

Many talks but not many achievements

John Whitelegg

European Parliament

12th February 2014

The Problem

- 66% growth in air travel (1995-2011) and 23% in car travel in same period
- 25% increase in GHG (1990-2011)
- 72% growth in land freight, 2001-2011
- Growth in demand fuelled by subsidy and infrastructure
- Prices do not tell the ecological truth
- Lots of talk but no trend breach

The paradigm

- Deeply embedded assertion that new, bigger, better, faster transport infrastructure is a good thing
- It will create jobs
- It will assist “laggard” regions
- It will “re-balance the economy”
- Impacts at every geographical scale from the very local to TENs

Local to supra-national

- Heysham M6 Link Road will create thousands of jobs and speed up HGV traffic to the Port of Heysham and Northern Ireland
- TENs/EIB/Cohesion Funds e.g. 500 million Euros for Spanish road schemes, a 59% contribution

Transport infrastructure is fundamental for the smooth operation of the internal market, for the mobility of persons and goods and for the economic, social and territorial cohesion of the European Union.

Vice-President Kallas said: "This is a historic agreement to create a powerful European transport network across 28 Member States. Transport is vital to the European economy, without good connections Europe will not grow or prosper. This agreement will connect East with West and replace today's transport patchwork with a network that is genuinely European. This is a major step towards building a new transport network that will be the backbone to boost growth and competitiveness in Europe's Single Market."

The Emperor's new clothes

- The paradigm is not supported by evidence
- The discourse does not permit evidence and rationality to intrude
- Transport and the Economy (UK SACTRA)
- Roads, Jobs and the economy

Big Questions

- It does not work (Liverpool and Glasgow)
- It derails climate change interventions
- It is destructive of nature, habitat and landscape
- It makes air quality worse
- It is unaffordable
- It is socially unjust
- It is illogical
- There are many alternatives

Liverpool

- Well connected to the national motorway system, excellent inter-city rail links, excellent port and airport facilities
- Lowest life expectancy in England
- 1 in 3 households contain no people of working age with a job
- 1 in 3 children live in poverty
- 35,000 people on benefits (11%)

Climate Change

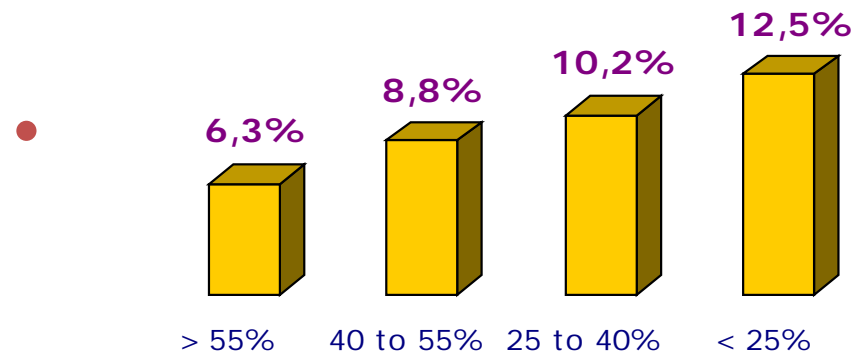
- New roads generate new traffic
- New traffic adds to GHG
- HM6L will add 20,000 tonnes of CO₂eq pa to the inventory
- Projects that add to GHG damage climate change objectives

Unaffordable

- EU-wide transport subsidy is c260 billion Euros pa (all modes combined)
- OECD work on costs of transport (public and private) and its relationship with walking, cycling and public transport
- The time has now arrived when the costs of mobility must be factored into the deficit/austerity/fiscal crisis discourse

2. Performance and cost of transport

- Cost of transport for the community includes public transport operation and investment, road expenditure and car use.
- Cost of transport is lower in dense cities with a higher modal share of walking, cycling and public transport.



Socially unjust (1)

Based on assumptions about how much people on low incomes travel, and what modes they use, the Department for Transport calculates that the bottom income quintile will gain 12 per cent of the total spending while the highest quintile will gain 38 per cent

Socially Unjust (2)

- Children from the lowest social group are 5 times more likely to die in a road crash than children from the highest social group

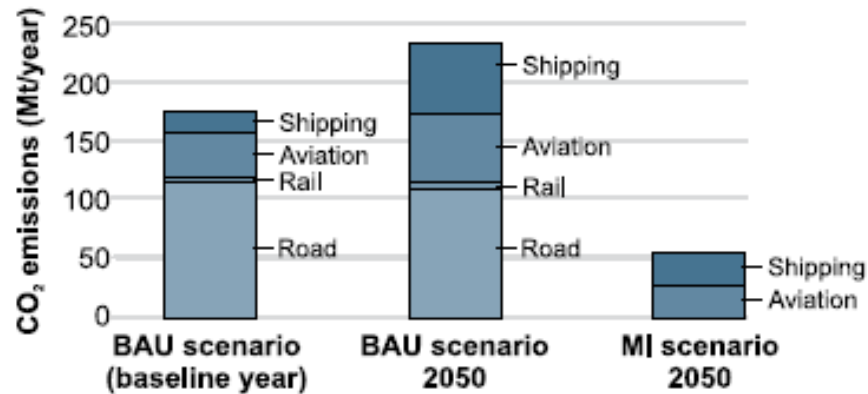
Illogical

- Travel time constant (1.1 hours)
- Time savings are consumed by increases in distance
- There is no generalised societal gain but huge increases in costs

Alternatives: the big picture

- Delete the mobility paradigm and insert an accessibility paradigm
- Re-engineer subsidies and transport spending to maximise QOL gains for all citizens
- Abolish generalised subsidies
- Internalise external costs
- Strip out the carbon

Zero Carbon Transport



Generalise best practice

- Bremen marketing, integration and car sharing
- London and Stockholm congestion charging
- Bremen, Freiburg and Zurich modal split
- Groningen and Copenhagen cycling
- Swiss rail freight

Re-think the economics

- Prioritise relatively short distance transport over long distance
- Successful cities will have highly efficient labour markets that connect people with jobs and education/training
- Successful cities will maximise accessibility and reduce transport costs

What do we do next week?

- Avoid, shift , improve
- Re-configure budgets to deliver an accessibility rich world at lower levels of transport demand
- Strip out the carbon
- Create liveable, child friendly, non-polluted cities



WRONG
WAY
—
GO BACK