



CENTRE FOR RESEARCH INTO
ENERGY DEMAND SOLUTIONS

Why we need to address transport poverty in the Net Zero transition



Fuel and transport poverty in the UK's
energy transition (FAIR)

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**BIEE WEBINAR: THE CRITICAL ROLE OF TRANSPORT IN
ALLEVIATING SHORT AND LONG-TERM PRESSURES ON
THE ENERGY SYSTEM**

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Webinar presentation outline

- Introduction to 'Fuel and transport poverty in the UK energy transition' project
- What is transport poverty
- Who is at risk of transport poverty
- What is the lived experience and its impact
- How can we address transport poverty
- Concluding remarks



Fuel and transport poverty in the UK energy transition (FAIR)

- Who is at risk of 'double energy vulnerability'
- What is people's lived experience
- Which locations are particularly affected
- Which policies may help
- Dissemination via various avenues



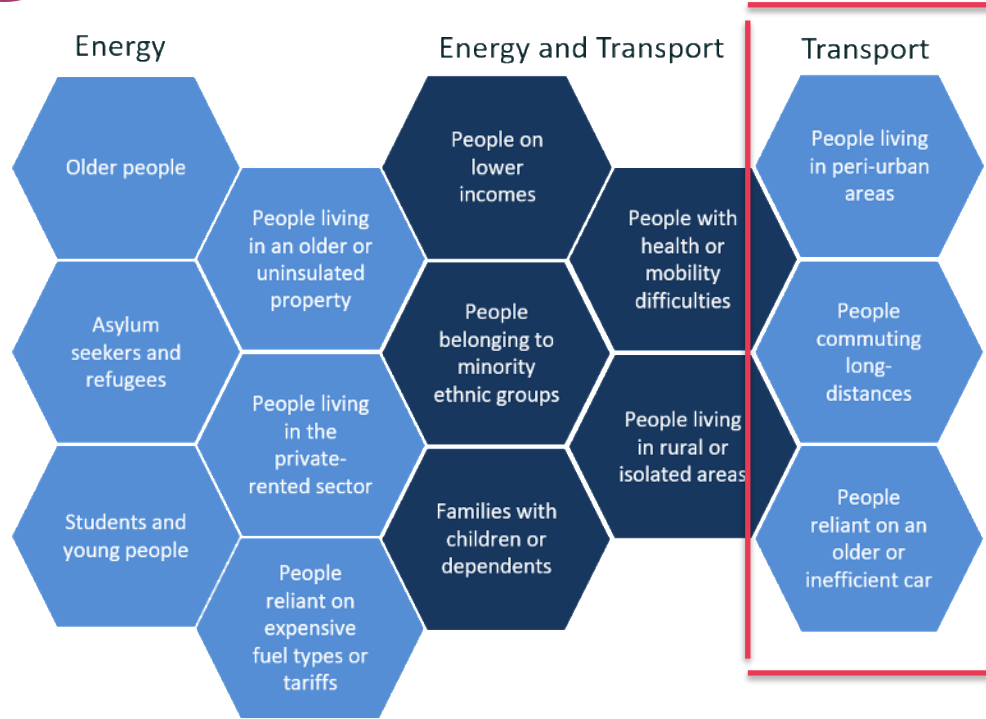


What is transport poverty

- No official UK definition despite research (e.g. Prof Karen Lucas et al.) highlighting the issue
- EU parliament: *"Transport poverty refers to a lack of adequate transport services necessary to access general services and work, or to the inability to pay for these transport services."*
- Lack of suitable transport services:
 - No transport service provision at all
 - Services that are too costly
 - Services that go to wrong places



Who is at risk of transport poverty



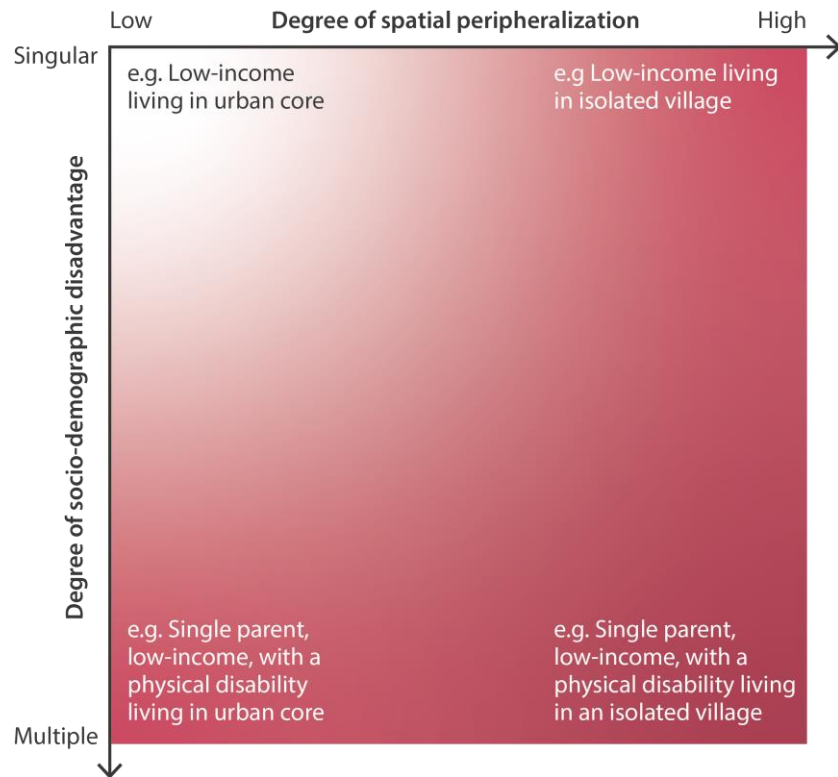
- We looked at who may be at risk of both fuel poverty and transport poverty
- Some categories particular to just one phenomenon, but several areas of overlap
- Many categories relate to issues of inequality, disadvantage and social exclusion more generally

(Martiskainen et al. 2021:4)



Spatial and socio-demographic considerations

- The greatest level of vulnerability:
 - Households with *multiple* socio-demographic disadvantages
 - +
 - Spatially peripheralized





The impact of transport poverty

- **Locked into poor infrastructure or certain cultural practice**
 - Limited choice over transport provision due to infrastructure
 - 'Forced car ownership' due to lack of public transport options or pressure to own a car
- **Juggling high costs with low incomes**
 - Further affected by life changes (e.g. unemployment, debt, changes to benefits, life events etc.)
- **Having to choose between different services, e.g. between energy and transport**
 - Needing to prioritise between key services and budgeting to the penny (e.g. 'forced walking')
- **Missing out**
 - Participants said they are missing out on key appointments, health care, employment, education, but also what they consider 'good quality of life'

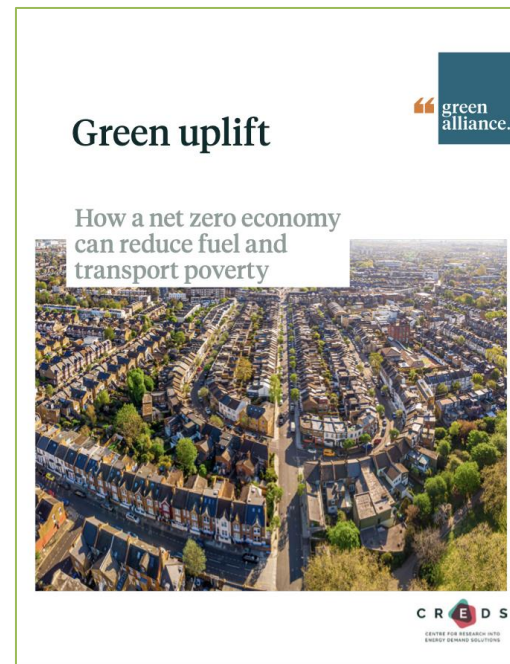


Lived experience: Joe in Scotland

Joe lives in a rental bedsit in a city in Scotland. He had spent 6 years without any income, or benefits, living in a **cold home** and having few options for cooking hot meals as the pre-payment electricity meter use was too expensive. Joe now works but has a **limited income** and has to carefully **ration** heating, hot water and electricity use. He **walks everywhere**, as despite living in a city with good public transport links, Joe **cannot afford public transport**. This means sometimes **walking long distances in cold** and wet weather to get basics like food, attend work meetings or catch up with friends. After walking in the cold, Joe returns to a cold home, to **eat a cold meal**.

"I was kept alive by a charity who kept me in sandwiches... If you are going for a job interview and you have got to walk five miles, you get there all sweaty and uncomfortable. So it has a domino effect on every aspect of your life, whether that be an interview or going for an appointment, or even having a bath, because you have got no electric often." Joe, Scotland

What can policy do





Addressing transport poverty

- Develop a standardised **definition of transport poverty** across the UK
- Share access to, and benefits of, **electrification of travel** fairly across households
- **Reduce the cost** of electricity, and its price relative to gas
- **Improve non-car travel choices**: better public transport routes, reduce end user costs, integrate travel networks across public transport, micro-mobility and walking and cycling networks
- Develop **used EV car market**, e.g. via zero emissions vehicle sales mandate



Latest outputs

Martiskainen, M., Hopkins, D, Torres Contreras G.A., Jenkins, K., Mattioli, G., Simcock, N., Lacey-Barnacle, M.. **Eating, heating or taking the bus? Lived experiences at the intersection of energy and transport poverty.** *Global Environmental Change*, 82, 102728,

<https://doi.org/10.1016/j.gloenvcha.2023.102728>.

Sovacool, B.K., Upham, P., Martiskainen, M. Jenkins, K.E.H., Torres Contreras, G.A., Simcock, N. 2023. **Policy prescriptions to address energy and transport poverty in the United Kingdom.** *Nature Energy*, 8, 273–283.

<https://doi.org/10.1038/s41560-023-01196-w>





Key conclusions

- Research shows that transport poverty *worsens quality of life*
- Policy needs to recognise transport poverty
- Multiple solutions needed to address transport poverty to factor for socio-demographic, spatial and infrastructural considerations
- Net Zero transition puts a lot of focus on EVs, but who can access those (e.g. £££, space, needs...)



Organisation	Organisation
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University of Manchester	Prof Stefan Bouzarovski
University of Oxford	Dr Debbie Hopkins
University of Edinburgh	Dr Kirsten Jenkins
University of Ulster	Dr Paul McKenzie
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