# Transport Related Social Exclusion (TRSE)
# The hidden challenges

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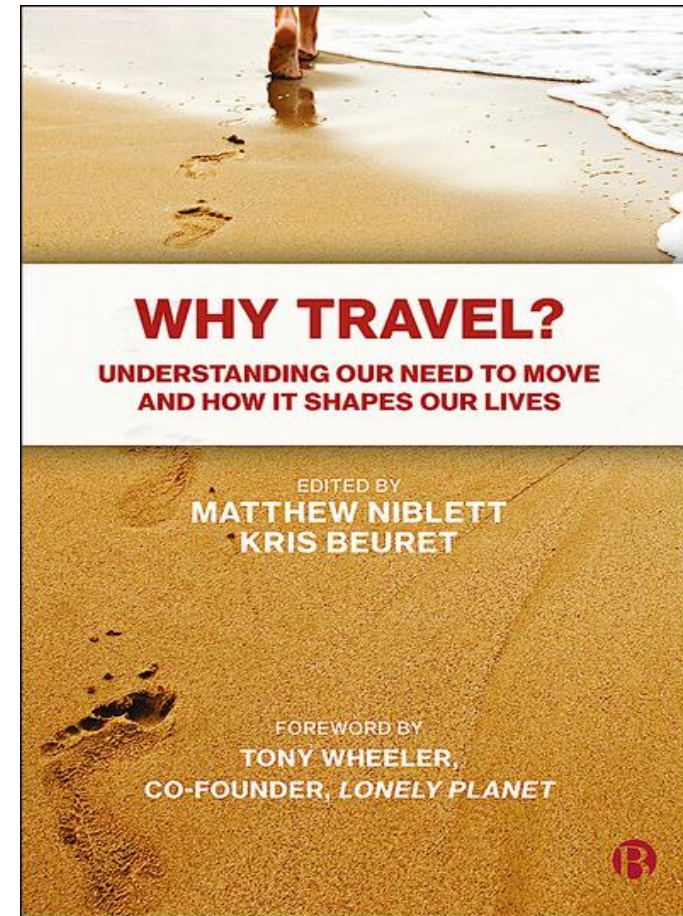
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# The TRSE Research (for Transport for the North)

- Literature Review
- Geosocial data base, toolkit and Web App to track changes over time
- Primary research – 3,000 individual/group interviews with the public and stakeholders
- 1 in 5 people experience a high level of TRSE

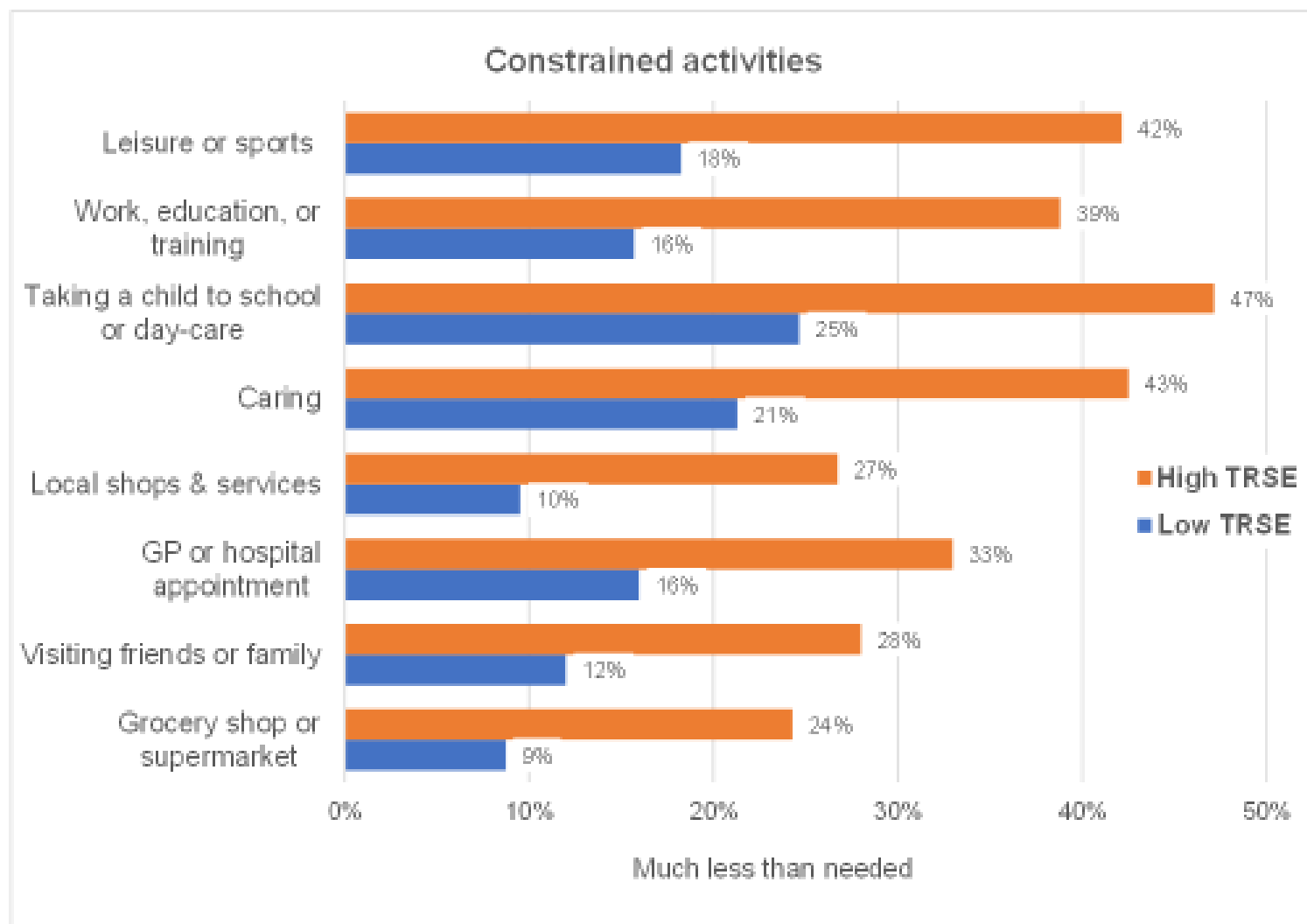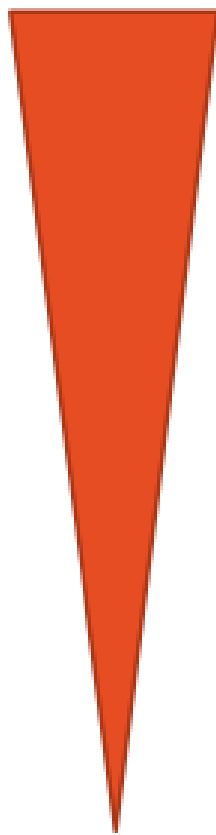https://transportforthenorth.com/reports/transport-related-social-exclusion-in-the-north-of-england/



Bristol University Press | Why Travel? - Understanding our Need to Move and How it Shapes our Lives, Edited by Matthew Niblett and Kris Beuret

# Consequences of TRSE

## Stated constraint on activities

**Difference between those suffering from high versus low TRSE**

### Constrained activities

| Activity | High TRSE | Low TRSE |
|---|---|---|
| Leisure or sports | 42% | 18% |
| Work, education, or training | 39% | 16% |
| Taking a child to school or day-care | 47% | 25% |
| Caring | 43% | 21% |
| Local shops & services | 27% | 10% |
| GP or hospital appointment | 33% | 16% |
| Visiting friends or family | 28% | 12% |
| Grocery shop or supermarket | 24% | 9% |

Much less than needed

■ High TRSE
■ Low TRSE

# Challenge 1: Measuring and assessing the extent of TRSE and interventions

**The problem**

- TRSE not just a transport problem  The focus on accessibility provides insights but incomplete

- Factors such as complex responsibilities, employment conditions, hours of opening, disability, costs, safety and security impact on ability to travel

- Other issues relevant to achieving social inclusion such as caring, loneliness, isolation and lack of confidence of often add-ons and poorly measured.

**Solutions**

Quantitative analysis shaped by data available and presentation in Apps helpful but lacking

New approach to modelling, new data bases and research needed



- Post 16 educational choices in Leicestershire

# Challenge 2: Driving and the Aging Society

**The problem**

- Dependency on car driving exacerbated by planning policies and absence of strategies for the needs of the increase in the aging population

- Laissez faire approach to residential choice

**Solutions**

- Local authorities and government to develop strategies for aging

- Key village policies and land ownership

- National advisory initiative – "think before you move"

- Change to licensing process for older people

- New technology – autonomous vehicles?



Community planning at mobility centre

# Challenge 3:
# Transport decarbonisation Policies may increase TRSE

**The problem**

- LTPs using a hierarchical model with car use (preferably electric) at the bottom

- Many TRSE groups live in rural or outer suburban isolated council estates and work or shop in outer business estates – cars essential but many old and low value. Likely to be adversely impacted by decarbonisation and road pricing policies

**Solutions**

- Demand Responsive Transport (including Taxis) and MaaS (24th April The role of Taxis in providing Accessibility How can Intelligent Transport help? www.itsuk.org)
- Linking planning with transport policy
- Subsidy – vehicles and road charging
- Policies which have lower impact on poorer car drivers

**Decarbonising Road Vehicles Understanding the social impacts**
Independent Transport Commission (theitc.org.uk)

# Challenge 4: Poor design for active travel

**The Problem**

Shared use – a growing problem for pedestrians and disabled people

Security and maintenance

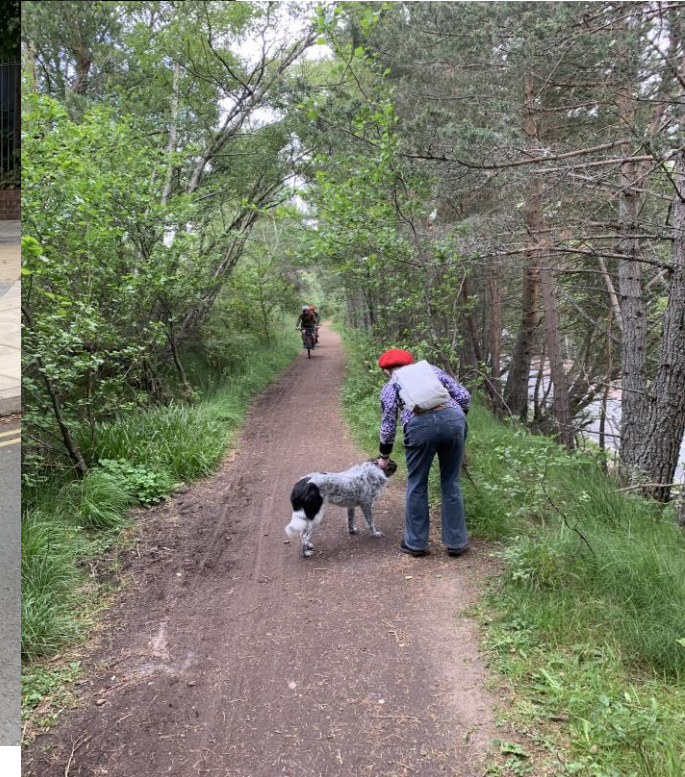The decline of choice and wider travel experiences*

Social conflict and lower social mobility

**Solutions**

Better design which prioritises pedestrians  'bring back the pavement?'

Legislation – licensing electric scooters

Land ownership and planning powers (e.g. of Northumberland stone village)

# Challenge 5: Digital exclusion

**The Problem**

- Transport is increasingly introducing digital payment, ticketing, integration between modes and cross boundary trips for both public and private transport.

- Yet many TRSE groups (estimated have limited access or ability to use smart phones, banking or internet connections.
  - 11.9m people (22% of the population) lack digital skills needed for everyday life in the UK
  - by 2030 predicted 4.5m people (8% of the population) will remain digitally disengaged
  - people with a disability are 35% less likely to have essential digital skills for life*

**Solutions**

- Training and support

- EqIA of policy

- Much better design of products and information systems

*https://www.goodthingsfoundation.org/insights/building-a-digital-nation/

# Conclusion

- It's not just about more buses and trains
- These challenges are to varying extents absence from the debate about TRSE and wider policies including Levelling Up and EqIA
- If we don't discuss them now we are in danger of failing to tackle TRSE and could even increase its incidence
- But if we do could it be a new dawning for rural areas?



Stuck in Chopwell