

Unravelling transport poverty

Exploratory research into the 4 Dutch main cities

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Ghent University / Favas.net / RVDB Urban Planning

Ghent/Amsterdam

Brussels, INCLUSION, November 13, 2018



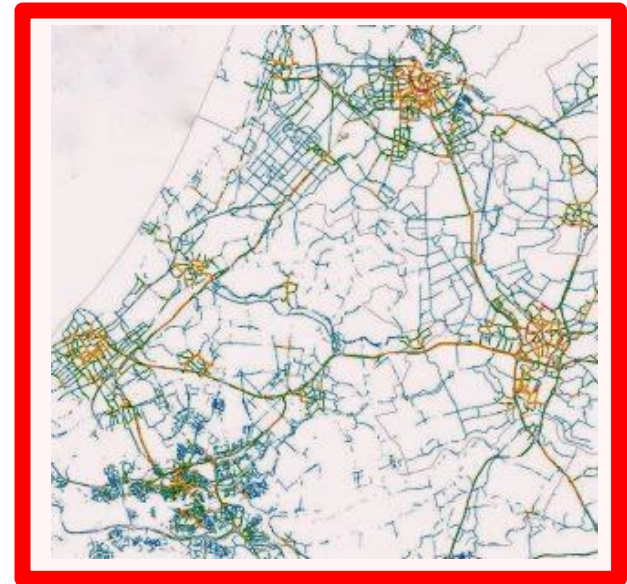
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Assignment by 'Main 4' – 2017-2018

Amsterdam, Rotterdam, The Hague, Utrecht

In co-operation with 
Hugo van der Steenhoven

- = Operational definition
- = State of the art
- = 1 case in every city
- = No solutions yet
(instead an 'agenda')



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Scheme of our research

- = Explorative, qualitative
- = International literature research
- = 4 cases in the Netherlands
- = Existing data and sources
- = Interviews and field work
- = Expert-support

Vervoersarmoede in de grote stad ontrafelen



Definiëren, operationaliseren en agenderen

Rapportage

Rob van der Bijl (Favas.net)
Hugo van der Steenhoven (Hugocycling)

Amsterdam/Utrecht, Augustus 2018

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Scheme 2018-2019

= Nov.'18 final report (*NL*)

= Jan.'19 public report (*NL*)

= Additional research

= Various presentations
and publications

= English summaries at
www.favas.net

Vervoersarmoede in de grote stad ontrafelen



Definiëren, operationaliseren en agenderen

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Dutch case- & *reference*-neighbourhoods

= **Amsterdam**

Slotervaart & *Watergraafsmeer*

= **Rotterdam**

Afrikaanderwijk/Bloemhof & *Kralingen*

= **The Hague**

Transvaal/Schilderswijk & *Statenkwartier*

= **Utrecht**

Overvecht & *Wittevrouwen*

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Dutch case- & *reference*-neighbourhoods



= **Post-war neighbourhoods**
Amsterdam, Utrecht

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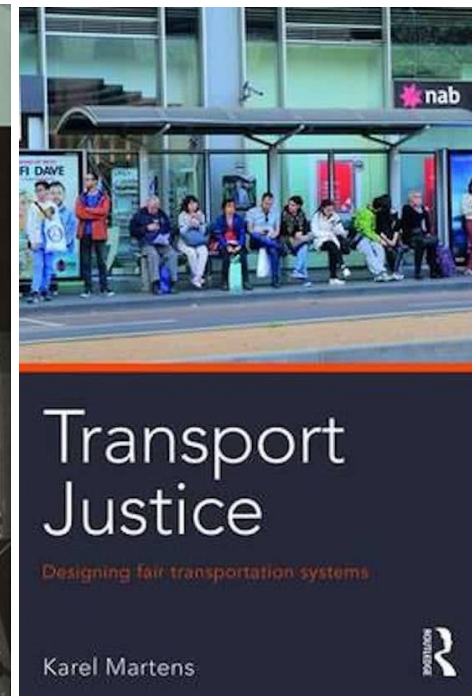
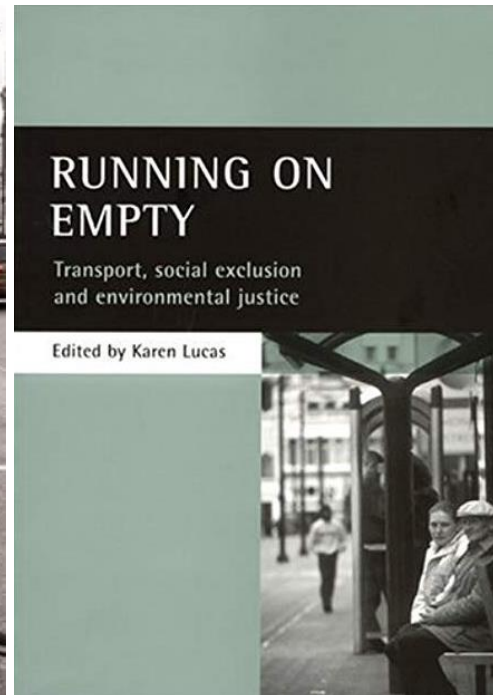
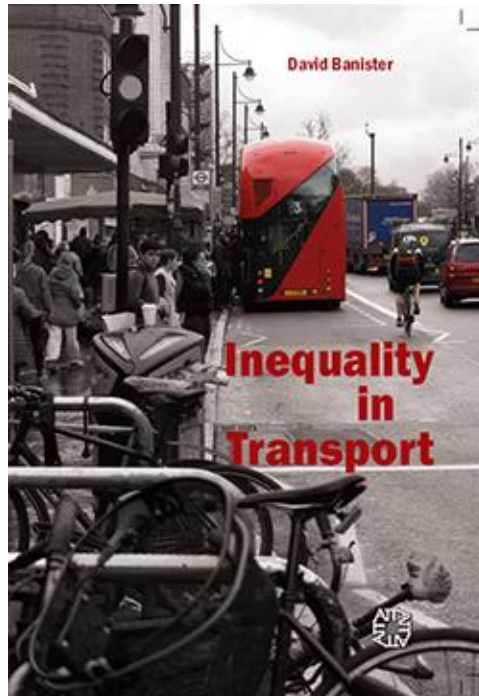
Dutch case- & *reference*-neighbourhoods



= **Pre-war neighbourhoods**
Rotterdam, The Hague

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Backgrounds



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International context

Transport poverty exists

Example England

1.5 million inhabitants
with high-risk transport
poverty in urban and rural
areas



Sustrans (2012)

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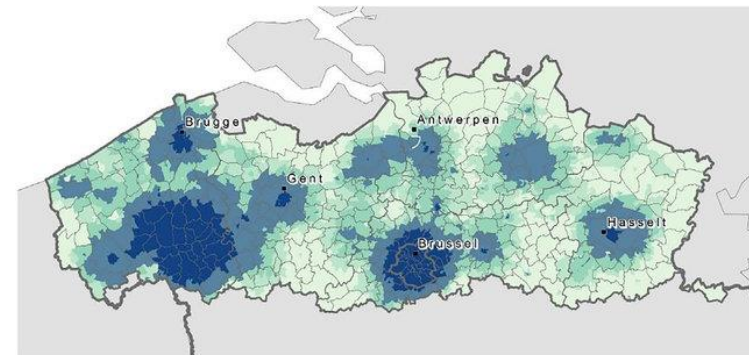
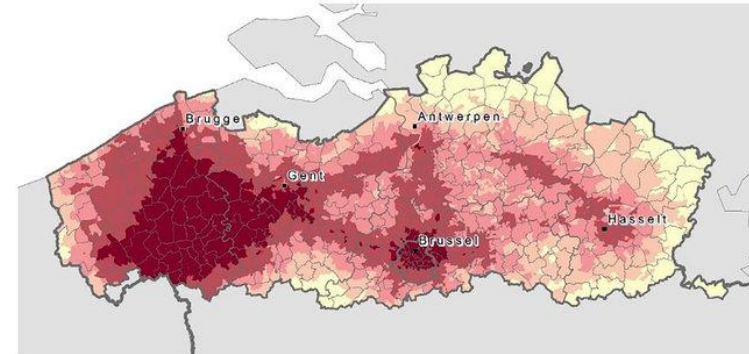
International context

Transport poverty exists

Example Flanders

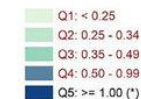
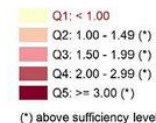
Car-dependency: 72% less chance of work without a driving license

Koos Fransen, PhD
Ghent University (2017)



Job accessibility score

Opportunities for individuals with (top) or without (bottom) a driver's license



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Definition

The process by which people are prevented from participating in the economic, political and social life of the community because of reduced accessibility to opportunities, services and social networks, due in whole or in part to insufficient mobility in a society and environment built around the assumption of high mobility. (Kenyon et al. 2002)

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Definition for INCLUSION

If a person (to a certain degree) is unable to participate in economic, social, cultural and/or personal/familial activities due to inadequate public transport.

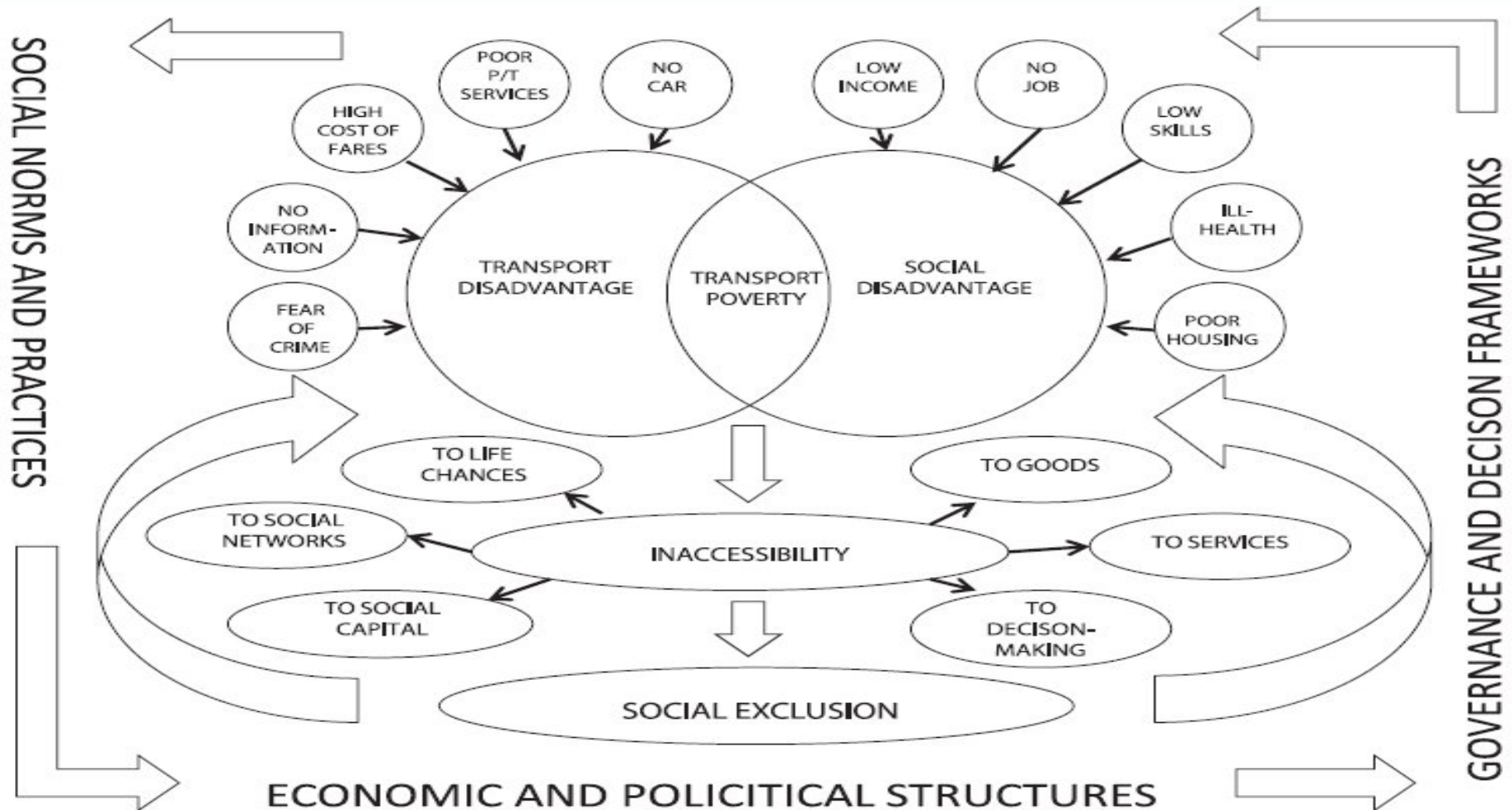
Rob van der Bijl

INCLUSION, Brussels, November 13, 2018

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Thresholds

K.Lucas (2012)



ECONOMIC AND POLITICAL STRUCTURES

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External thresholds – context

- = Demography
- = Culture
- = Health
- = Education
- = Income
- = Unemployment
- = Housing
- = Emenaties



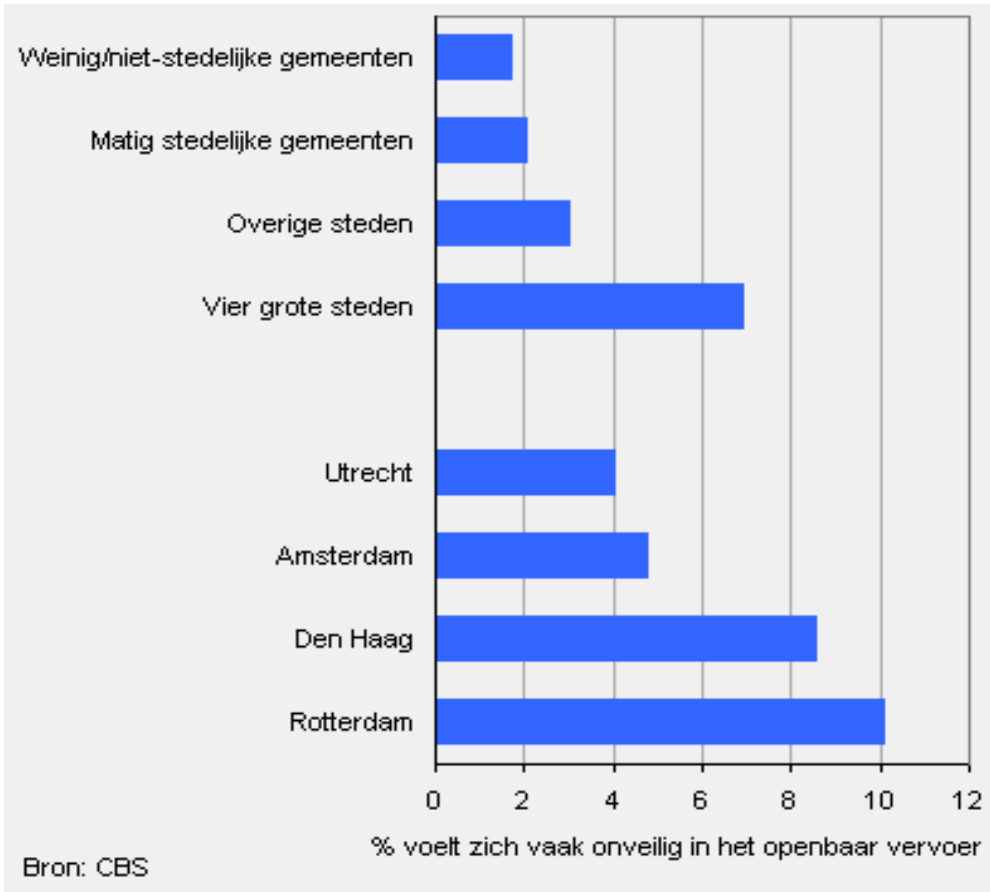
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Internal thresholds – **that's how it works!**

- = Social safety and traffic safety
- = Distance and barriers
- = Legibility and comprehensibility
- = Physical accessibility
- = Affordability
- = Reliability and availability

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Social safety and traffic safety



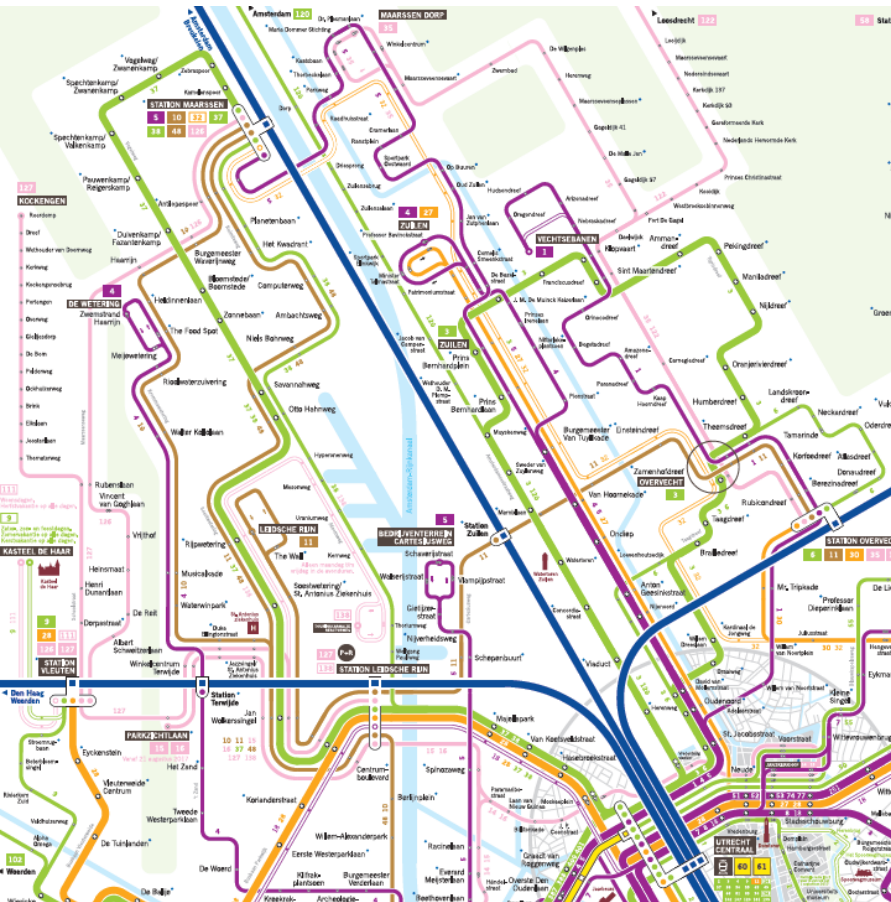
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Distance and barriers



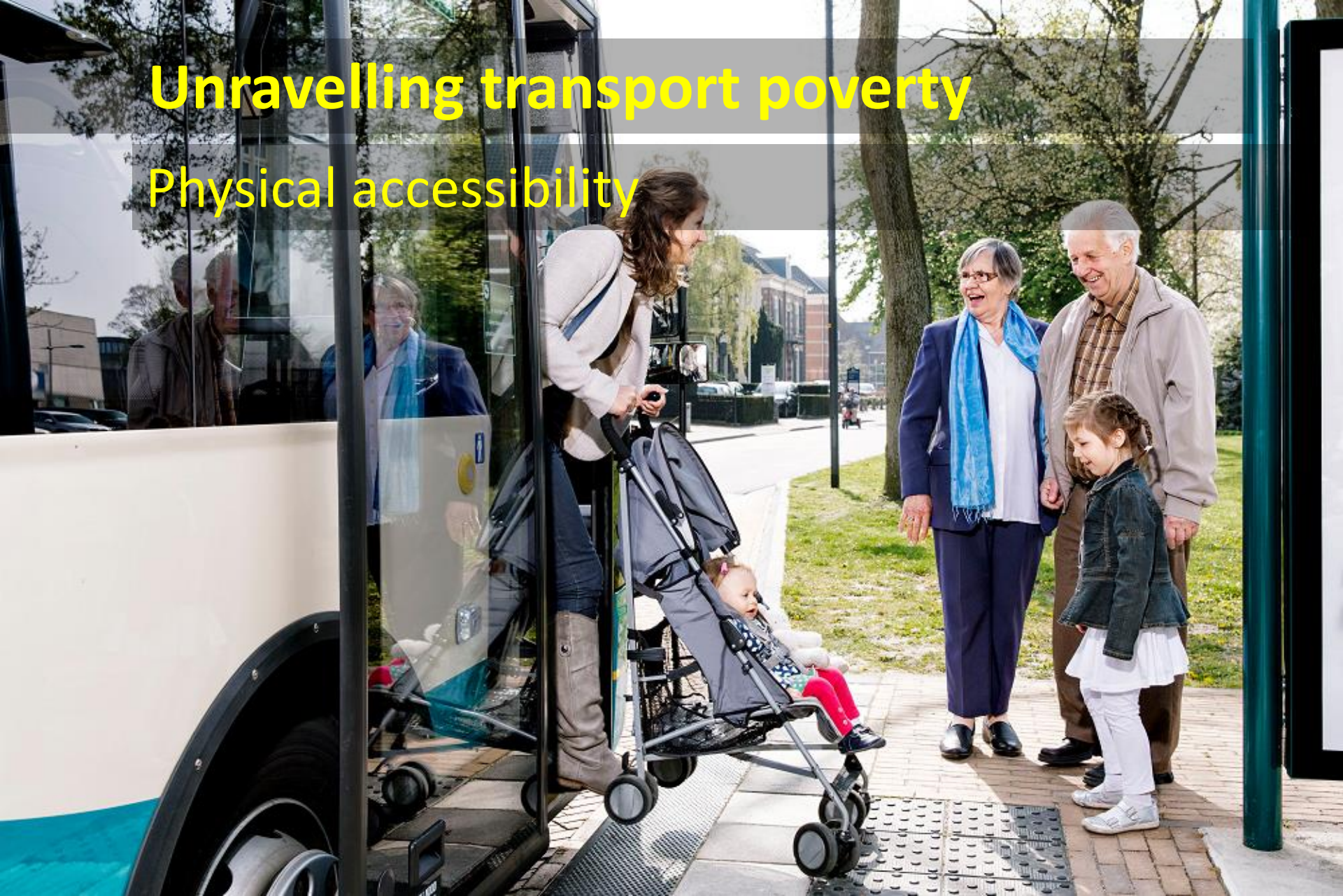
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Legibility and comprehensibility



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Physical accessibility



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Affordability (Nibud, TUD / P. Boelhouwer)

Inkomens 30.000 & 35.000 (2015)

2 inkomens 70/30

Gezin 2 kids

	basis	30.000	35.000
netto inkomen	1861	2547	2718
woonlasten	230	(546) 711	(653) 711
energie & water	169	169	169
lokale belasting	0	0	0
verzekeringen	294	294	294
telefoon, tv, internet	64	64	64
schoolkosten	37	37	37
contributies/abo's	2	2	2
vervoer	52	52	52
kleding	172	172	172
inventaris	147	147	147
extra ziektekosten	98	98	98
vrije tijd	0	0	0
voeding	472	472	472
huishoudgeld	120	120	120
totaal uitgaven	1857	2338	2338
saldo	4	209	380

Transport budget:
€ 52 / month

Bron: NIBUD

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Conclusion

- = Transport poverty due to poor mobility combined with socio-economic disadvantage.
- = Transport poverty strengthens/causes socio-economic disadvantage.
- = Transport poverty is a complex problem and requires an approach from different sides: mobility AND social socio-economic oriented.

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Agenda

- = Reducing car dependency
- = Improving public transport
- = Improving bicycle system

- = Improving safety
- = Reducing socio-cultural segregation

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Solution directions:

- = Increasing awareness (as a condition)
- = Pragmatic approach (with small leaps)
- = Policy and planning (integrated approach)
- = Groundbreaking (justice)

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Challenges INCLUSION / public transport

- = Social safety and traffic safety (1)
- = Distance and barriers (5)
- = Legibility and comprehensibility (3)
- = Physical accessibility (4)
- = Affordability (6)
- = Reliability and availability (2)

Higher to lower priority/influence: 1 → 6 ?

Discussion !

Contact & information

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www.favas.net



[www.lightrail.nl/ .../bicycles](http://www.lightrail.nl/.../bicycles)



Go Dutch Cycling

www.dutchrailsector.com



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