Social Impacts and Social Equity Issues in Transport Workshop Series
Final Dissemination Event, 2nd November 2011

Presentation of Workshop Three: Housing and Sustainable Communities

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Aims and objectives

The workshop was designed to explore:
1. Impact on disadvantaged communities of concentrated poverty
2. International urban research on poorer communities
3. Transport and accessibility problems as they affect:
   • Employment
   • Local environments
   • Energy and transport costs
   • Local service quality
4. Integrating lower income communities into the wider city
   • The role of public transport
   • The role of social space and traffic taming
   • The value of compact cities and density
   • Balance between mobility, choice and sustainability
New learning from workshop

- The impact on poor areas of poverty and social problems, Dr Ruth Lupton
- Learning from European weak market cities, how poor areas develop at the margin, Professor Anne Power
- International perspectives on disadvantage - inequality in transport accessibility in Sao Paulo, Istanbul and Mumbai, Philipp Rode
- Paying for public transport – local transport authorities facing funding cuts and rising energy costs, Tony Travers
- What Transport for London is doing to improve connectivity in lower income parts of London, Ben Plowden
- Active Travel Project: Luton, Sarah Leeming
- Disconnected City: Belfast, Mark Hackett
- Social Sustainability and Transport: Barcelona, Dr Andrea Colantonio
Research Findings

- Very different problems in different types of poor area
- Car culture shapes aspirations
- Access is not just cost and availability e.g. youth gangs, confidence
- Local communities rely more strongly on local provision, e.g. schools
- Density is a vexed and critical issue
- Mono-tenure outer building and sprawl work against solutions
- ‘Locked-in’ infrastructure causes environmental problems
- Potential of walking, cycling underestimated, e.g. London / TFL
- Very useful models from Europe
- Security and other modest measures e.g. bike lock up
Policy recommendations

• Local government must maintain public transport
• New creative solutions for car-reduced (car limited) areas
• Better information and inter-connectedness between services, e.g. by franchising buses
• Much stronger inter-connectedness between transport services and social need
• Countering sprawl, raising density and innovating in low energy / low cost transport will have to go together
• Soft measures can enhance cycling / walking / bus use
• Counter-incentives to ‘hyper-mobility’ may work
• Smarter growth and better infrastructure are key
Wider Impacts

- Bringing together very different perspectives
- Integrating social, environmental and physical framework
- Tapping neighbourhood knowledge to inform