



Annual Report 2021

How we've moved forwards
in pictures, words, facts and figures

TSU
TRANSPORT
STUDIES UNIT



“ 2021 was a year marked by the medium-term effects of the pandemic, coupled with the dawning realisation by many in government and business that there is a much greater challenge ahead: the climate crisis.

Technological innovation will not be enough to drastically reduce CO2 emissions from transport. Huge reductions in carbon-intensive mobility are needed sooner rather than later. If decisionmakers delay in the vain hope of a silver bullet, then much deeper cuts in emissions will have to be made 10 or 20 years from now.

The TSU's role in this rapidly changing environment – to inspire and inform change towards a more sustainable, just and accessible transport system – has never felt more crucial. ”

Tim Schwanen, 2021



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Message from the Director



From a transport perspective, 2021 has been a year of rebound and potential. Across the planet, transport activity has, in many ways, recovered from the exceptional declines triggered by the COVID-19 pandemic and lockdown policies in 2020. This recovery is not free from paradox: many cities and countries have seen waves of infection and mortality that clearly exceeded the first wave in Spring 2020. But these waves have seen much weaker policy responses and therefore resulted in less impact on transport systems. More people have remained on the move and more frequently, whereas recent variants of the virus have been more transmissible than the original alpha variant. This situation reflects the waning public and political acceptability of renewed stay-at-home orders and other restrictions on mobility. There is indeed a strong individual and collective need to travel, and the risk remains that carbon-intensive forms of mobility become further locked-in as people trade public transport for car use, and airlines and governments seek to rekindle an ailing aviation sector.

There is, however, cause for hope at the intersection of transport and the climate crisis: electric mobility is now taking off – albeit in spatially and socially starkly uneven ways; a fair share of the pop-up infrastructures for cycling and walking that emerged during lockdowns has become more durable; the fly-less movement is gaining popularity and followers; and many organisations are allowing more home-working and are actively reducing business travel compared to before the pandemic. Transport was also more prominent as a topic at the 26th UN Conference of Parties (COP26) meeting in Glasgow than at any previous COP. All of these developments are making transport even more political than it was, and it remains an open question what they mean for the many forms of inequality and injustice that are baked into transport systems.

It is in this context that many of the TSU’s activities in 2021 must be seen. The shocks and changes transport systems are undergoing have been central to our research activities and executive education programme. This Annual Report offers an overview of many of the team’s new initiatives and achievements. 2021 has not been an easy year as we worked mostly from home and sometimes dispersed across the planet but I am immensely proud of what we have collectively achieved.



Tim Schwanen

Professor of Transport Studies and Geography

Our Work



'For Mahesh' – telling the story of India's auto-rickshaw drivers

Lucy Baker of **PEAK Urban** and the TSU wrote and produced a public awareness film aimed at auto-rickshaw customers in Bangalore to draw attention to the challenges faced by the drivers.

The film, titled 'For Mahesh', traces the day-to-day lived experiences of auto-rickshaw drivers who form a key component of Indian mobility systems. These 3-wheeled taxi-like services are increasingly booked through smartphones and paid for digitally. Yet, commuters are often unaware of the impacts new technologies have for drivers. Auto-rickshaw drivers are predominantly low-waged, self-employed workers, who demonstrate low use of bank accounts and are heavily reliant on cash for everyday transactions like food and utility bills. Although new technologies promise to increase the efficiency of customer-driver encounters, the film observes why drivers cannot fully transition to accept digital fares and trip platforms that have evolved to meet the needs of middle-class millennials over the past 5 years. Daily conflicts arise between the public and auto-rickshaw drivers and an overall poor experience exists for the public booking and paying for trips digitally.

The film aims to impart empathy and develop understanding between Kannada-speaking taxi drivers and the film's target audience of young English/Hindi speaking residents of Bengaluru, many of whom have arrived to work in the city's rapidly growing 'tech' industry. The film demonstrates both the positive and negative



effects of emerging technical systems for operators and users. It also brings into question the possibility of achieving equitable cities through solutions that are comprehensively technological.

The film is the outcome of qualitative research that has engaged with Bengaluru's historically active citizen groups, taxi drivers, and taxi driver workers' unions to address their financial exclusion and employment precarity.

Watch the film [here](#)

Documenting the everyday life of essential workers during the pandemic

The **'Not working from home'** project started in March 2021 and sought to document the everyday life of essential workers during the Covid-19 pandemic. Essential workers submitted their own photos, videos and text to an online exhibition, in order to share what life has been like for those who continued to have to go to a workplace outside of the home. Led by **Anna Plyushteva**, the project was funded by the University of Oxford's Public Engagement with Research Seed Fund.

'Not working from home' builds on Anna's long-term research interests in everyday mobilities and immobilities, as well as the mobilities of crisis and disruption. As a public engagement project, 'Not working from home' also sought to attract greater public attention to the difficulties and uncertainties of continuing to go to work. During the government's guidance to work from home, much of the public's focus was on the challenges of doing so, of juggling work and home-schooling, and so on, whereas essential workers were often expected to be 'heroes', with little understanding of the challenges they encountered in daily life. The stories submitted to the exhibition covered a range of topics, from being unable to find



Photo credit: Hitesh Parmar

groceries or take holiday, to suddenly being able to drive to work in traffic-free streets. The 70 stories on the project website come from across different sectors and (mostly UK) locations. Since October 2021, Anna has also been conducting follow-up interviews with project participants, focusing specifically on changing commuting practices during the Covid-19 pandemic. Anna is also preparing a project with colleagues in Lebanon and Slovenia on essential mobilities during major crises.

Visit the project website: www.notworkingfromhome.org

Cycling is ten times more important than electric cars for reaching net-zero cities



Christian Brand's article in *The Conversation* has had 180,000 readers and ranks fourth of all articles published by University of Oxford authors in 2021, and first across SoGE. It is the most popular *Conversation* article ever published by the TSU.

The article talks about how the emission savings from replacing all those internal combustion engines with zero-carbon alternatives will not feed in fast enough to make the necessary difference in the time we can spare: the next five years. Tackling the climate and air pollution crises requires curbing all motorised transport, particularly private cars, as quickly as possible. Focusing solely on electric vehicles is slowing down the race to zero emissions. One way to reduce transport emissions relatively quickly, and potentially globally, is to swap cars for cycling, e-biking and walking. This article shows how by building on the findings of new research led by Christian Brand.

The article has created great impact – receiving 130 comments and 27 responses. The 2,300+ tweets and 37,000+ Facebook shares directly from the *Conversation*

website has helped it to become a 'much talked about' research output. It has been doing the rounds at the European Commission, the IPCC and city authorities (Paris, Rome, Vancouver, London). It has been republished across the world, including the World Economic Forum, Bloomberg Business, Today Online (Singapore), Down to Earth (India) and 20minutes (France). It has featured in global news outlets, magazines and blogs, including major national newspapers Sueddeutsche Zeitung (Germany), Corriere de la Serra (Italy), Houston Chronicle (USA), Aftonbladet (Sweden), der Standard (Austria), NZ Herald (New Zealand) as well as magazines such as Inverse, Salon and Aboca. It also featured on Finnish TV, French Radio and the Global Cycling Network's YouTube channel with its 2.5 million subscribers.

More locally, the article was turned into an expert opinion piece as part of the University's True Planet campaign for COP26: [Obsessing over electric cars is impeding the race to net zero: More active travel is essential](#)

See the research paper, [The climate change mitigation effects of daily active travel in cities.](#)

Climate-related migration and mobilities into informal settlements in Addis Ababa, Ethiopia

A team of researchers including **Tim Schwanen** and **Jin-ho Chung** are investigating climate-related migration and mobilities into informal settlements in Addis Ababa, Ethiopia. As part of the University's **Oxford Martin School's Programme on Informal Cities**, the project examines how climate-related migrants secure access to infrastructure upon arrival and what risks and conflicts they face in destination areas. But with fieldwork ruled out since the COVID-19 pandemic set in, the ethnographic research Jin-ho had lined up in Addis Ababa has not been possible since late 2020. Instead, his efforts have turned to a systematic literature review, synthesising the current state of knowledge about climate-related migration. Following the ease of travel restrictions in the UK, the team is hoping to embark on the fieldwork, but uncertainty is now even higher as Ethiopia is currently in the middle of a civil war.

This research investigates climate-related migration and mobilities with a particular focus on those migrants coming to Addis Ababa as unskilled manual labour to work at inner-city redevelopment project sites. Employing semi-structured interviews and participant observation, this research will ethnographically document the experiences of labour migrant communities in the city's informal settlements, some of which are likely to be vacated, demolished and redeveloped because of urban redevelopment in the near future.

The research also aims to understand how climate-related migrants secure access to various physical and social infrastructure upon arrival and what risks and conflicts they face in the informal settlements where they end up living. To this end, it will focus on the destination areas through investigating the complex relationships between labour migrants, informal settlement residents and relevant institutions in Addis Ababa. It will also consider the ways in which these relationships are shaped by a range of economic, political, demographic, social and climate factors and processes.



Photo credit: Jin-ho Chung

New Projects



Inclusive Transition to Electric Mobility (ITEM)

Tim Schwanen and **Hannah Budnitz** are collaborating with researchers in Norway, the Netherlands and Poland to investigate how an inclusive transition to electric mobility can be achieved and accelerated in medium-sized European cities.

From the growth in electric vehicle sales to the proliferation of e-scooters, the switch from fossil-fuel to electric-powered mobility is in full swing across Europe. Electric mobility is championed by governments as a means to reduce carbon emissions from transport, as well as improve local air quality. Policies and technologies developed to support electric mobility are thus focused on environmental goals, rather than goals of social justice. The transition is understood more as a change in energy source and use for transport modes rather than a change in the mobility, accessibility, expertise and involvement of citizens and transport users.

The ITEM project aims to turn these assumptions around by asking questions about how inclusive, equitable, community-friendly and participatory electric mobility is and could become. The researchers are seeking answers alongside stakeholders in four case study cities: Oslo, Utrecht, Bristol and Poznan.



Photo credit: Hannah Budnitz

The reading of existing policy documents and a first workshop in Bristol in October 2021 gave the project team some early insights:

They learned that it is not just transport or environmental groups who participate in questions of sustainable mobility, and that, for some, electric mobility is not recognised as necessarily sustainable.

They also identified that there is uncertainty about whose sustainable mobility is electric. Who uses car clubs, and who should be using them? Who benefits from the provision of e-scooters for hire, and who would prefer to buy them outright? Who needs public charging infrastructure, for what types of vehicles, and where in the city? How can planning for electric mobility in cities be made more participatory and inclusive?

To answer these questions, the team will be interviewing stakeholders and holding further workshops so that we can co-produce knowledge for that inclusive transition to electric mobility.

Examining transport unaffordability

Transport affordability is often understood in purely economic terms, as the mismatch between high transport prices and low incomes. But experiences of being unable to afford transport can be much more complex, and incorporate different social practices, changing technologies, and political and business decisions. Examples include a passenger not having the exact fare for a bus journey, or a rail commuter being unable to buy a season ticket and relying on expensive day fares. During 2021-22, the project **'New Theoretical and Methodological Approaches to Transport Unaffordability'**, led by **Anna Plyushteva**, will examine this expanded notion of transport unaffordability.

The project, funded by the **University of Oxford John Fell Fund**, will look at four dimensions of unaffordability: transactions, journeys, budgets, and conversations, using a combination of qualitative methods (participant observation, social media content analysis, in-depth interviews, and diaries). Developed in consultation with civil society organisations concerned with the accessibility and affordability of transport (Bus Users, Transport for All), the project will develop understandings of transport unaffordability which better reflect the lived experience of transport users. Some of the themes the project has identified so far include the role of uncertainty (e.g. not knowing how much a taxi journey will cost), the importance of cash payments, and the impact of different transport operators' refund policies.



Alongside academic publications, the project will produce policy briefs for the civil society organisations which have provided support, and will inform further research in the broader fields of transport poverty and inclusion.

Intersecting economic barriers to transport inclusion: a knowledge co-production project

Throughout 2021, **Anna Plyushteva** worked with partners in the private and public sectors on understanding the ways in which different types of barrier (for example, related to gender, income, or geographic location) intersect to exclude groups and individuals from accessing transport services. The project, funded by the **University of Oxford's ESRC Impact Acceleration Account**, is a collaboration with **Sherin Jacobs**, an economist at Jacobs, and experts from **Lancashire County Council**.

In its first stage, the project focused on the case study of **Pennine Reach**, a £40m rapid bus link connecting Blackburn, Darwen and Accrington, which opened in 2016 with regional and national funding. In 2022, the project team will continue examining the intersecting economic barriers which limit use of the Pennine Reach, in particular for groups such as ethnic minority women, but will also build on this case study to develop insights with broader relevance. The aim of the project is to develop a set of practical tools to support decision-makers in planning and implementing inclusive transport schemes, by incorporating the analysis of intersecting economic barriers during the appraisal and monitoring & evaluation stages of the planning process. Knowledge co-production involving participants from three different sectors can present many challenges, but also offers unmatched opportunities to apply academic insights to addressing specific concerns from within policy and practice. The tools developed by the project will be presented to transport sector stakeholders in 2022.

Climate Compatible Growth Programme

Transport is now the first or second largest source of greenhouse gas emissions in more than 80 countries around the world, and many predictions expect this figure to increase. Over 60 countries now list transport as a sector for action and 38 countries have included electrification as part of their strategy.

The TSU is one of the Oxford partners in a new multi-million pound research and knowledge exchange programme, **Climate Compatible Growth**. CCG will help countries in Sub-Saharan Africa and Asia to deliver low-carbon and socially inclusive economic growth. It is aiming to provide further evidence on what interventions work best, and promote the uptake of this evidence in policy and investment decision-making. The programme, which runs until March 2025, is funded by the **UK's Foreign, Commonwealth and Development Office**, and brings together a core partnership of eight leading universities, including the University of Oxford. Kenya, Laos, Ethiopia and Pakistan are the initial partner countries.

TSU researchers **Christian Brand** and **James Dixon** will provide expertise in



transport and energy decarbonisation. This includes providing answers to the questions:

1. How can a positive interaction between electricity supply and mobility demand be ensured in Low and Middle Income Countries (LMICs)?
2. What are the key barriers to adoption of electric vehicles in LMICs?
3. What are the characteristics of LMIC transport systems and how could electric vehicles meet these transport needs while fulfilling the Sustainable Development Goals?

The Governance of Low Traffic Neighbourhoods

Geoff Dudley is working on a project, titled **'The Governance of Controversies in the Allocation of Road Space: The Case of Low Traffic Neighbourhoods'**, funded by the **Rees Jeffreys Road Fund**. The project covers the period August 2021–October 2022.

Low Traffic Neighbourhoods (LTNs) remove through traffic from residential streets, often through modal filters, while leaving streets 'permeable' to pedestrians and cyclists. LTNs raise profound questions of governance, at both national and local levels, and expose basic differences within local communities. Implementation of LTNs may appear to follow technocratic processes but can lead to the formation of rival coalitions of different actors, and generate intense conflicts, with both protagonists and opponents unwilling and incapable of listening to the arguments of those with different views and perspectives. Understanding when, how and why LTNs become acceptable to local publics can help national and city level policymakers in developing new schemes elsewhere and ensure existing schemes are durably embedded in residential areas across the UK.

In analysing the dynamics of LTNs, particular emphasis is placed on the role and evolution of advocacy coalitions around LTNs at the national and local levels. Empirically, the project addresses two case studies (in Oxford and Manchester) that are both locally controversial, and raise questions concerning the character of the coalitions that form around the concept of LTNs, the differing needs and priorities of local communities, and the prospects for LTNs becoming permanent.



Highlights



PEAK Urban at COP26



As soon as the 26th United Nations Conference of Parties (COP26) meeting in November in Glasgow was over, news outlets and blogs were flooded with the good, the bad, and the ugly of the newly concluded agreements. One of the topics widely highlighted as positive was the increase in pledged funds for climate

change adaptation in so-called developing countries. More funding for climate change adaptation in countries that will be hit the hardest is great news. However, there is a risk that the extra money won't reach people who live in, for example, informal settlements in the periphery of cities, where many are already suffering the impacts of extreme weather events.

Using the results of his **PEAK Urban** project in Colombia, TSU researcher **Juan Pablo Orjuela** gave a talk at the Resilience Hub in the conference's Blue Zone on how co-production of knowledge about everyday life and mobilities in the city can shift the focus of policies towards those city residents that will be affected disproportionately by extreme weather events. Knowledge co-production can empower people in the margins of cities and let policymakers develop more equitable policies and recognise so-called informal systems as an essential part of creating climate resilient cities. Juan Pablo has been working with a group of 40 women with very low incomes in Itagüí, in the Medellín metropolitan area, in a project that focuses on evaluating accessibility to healthy living. His work is based on co-production methods that include in-person and online workshops, storytelling exercises, surveys, and air-quality monitoring. In Glasgow he discussed how his methods managed to influence the development plan of the mayor of the city in a way that explicitly recognised what people in the periphery of the city need the most.

Although Juan Pablo's presentation focused on only one case study, the arguments he outlined apply to communities and territories around the world. Official policy discourse on climate change around the globe has not been effective in making some voices visible or recognising them as legitimate. Co-production is a powerful tool to build resilient and equitable communities, but it will need explicit support from researchers and decision makers.

JP's talk can be accessed at: <https://cop-resilience-hub.org/> (registration needed)

You can read more about JP's PEAK Urban project at: <https://www.peak-urban.org/project/communities-accessibility-and-healthy-living-itagui>

Keeping it Smart – secondment at the Department for Business, Energy & Industrial Strategy

In 2020/21, TSU researcher **James Dixon** spent six months seconded to the Science & Innovation for Climate & Energy (SICE) directorate within the **Department for Business, Energy & Industrial Strategy (BEIS)**, advising ministers and policy units on technical issues for the policy development relating to all things 'smart'. This included issues around electric vehicles (EVs), the operation of low-inertia high-renewables power systems and cyber-secure communications architectures for the future smart grid.

Aside from his day-to-day technical advisory role, James led the development of grid stability requirements for UK Government policy regarding 'load control'.

This refers to smart, internet-connected devices (everything from 'Alexa' to smart EV chargers), entities that might control their operation (either for the purposes of demand flexibility or other consumer preferences), and the communications system that supports this control. This



involved running multiple workshops with stakeholders across industry, regulators and different parts of Government to identify the risks posed to grid stability from the proliferation of millions of remotely controllable devices and the requirements that policy must have in mitigating against these risks, whilst encouraging innovation in the sector.

James also took part in the development of PAS 1878/1879, a new set of standards for electricity system flexibility. This means that the smart internet-connected devices are modulating or deferring their power consumption based on local or national grid conditions, and any signals they might be receiving from a 'load controller'. For example, while we can imagine that EV charging can match demand to high renewables output, or can even support the power system by providing support to the grid following a power station outage, the system to allow all this to work must be defined. These architectures for flexible electricity demand are vital as fossil fuel-burning power stations are replaced by variable renewables like wind and solar.

Street experiments between engagement, grassroots actions and antagonism: the case of Turin Mobility Lab

As part of her visiting period at the Interuniversity **Department of Regional and Urban Studies and Planning, University of Turin** and Turin Polytechnic, **Ersilia Verlinghieri** worked with **Prof Luca Staricco** and **Dr Elisabetta Vitale Brovarone** on a research project titled '**Sustainable Mobility and Public Space in Turin: Actors and Conflicts**'. The project, which ran between March and August 2021, aimed to investigate the emergence and effects of conflicts linked to processes of re-designing public space in the name of sustainable mobility. Investigating these issues is timely given the numerous heated debates around new street closures, cycle-lanes and low traffic neighbours taking place in the UK and abroad.

The research analysed the conflicts emerging from the development of the Torino Mobility Lab (TML), a 4-year project aimed at introducing five new pedestrian areas, a new cycle lane and an extensive 30 km/h zone in the neighbourhood of San Salvario. Combining in-depth interviews, secondary data analysis and on-site observations, they traced the history of the TML, the views of the actors involved and the networks of relations. They focused on the TML's conflictual formation and on the reasons for its progressive scaling down.



Photo credit: Luca Staricco

The researchers found conflicting views on the objectives of the project and on how urban mobility and quality public space should coexist; frictions existed between different uses, such as driving, parking, walking or cycling, playing, socialising. Such conflicting views intertwined and were enhanced by conflicts over the nature of the decision-making processes used to implement the TML; frictions emerged between the citizens' request for participation, the government-mandated timeline and budget, and the Council's limited ability to engage with the different actors. Such frictions were further enhanced by pre-existing conflictual relations between the actors involved.

We found that the Torino Mobility Lab (TML) was embedded in a problematic and muddling transport governance that, underfunded and embedded in a traditionally technocratic and post-political approach, left the planners unable to create healthy spaces for engagement with citizens, associations, and other parts of the council.

At the same time, we also found that territorial actors and self-organised citizens played a key role in enabling residents and planners in imagining public spaces freed from cars. By intervening in the temporary pedestrianised areas with paint, chairs, games and events, they opened new opportunities for debate and enabled some of

the interventions to be made permanent and fully 'adopted' by the residents.

The findings complement the literature on the post-political nature of transport planning and contribute to understanding the far-reaching challenge of reducing car-use as a transformation requiring profound socio-political change. The research was presented at the online Decarbon8 conference in September and at the Biennale di Democrazia in Turin in October. A paper will follow in early 2022.

The Walkable City

Jennie Middleton's new book titled *The Walkable City: Dimensions of Walking and Overlapping Walks of Life* draws upon different aspects of research she has conducted on everyday urban walking over the last 15 years. Through the book Jennie explores everyday walking in contemporary urban life. She brings together theoretical and empirical insights to understand how the 'walkability' of urban spaces can be imagined, planned for, and experienced. The book focuses on the everyday experiences of the urban walker, the bodily experiences of walking, and different walking research methods. It goes beyond the conventional focus on walkable places by delving into the ways in which urban space is consumed and produced through different ways of walking.

Drawing on fieldwork in the UK and international secondary sources, Jennie examines how walking is socially and materially co-produced, focusing on pedestrian practices, infrastructures, and the social nature of walking. Chapters in the book offer key explorations of the cultural and social inclusions and exclusions of navigating the city on foot. Jennie considers transport planning and policy promoting pedestrian movement, pedestrian infrastructures, the politics of walking, and social interactions of urban pedestrians. She analyses how different but overlapping dimensions of walking and their relationship with urban space are often overlooked, and the importance of centring the lived experiences of walking in understandings of pedestrian practices.



Image credit: Jennie Middleton

Global Challenges in Transport – Executive Leadership courses

This year redefined the TSU's well-established **Global Challenges in Transport** courses in many ways. Moving the course fully online in response to the pandemic allowed the team behind the TSU executive education activities to reach a wider and more diverse community of both participants and lecturers. Across the year, the courses welcomed participants from 16 different nationalities, working in public, private, and academic institutions. Our lecturers also joined from a wide range of countries including Turkey, Belgium, Colombia, and USA. The lessons learnt this year will allow the team to continue to position the TSU's courses as a leading executive education programme for decision makers and researchers interested in transport and mobility.



This year also saw the TSU deliver its first Climate Change course where participants explored this key topic in much more detail than ever before. Participants had engaging conversations on the role of transport to reduce greenhouse gas emissions and to prepare urban environments for a future of frequent extreme

weather events. As the agreements of the UN climate change conference in Glasgow (COP26) start to be implemented, the participants will now be equipped with extra tools to analyse and formulate sustainable transport policies.

The Global Challenges team also had some important changes this year with **Juan Pablo Orjuela** becoming Programme Director, **Sally Tate** joining as Programme Co-ordinator and **Helen Morrissey** chairing the online sessions and liaising with course participants.

Check out the latest courses: <https://www.tsu.ox.ac.uk/course/index.html#courses>

Sign up to the TSU mailing list [here](#).

Timeline



Hilary Term 2021

Global Challenges in Transport course looks at COVID-19

The TSU's executive education course on Urban Mobility after COVID-19 ran again across February and March based on the success of 2020's course

TSU Seminar Series

The TSU held a seminar series which included guest speakers Professor Jillian Anable (Institute for Transport Studies, University of Leeds), Dr James Esson (University of Loughborough), Dr Amy Lubitow (Portland State University) and Dr David Bissell (University of Melbourne). All talks were recorded and are available on the events page of the TSU website at www.tsu.ox.ac.uk/events/ht21_seminars/



Simona Sulikova passes DPhil viva

Simona successfully defended her DPhil. Her research was titled 'An exploration of impacts and attitudes towards active transport modes of walking and cycling and how to change them'.

Trinity Term 2021



Sally Tate joins TSU

In April, Sally joined the TSU as the Global Challenges in Transport Programme Coordinator. Sally coordinated the June and September executive education online courses.

Global Challenges in Transport course examines climate change

In June, the TSU launched a new **Climate Change** course as part of our Global Challenges in Transport Executive Education programme. Participants enjoyed a series of stimulating sessions delivered by world leading climate change and transport experts.



Dr Ersilia Verlinghieri becomes Research Associate in Urban Mobility

Ersilia changed her role at the TSU, becoming Research Associate in Urban Mobility. She is now working on the CREDS project 'The governance of radical mobility change'. She also leads a research project on the potential of a postgrowth-inspired agenda for urban transport planning after COVID-19 that is funded by the Regional Study Association.

Michaelmas Term 2021

Global Challenges in Transport focusses on Infrastructures

The Global Challenges in Transport online course on **Infrastructures** ran between 20 September and 15 October. This year, participants joined various discussions around the role of different stakeholders in Megaprojects, the successes and shortcomings of Public-Private Partnerships, and the impacts of transport infrastructures on various social groups, economic development, and accessibility.



Juan Pablo Orjuela becomes Director of the Executive Education Programme

In September, Juan Pablo became the new Director of the Executive Education Programme and Senior Research Associate. Juan Pablo will split his time between leading the executive education course programme and research. In the first instance, he will continue his work within the PEAK Urban project.



Jennie Middleton becomes Associate Professor in Human Geography

Jennie started her new role as Associate Professor in Human Geography in October. Jennie will split her time between TSU and Geography and St Anne's College.



Michael Maks Davis begins DPhil

Michael joined the TSU as a part-time DPhil student and plans to divide his time between Ecuador and Oxford. Michael holds an M.Eng. in Civil and Environmental Engineering at Imperial College London and TUDelft (2003-2008) and an M.Phil in Engineering for Sustainable Development at the University of Cambridge (2011-2012). Michael will be supervised by Tim Schwanen, and will be analysing Transit Oriented Development in the light of the capability approach and Sumak Kawsay indigenous philosophies.



Tommy Ho-Yin Chan begins DPhil

Tommy joined the TSU as a DPhil student looking at the governance of transport service provision and transport systems. He will be using a case study in Hong Kong to examine significant issues in urban politics and mobility, which include the role of community-led informal transport initiatives in both political protest and sustainability transitions. Tommy will be supervised by Tim Schwanen and Anna Plyushteva.



Benjamin Motte Baumvol arrives as Honorary Visiting Researcher

Benjamin joined the TSU as an Honorary Visiting Researcher (HRA). He is Associate Professor in Geography at the Université de Bourgogne (Dijon) in France and is affiliated to the Théma research laboratory (CNRS) which specialises in quantitative and modelling approaches to landscape, planning and mobility. His work focuses on mobility inequalities using quantitative analysis methods. He is particularly interested in the effects of flexible work arrangements including telework on CO2 emissions, intra-family arrangements and travel times and days.

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