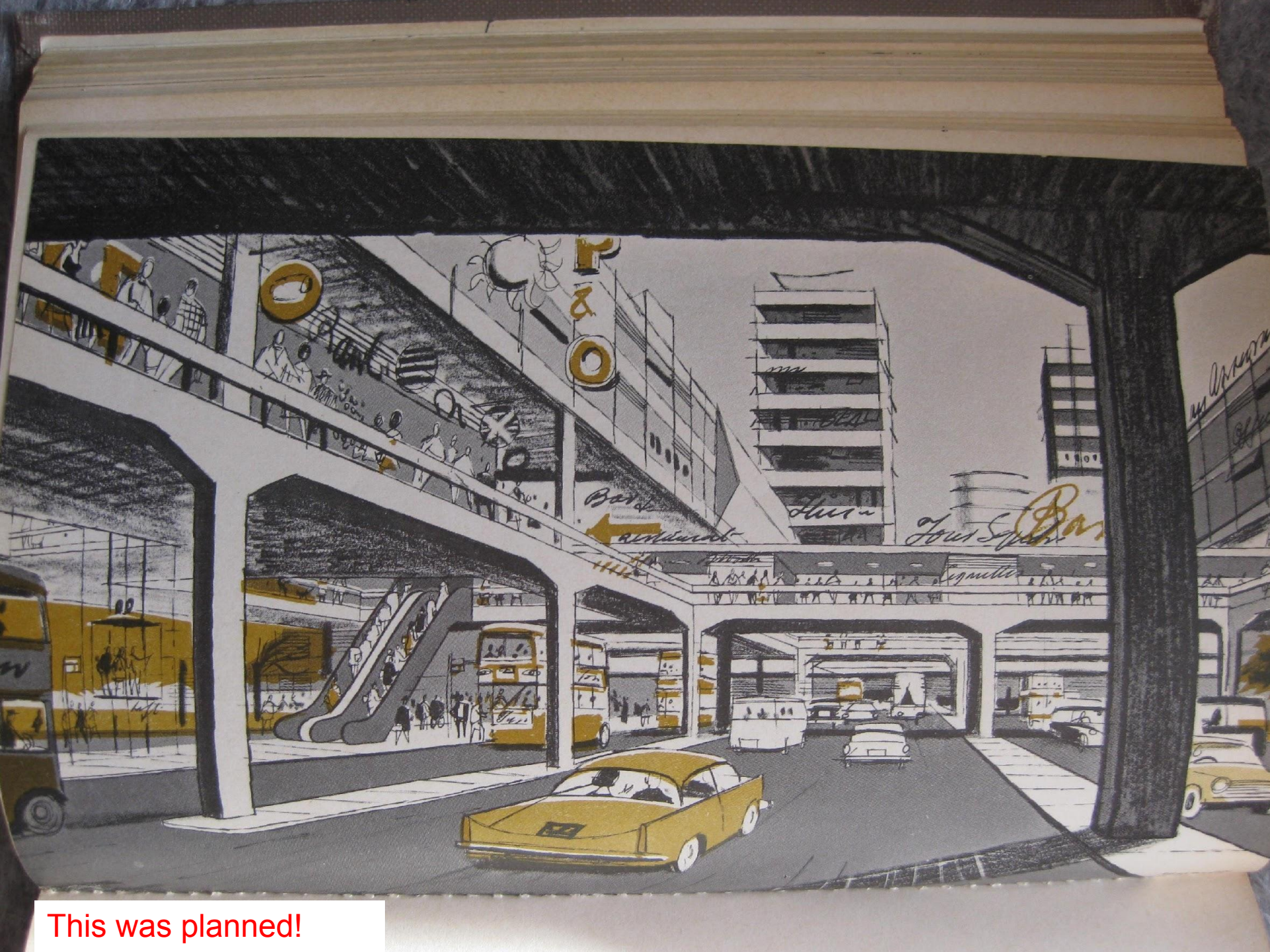
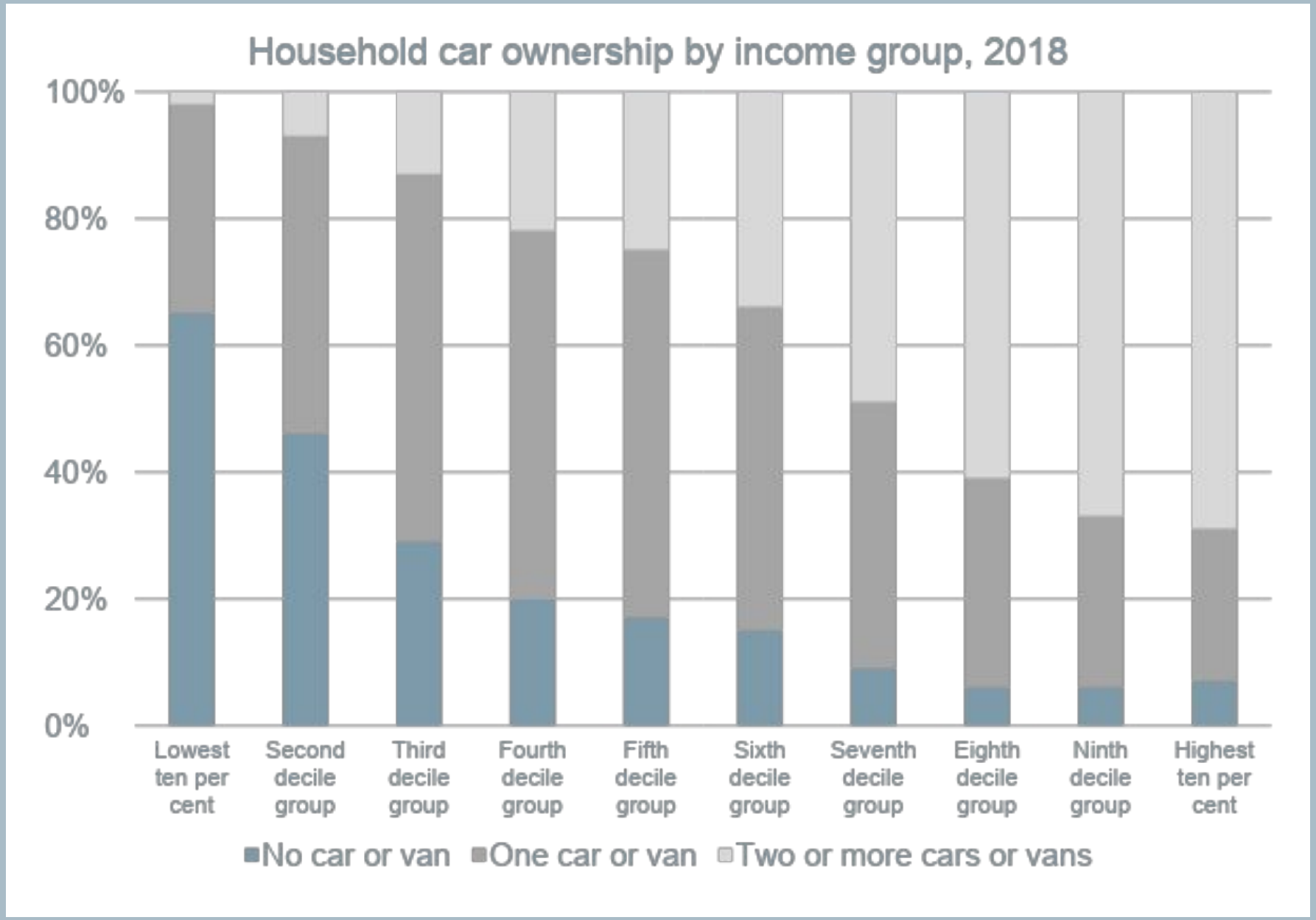

Billion passenger km, bicycle, UK
25
20
15
10
5
0
1952
1962
1972
1982
1992
2001
2011



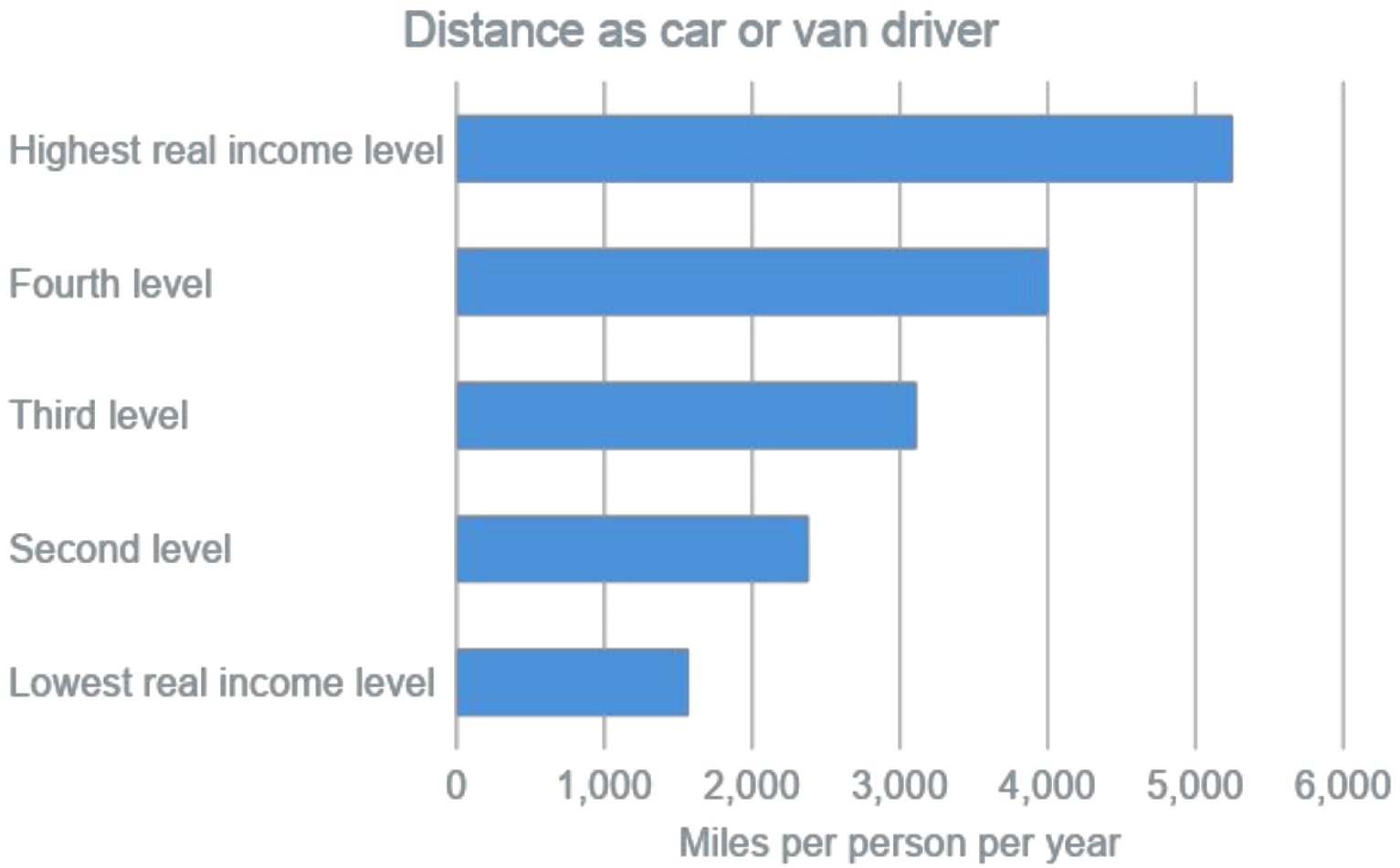
This was planned!



Symbolic and physical violence



https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/percentageofhouseholdswithcarsbyincomegrouptenureandhouseholdcompositionuktablea47



https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access



Environmental Injustice

"the communities that have access to fewest cars tend to suffer from the highest levels of air pollution, whereas those in which car ownership is greatest enjoy the cleanest air. Pollution is most concentrated in areas where young children and their parents are more likely to live […] Those communities that are most polluted and which also emit the least pollution tend to be amongst the poorest in Britain. There is therefore evidence of environmental injustice in the distribution and production of poor air quality."

(Mitchell and Dorling 2003: https://journals.sagepub.com/doi/abs/10.1068/a35240)



- for pedestrian deaths, the rate in families where parents have never worked or are long-term unemployed (NS-SEC 8) is 20 times higher than in families with parents in higher managerial/professional jobs (NS-SEC 1)
- for cycling deaths it is 27.5 times higher

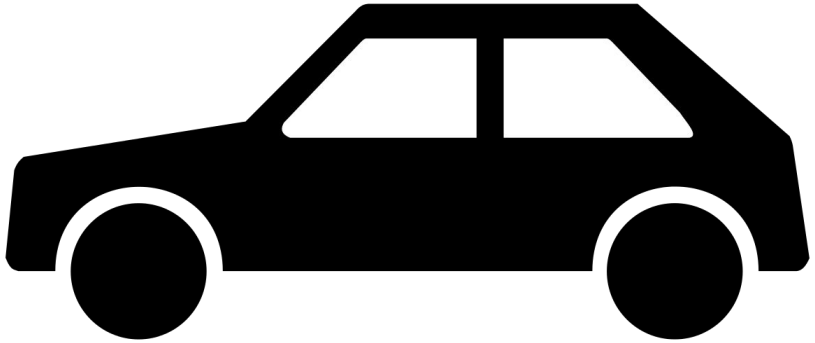
Source: http://www.makingthelink.net/topic-briefings/inequalities-and-deprivation

Loss of independent mobility

‘Only 25% of primary school children are allowed to travel home from school alone compared with 86% in 1971, research by the Policy Studies Institute at the University of Westminster found. Figures collected in 1971, 1990 and 2010 discovered a large reduction in the youngsters' independent mobility - the extent to which parents allow them to play and travel around in their local area without any adults. Children have far less independence to get about alone compared to German children. Children from 11 to 15 years old have also been facing greater restrictions.’

https://www.telegraph.co.uk/education/primaryeducation/9798930/The-decline-of-childrens-right-to-roam-just-one-in-four-primary-school-pupils-are-allowed-to-walk-home-alone.html, report: http://www.psi.org.uk/docs/7350_PSI_Report_CIM_final.pdf





Excludes young and old

Expensive (for driver and society)

Inefficient

Glass and metal protective barrier (“carcoon”)

Intrinsically dangerous (esp. to those outside)

Unhealthy

Door-to-door transport

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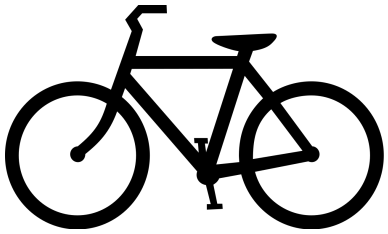



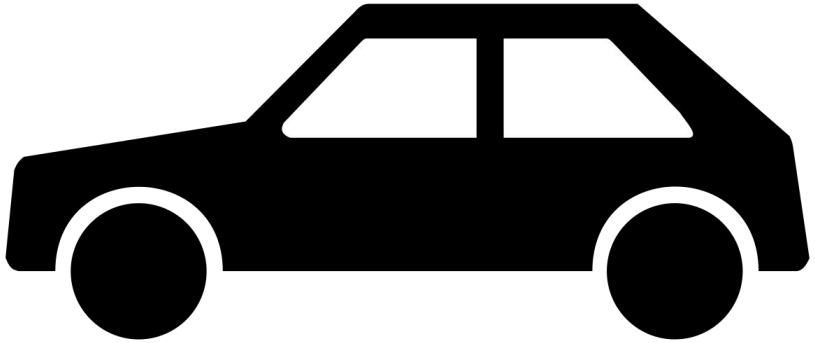

8-80 (or less/more!)

Cheap (for user and society)

Efficient

Open to the world (+ & -) human scale

Safe (for others and for the pedestrian/cyclist if safe protected space)

Healthy

Door-to-door transport

Excludes young and old

Expensive (for driver and society)

Inefficient

Glass & metal protective barrier “carcoon”

Intrinsically dangerous (esp. to those outside)

Unhealthy

Door-to-door transport

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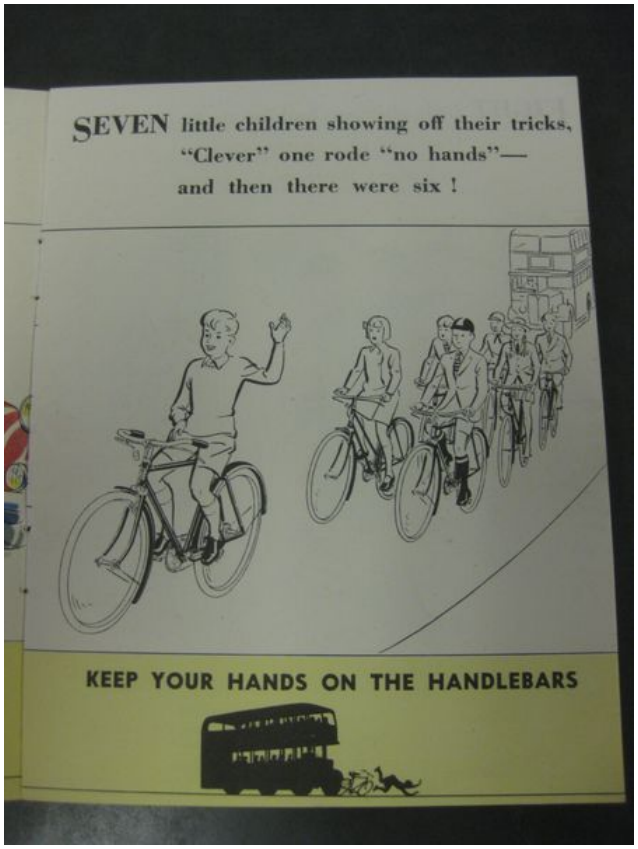
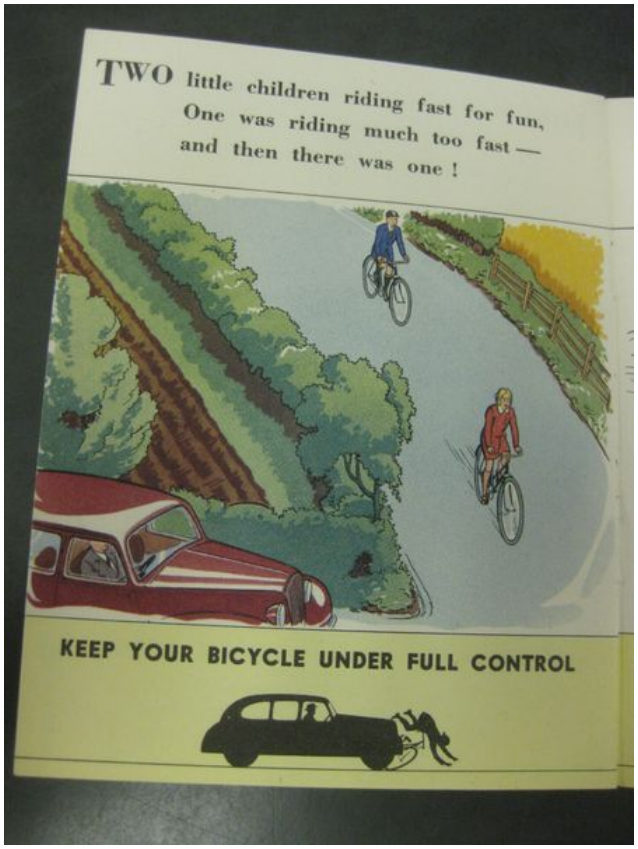




From road safety to road danger reduction
(or from blaming the individual to a safe system)

Ped/bike infrastructure can be a force for equality but is often unequally distributed

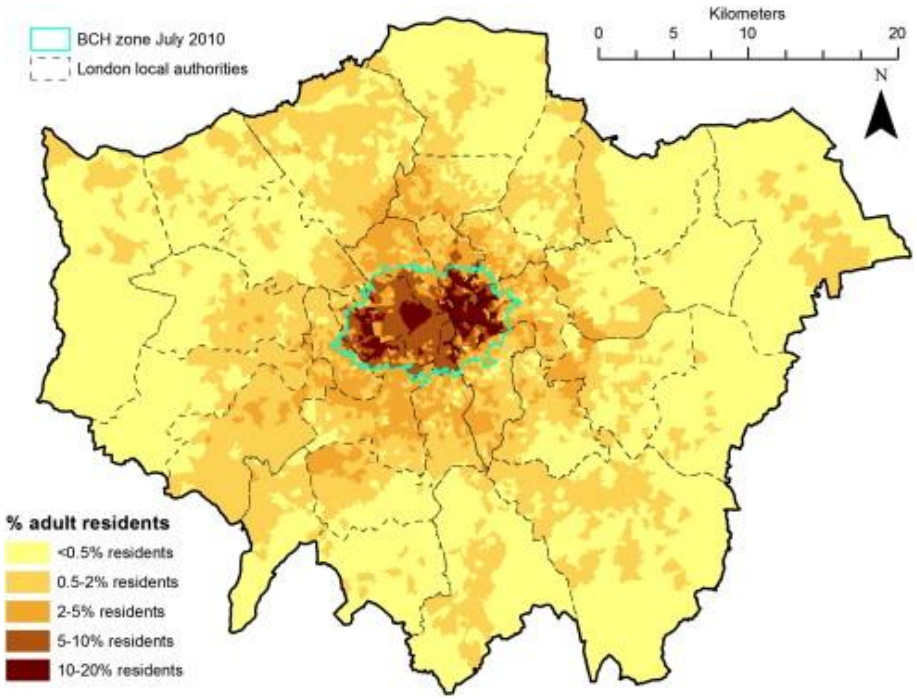
- ‘Rio de Janeiro and Curitiba […] were found to have more than twice the supply of bicycle lanes in the wealthiest quintile than the lowest income quintile relative to area and population […] and wealthier areas have more commercial areas accessible along safer cycling routes.’

Tucker & Manaugh 2016: https://www.tandfonline.com/doi/full/10.1080/15568318.2017.1324585









"After adjusting for the fact that those living in income-deprived areas were less likely to live close to a BCH docking station, registered users from deprived areas made more trips on average than those from less-deprived areas. This suggests that there may be a greater latent demand for cycling in deprived areas, perhaps due to low levels of bicycle ownership resulting from lack of affordability or storage facilities." (Ogilvie and Goodman 2012: https://www.sciencedirect.com/science/article/pii/S0091743512001685)



Increasing mobility by 25%

Denmark shows how different things could be. Cycling there is a normal form of transport for all income groups, but most important for the mobility of the poorest. Danes in low-income households make 2.7 trips per day, of which 26% (0.7) are by bicycle. People in the poorest fifth of English households only make 2.2 trips per day.

While trip rates in England by other modes are similar to those by lower income Danes, the big difference is cycling levels are much lower here (0.03 trips per person per day). This suggests that if we can get people in the poorest income groups cycling at Danish levels, we could increase mobility by up to a quarter.

https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf



The goal: streets for people

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