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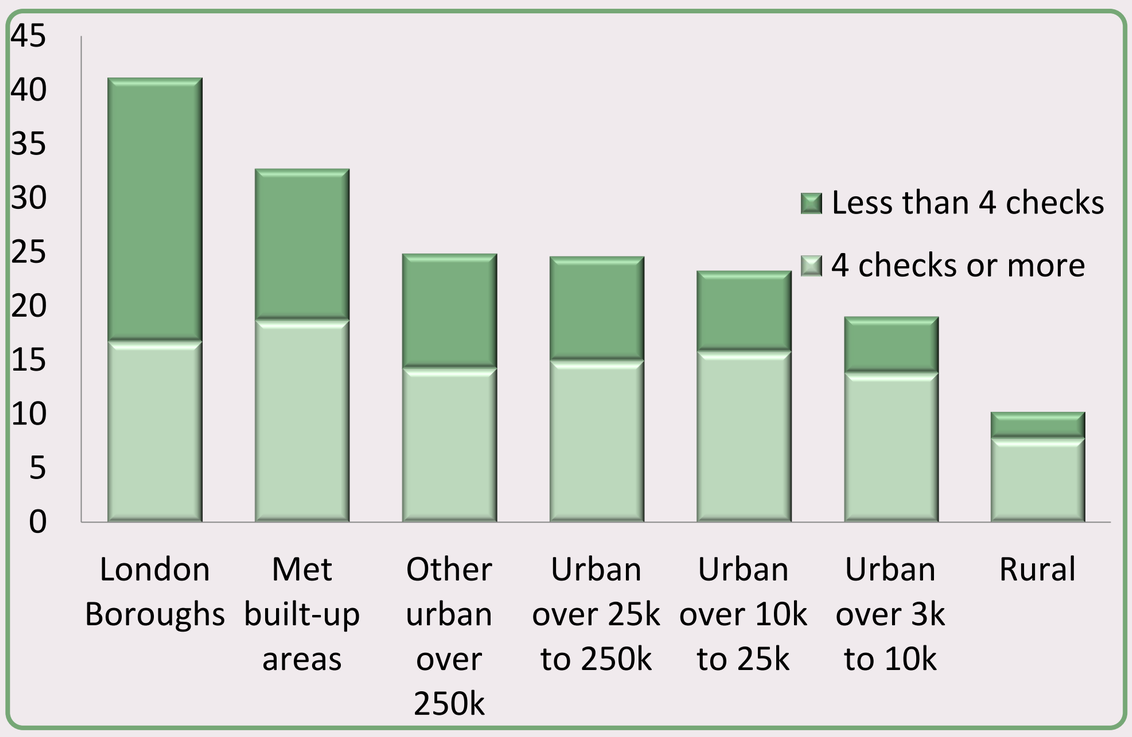
Car Dependence, Sustainability and Social Exclusion: Households Without Cars in Great Britain

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As motorisation increases the automobile increasingly becomes a necessary tool for social inclusion. As a result, in sparse areas where car dependence is strong, households without cars are strongly concentrated on the margins of society (see checklist and graph). By contrast, large urban areas provide a more favourable context for a variety of *car-free* households.

A checklist for car ownership:

- ☐ Single person households
- ☐ No member under 16
- ☐ Female households reference person (HRP)
- ☐ No employed member
- ☐ HRP over 60
- ☐ Two lowest income quintiles



Results for Germany show many similarities – even though carless households are less common there (only 18% in 2008 in contrast to 25% in Great Britain in the same year).

As a result, tackling car dependence in low-density areas runs the risk of raising social equity concerns: car ownership is so necessary for access there that only a few marginal households are carless – and even those appear to rely on car-lifts for much of their travel.

Impact of the Scottish National Concessionary Travel Scheme (NCTS)

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The research uses Scottish Household Survey travel diary data to assess how changes made to the Scottish NCTS policy on 1st April 2006, which included removal of local boundary restrictions, has impacted on bus patronage amongst older people.

The results showed that there has been an increase in the proportion of older people holding a concessionary pass over the time period 1999-2008:

- 63% of older men held a pass in 1999 which increased to 83% in 2008.
- 67% of older women held a pass in 1999, increasing to 91 % in 2008.

A 'difference-in-difference' regression technique was carried out to assess the impact of the policy. Bus for two different groups are compared across two time periods: over 60 year olds with a NCTS pass vs. over 60 year olds without a NCTS pass; both before and after changes to the policy in 2006. The results were also split by gender.

Average Bus Trips Made on Previous Day (Males)

		Before	After
Older person has NCTS pass	No	1.86	2.30
	Yes	1.92	2.10

Average Bus Trips Made on Previous Day (Females)

		Before	After
Older person has NCTS pass	No	1.84	1.75
	Yes	1.86	1.99

The descriptive results showed that a greater percentage of women hold NCTS passes and travel longer distances by bus than men, however men make a greater number of bus trips. The regression results revealed that the impact of the NCTS is significant for women in terms of the increase in bus trips after changes were made to the policy.

This suggests that the NCTS policy has increased mobility of older people, impacting on women more than men. Increased uptake of the scheme is also valuable. For older people just knowing that a trip could be made is important to prevent social exclusion. Although social exclusion is a multi-faceted problem, the NCTS appears to be playing a role in improving mobility for older people and therefore potentially promoting social inclusion.

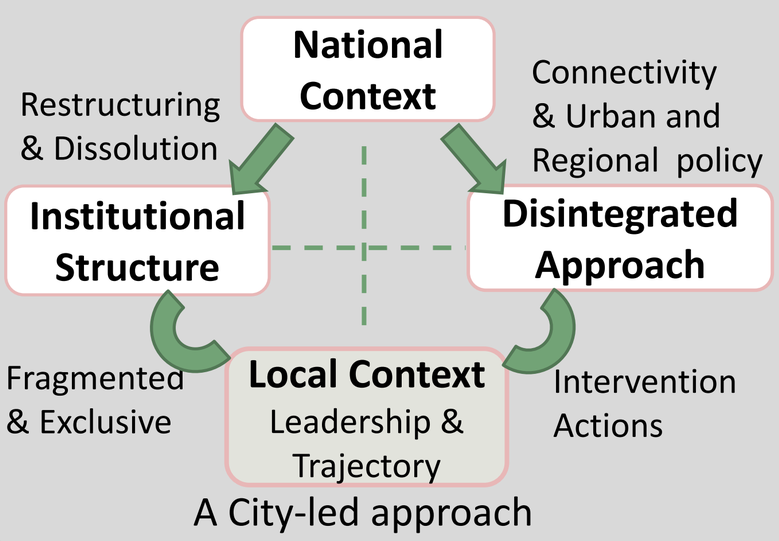
Explaining Uneven Growth in North West England: A city-led transformation

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Research question: Why did the effects of high-speed trains not spread from the regional core city to nearby sub-regions?

Method: Using 10 sub-regions as units of analysis, interviews with academics and decision-makers, and analysis of local initiatives developed understanding of how sub regions reacted to the change in transport connectivity.

Factors underlying differential results:



Intra-regional inequality:



Conclusions and Implications:

Manchester's leadership led to solid revival in contrast to poorer sub-regions, which were further peripheralised without improved connectivity despite local regeneration efforts.

A lack of inclusive and integrated approach to intra-regional transport connectivity and governance needs to be tackled for wider regional impacts.

Reference: Chen, C.-L., & Hall, P. The wider spatial-economic impacts of high-speed trains: a comparative case study of Manchester and Lille sub-regions. Journal of Transport Geography (2011).