



# Taming car traffic: a social justice issue

Rachel Aldred

Reader in Transport

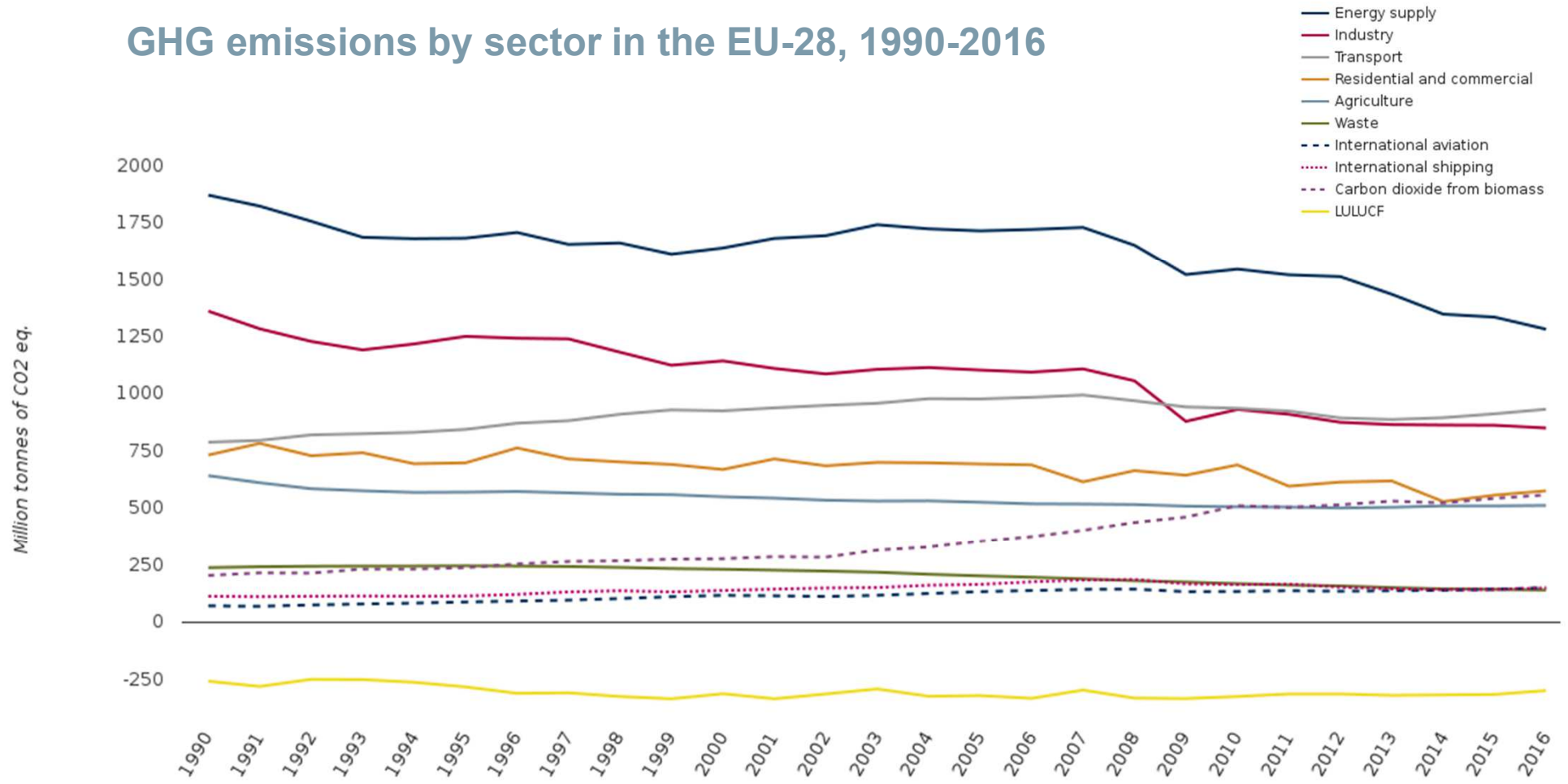
Director of the Active Travel Academy

University of Westminster

[rachelaldred.org](http://rachelaldred.org) @RachelAldred

# EU-28 GHG emissions from transport have grown since the 1990 baseline, overtaking industrial emissions in 2010

## GHG emissions by sector in the EU-28, 1990-2016



## Ditch cars to meet climate change targets, say MPs

By Roger Harrabin  
BBC environment analyst

22 August 2019

[f](#) [m](#) [t](#) [e](#) [Share](#)

Climate change



People will have to get out of their cars if the UK is to meet its climate change targets, MPs say.



- 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

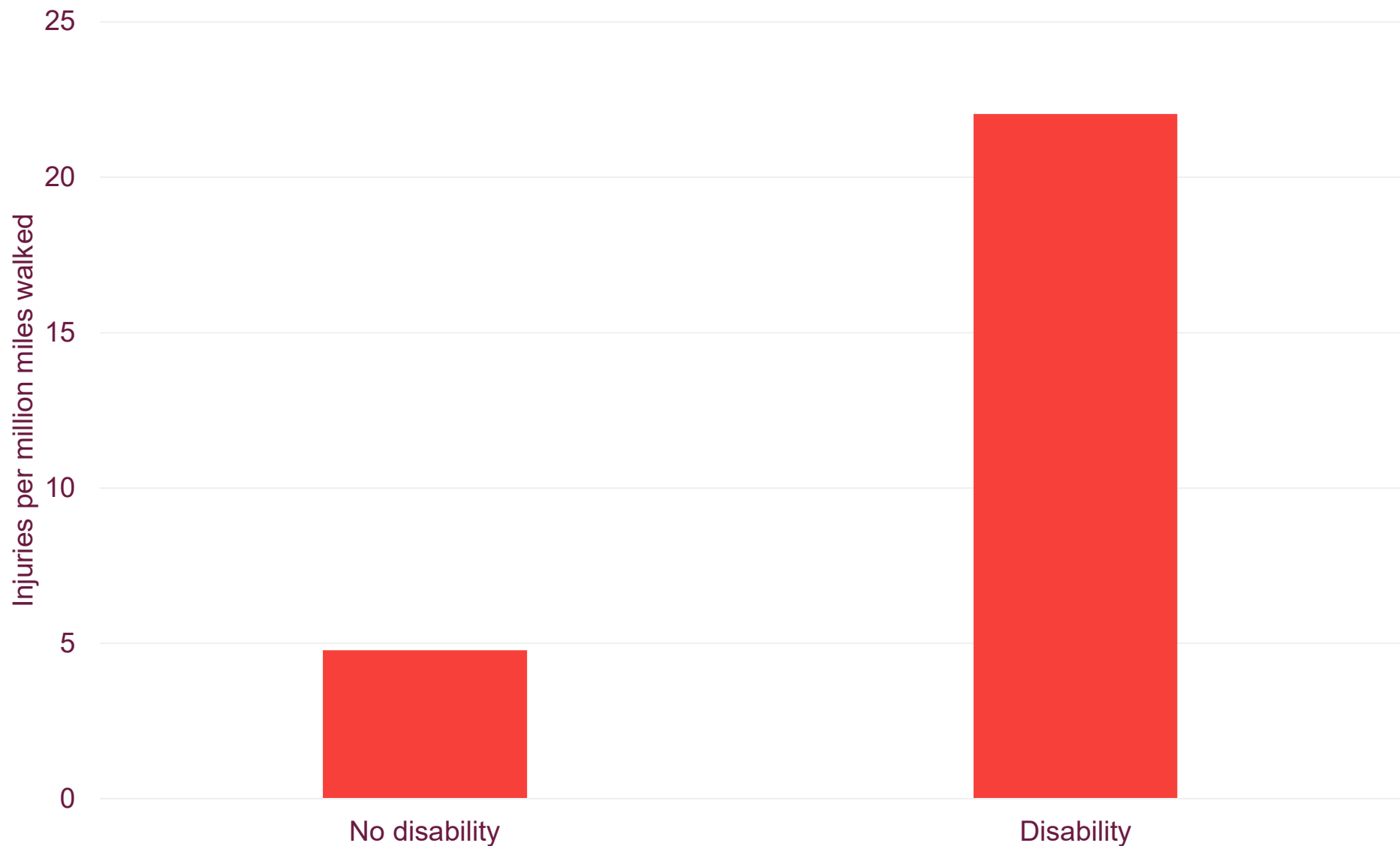
Source: <http://www.makingthelink.net/topic-briefings/inequalities-and-deprivation>

## Pedestrian injuries in collisions with a motor vehicle in the past three years, by household income



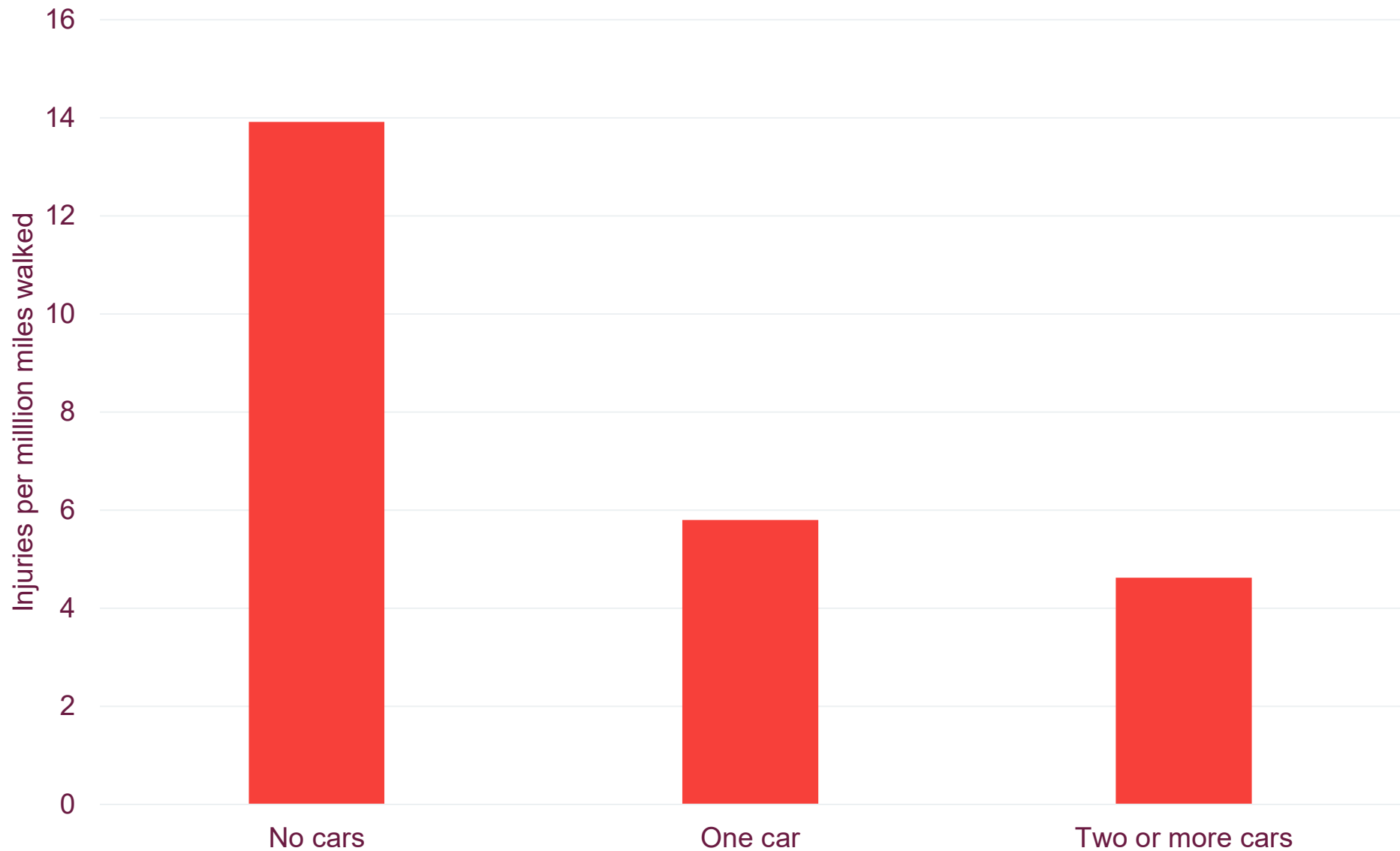
From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

## Pedestrian injuries in collisions with a motor vehicle in the past three years, by disability status



From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

## Pedestrian injuries in collisions with a motor vehicle in the past three years, by household car ownership



From National Travel Survey data, published in <https://www.sciencedirect.com/science/article/pii/S2214140517306308>



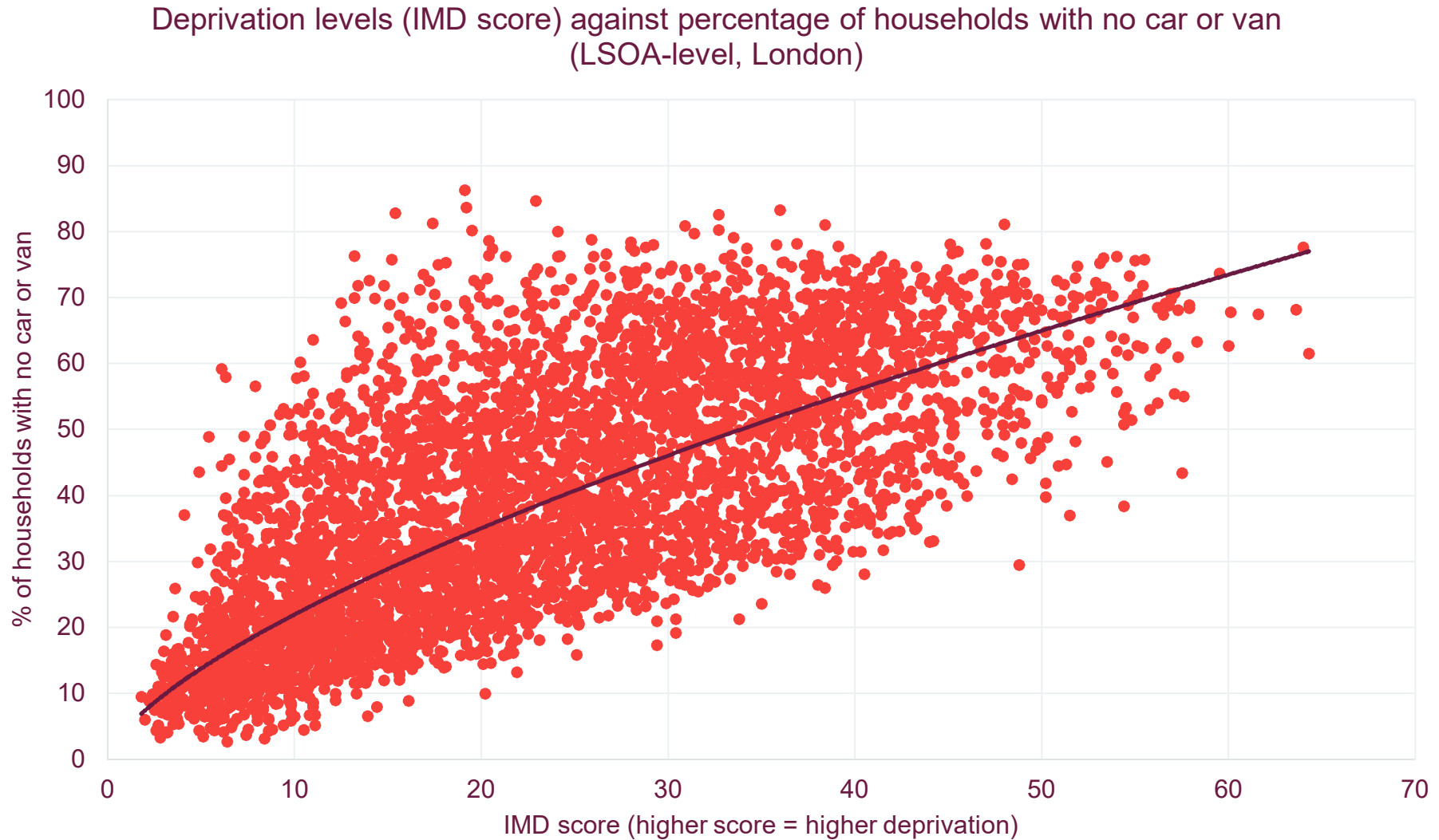
## Environmental Injustice

*“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>)

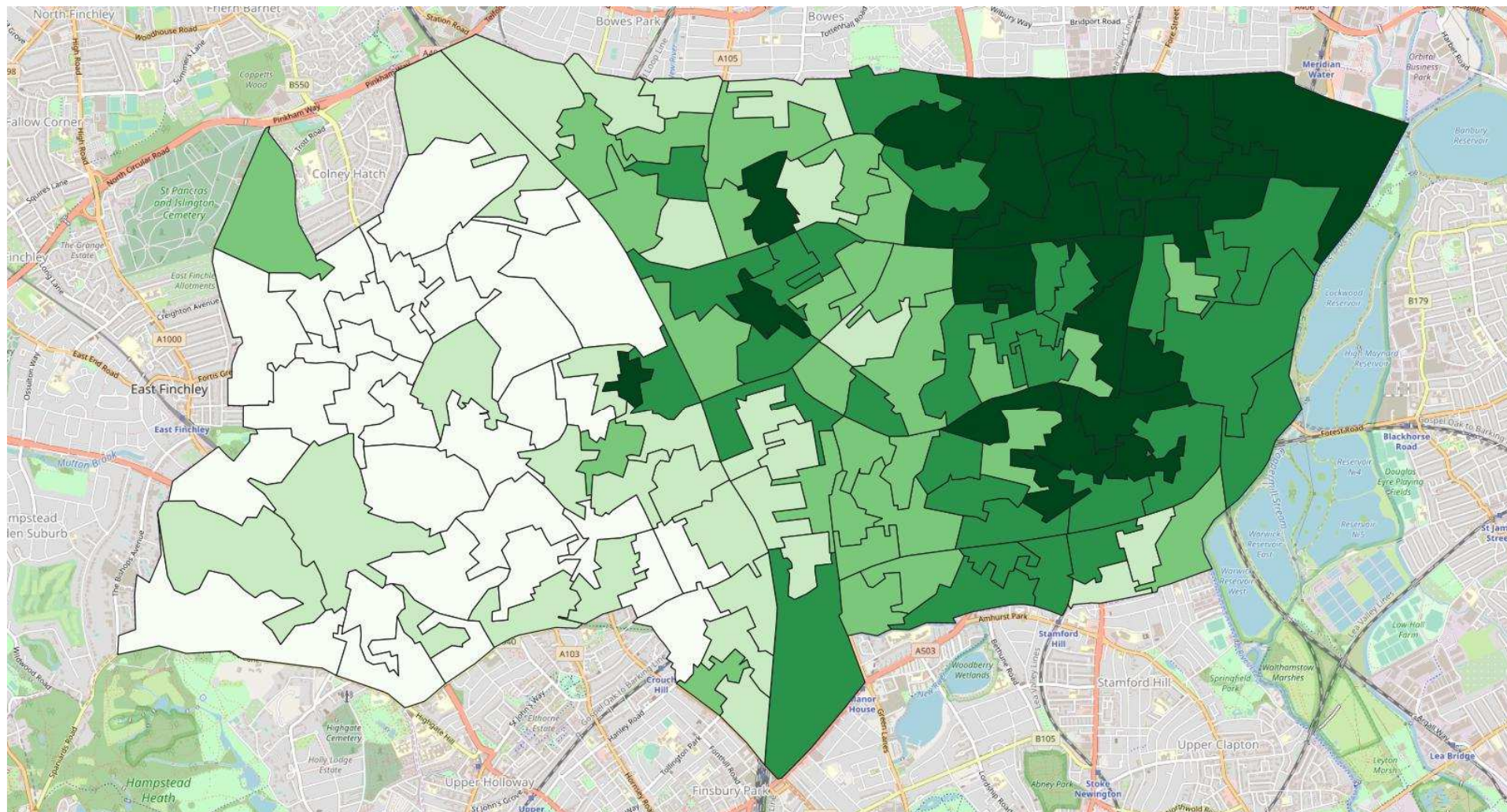


# The more deprived the neighbourhood, the higher the percentage of households without cars

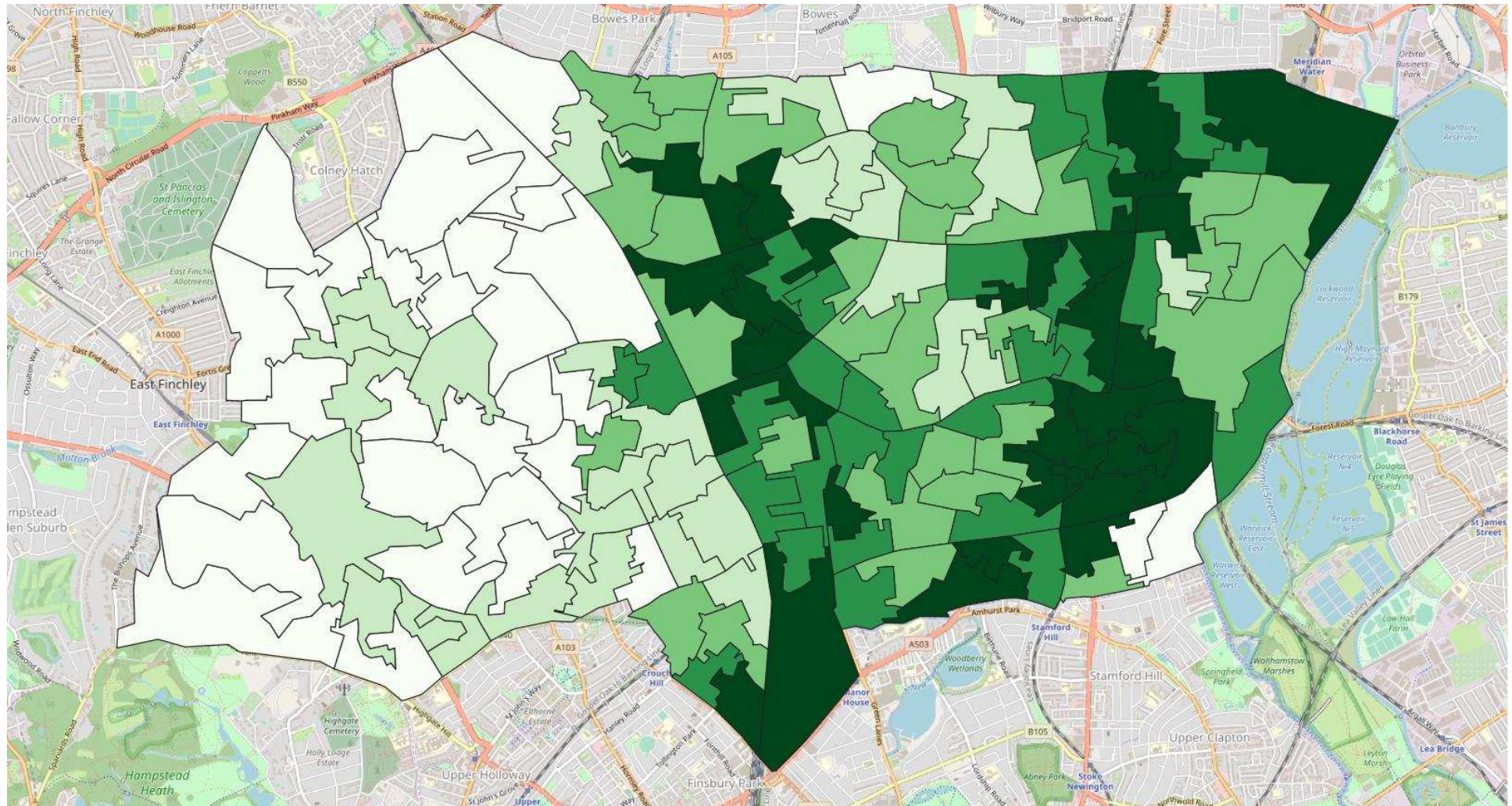


Data: ONS Census data on car ownership, MHCLG/GLA data on deprivation

# Index of Multiple Deprivation scores, Haringey, LSOAs by quintile (darker colours = higher level of IMD in that LSOA)

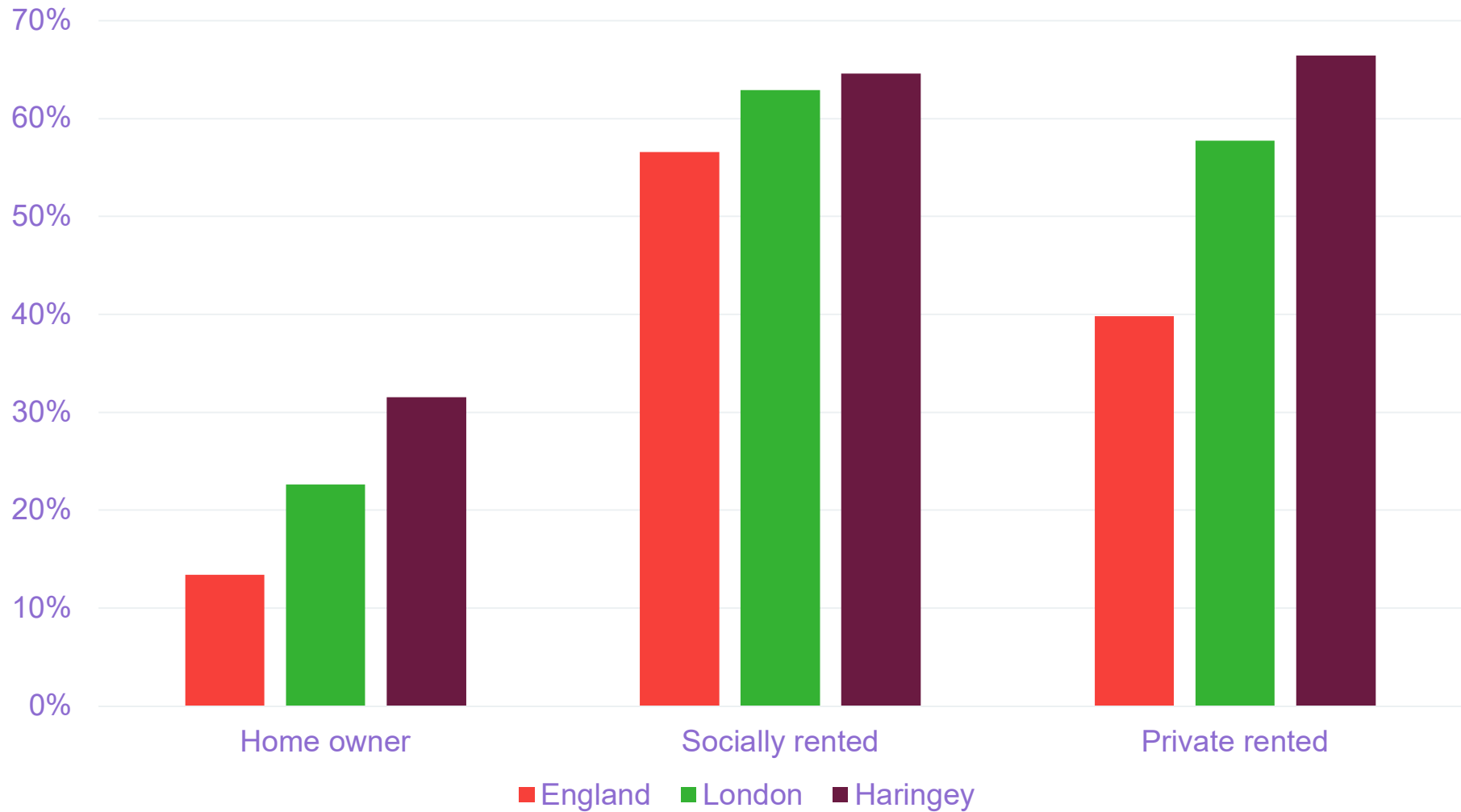


Households living without a car, Haringey, LSOAs by quintile (darker colours = higher % of households living without a car)



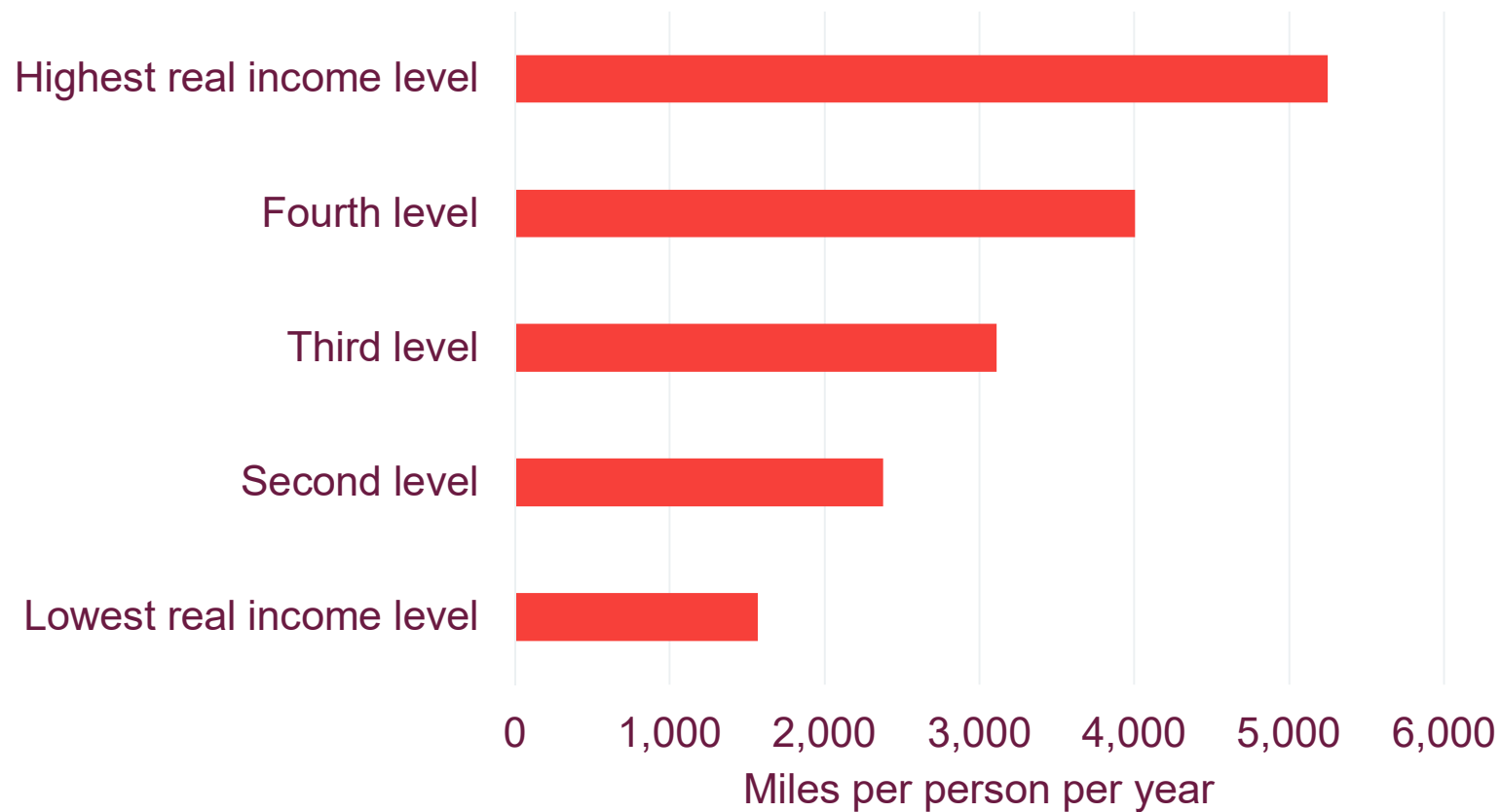
# Tenure and car ownership: England, London and Haringey

Percentage of households with no car or van by tenure



Data: ONS Census data

## Distance as car or van driver



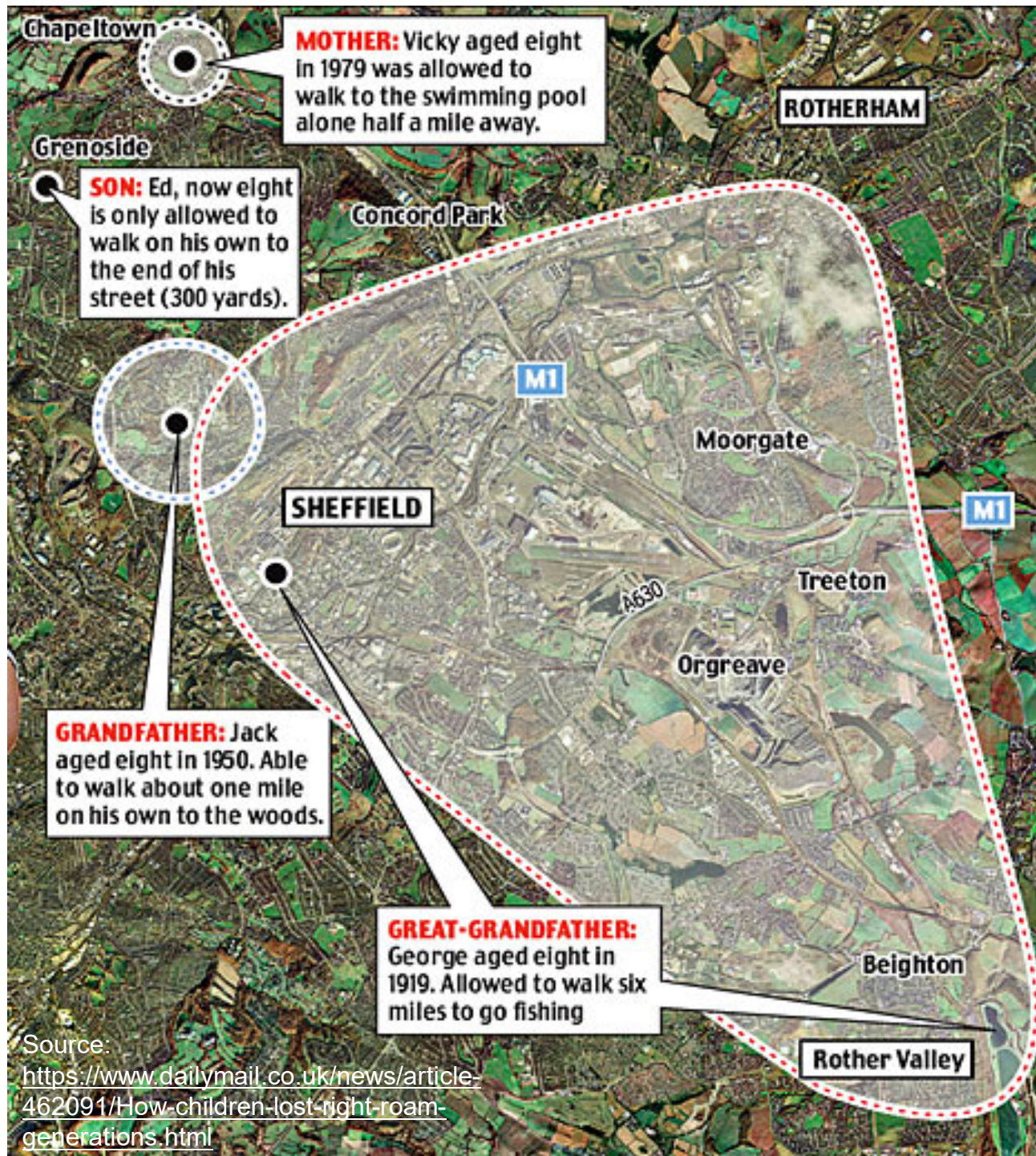


# Loss of independent mobility

‘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](http://www.psi.org.uk/docs/7350_PSI_Report_CIM_final.pdf)





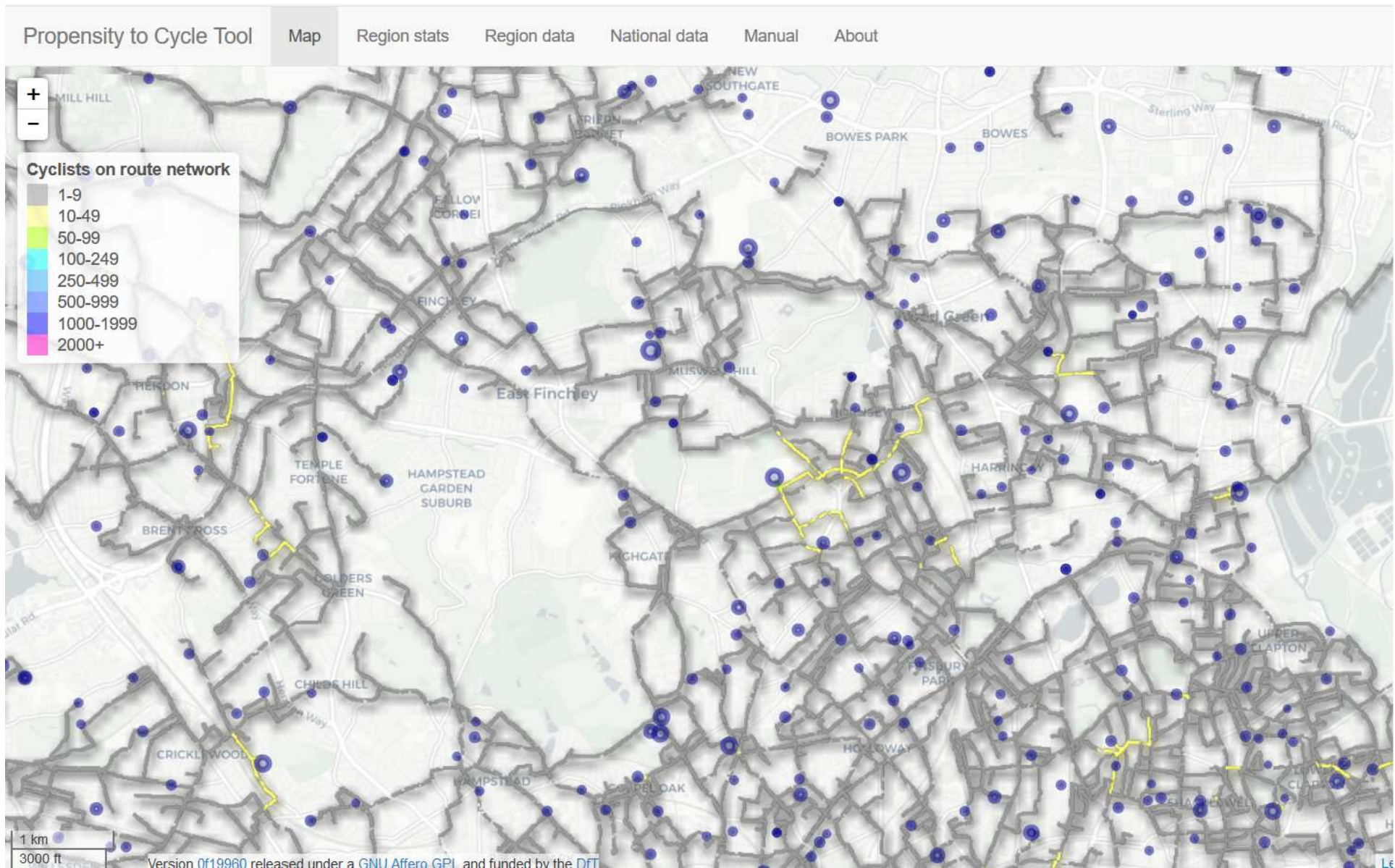




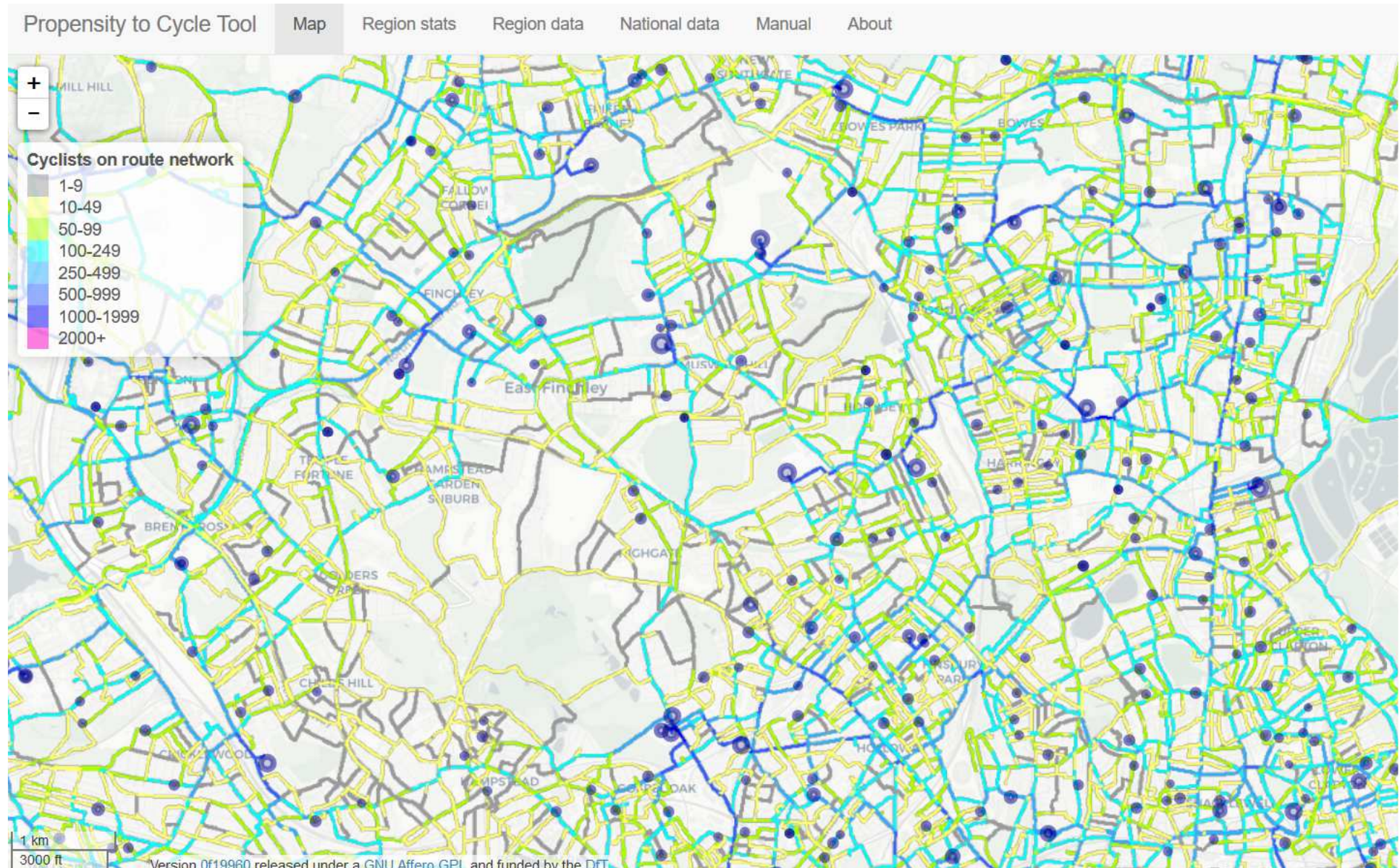
**48% of children want to cycle to school, but only 2% actually do.**  
<http://ccea.org.uk/giro/docs/resources/Sustrans%20Active%20Travel%20Schools%20Programme/Transforming%20Young%20People%27s%20Travel.pdf>

# Cycling to school, 2010/11 School Travel Census

From [www.pct.bike](http://www.pct.bike)



# With Dutch cycling to school propensities (based on distance and hilliness)





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.

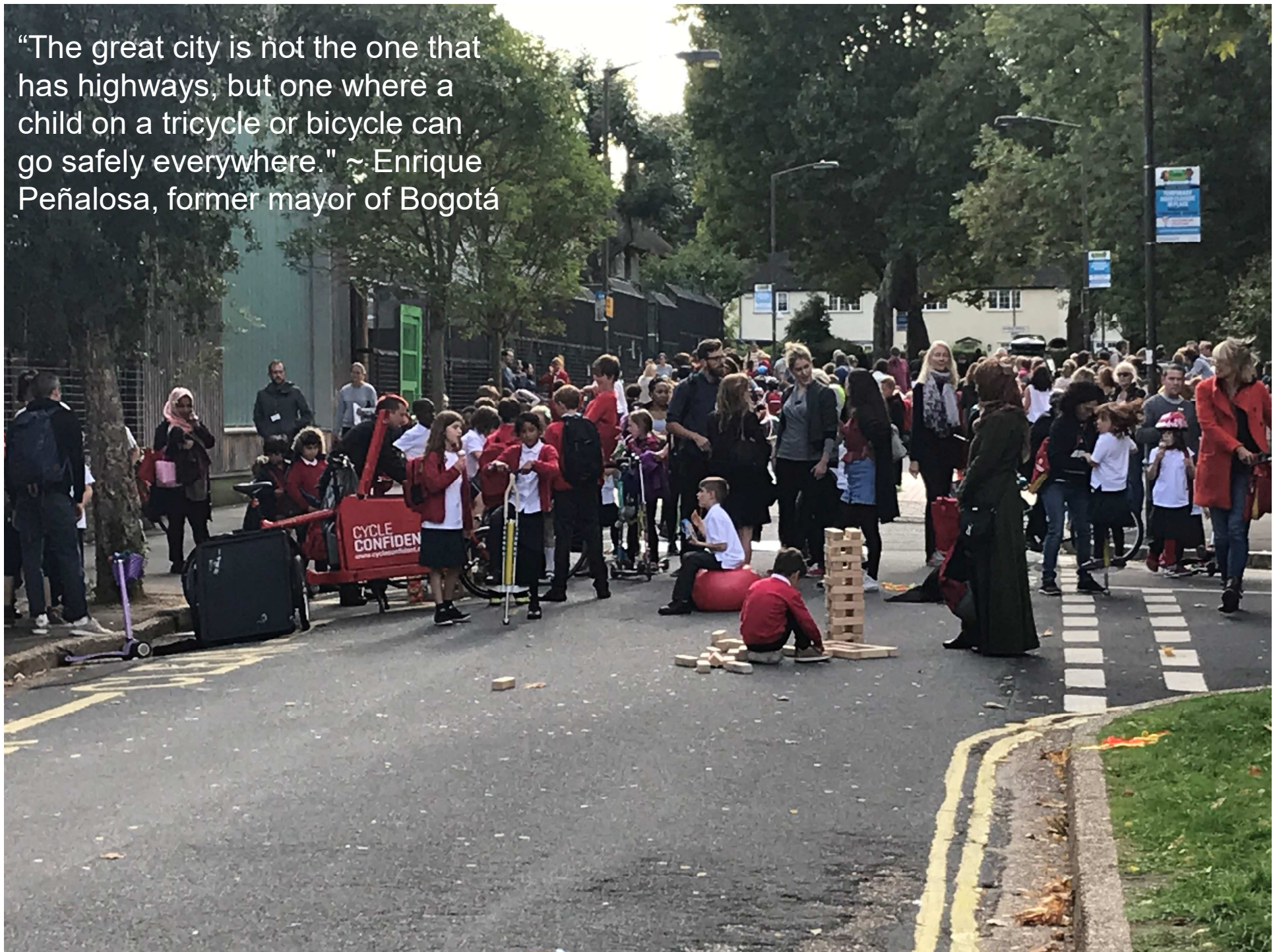
While trip rates in England by other modes are similar to those by lower income Danes, the big difference is cycling levels are much lower here (0.03 trips per person per day). This suggests that if we can get people in the poorest income groups cycling at Danish levels, we could increase mobility by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

[https://www.britishcycling.org.uk/zuvvi/media/bc\\_files/campaigning/BENEFITS\\_OF\\_INVESTING\\_IN\\_CYCLING\\_DIGI\\_FINAL.pdf](https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf)



How do we get there?

“The great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere.” ~ Enrique Peñalosa, former mayor of Bogotá



"In every detail a city should reflect that human beings are sacred and that they are equal." ~ Enrique Peñalosa





# Taming car traffic: a social justice issue

Rachel Aldred

Reader in Transport

Director of the Active Travel Academy

University of Westminster

[rachelaldred.org](http://rachelaldred.org) @RachelAldred