

Transport Related Social Exclusion (TRSE)

The hidden challenges

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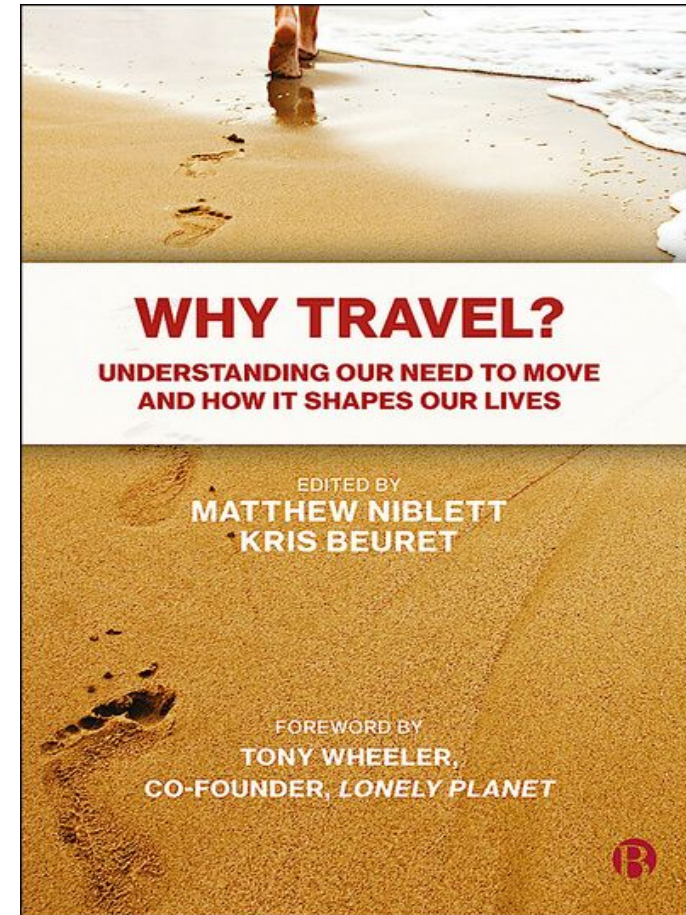
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The TRSE Research (for Transport for the North)

- 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://transportfornorth.com/reports/transport-related-social-exclusion-in-the-north-of-england/>



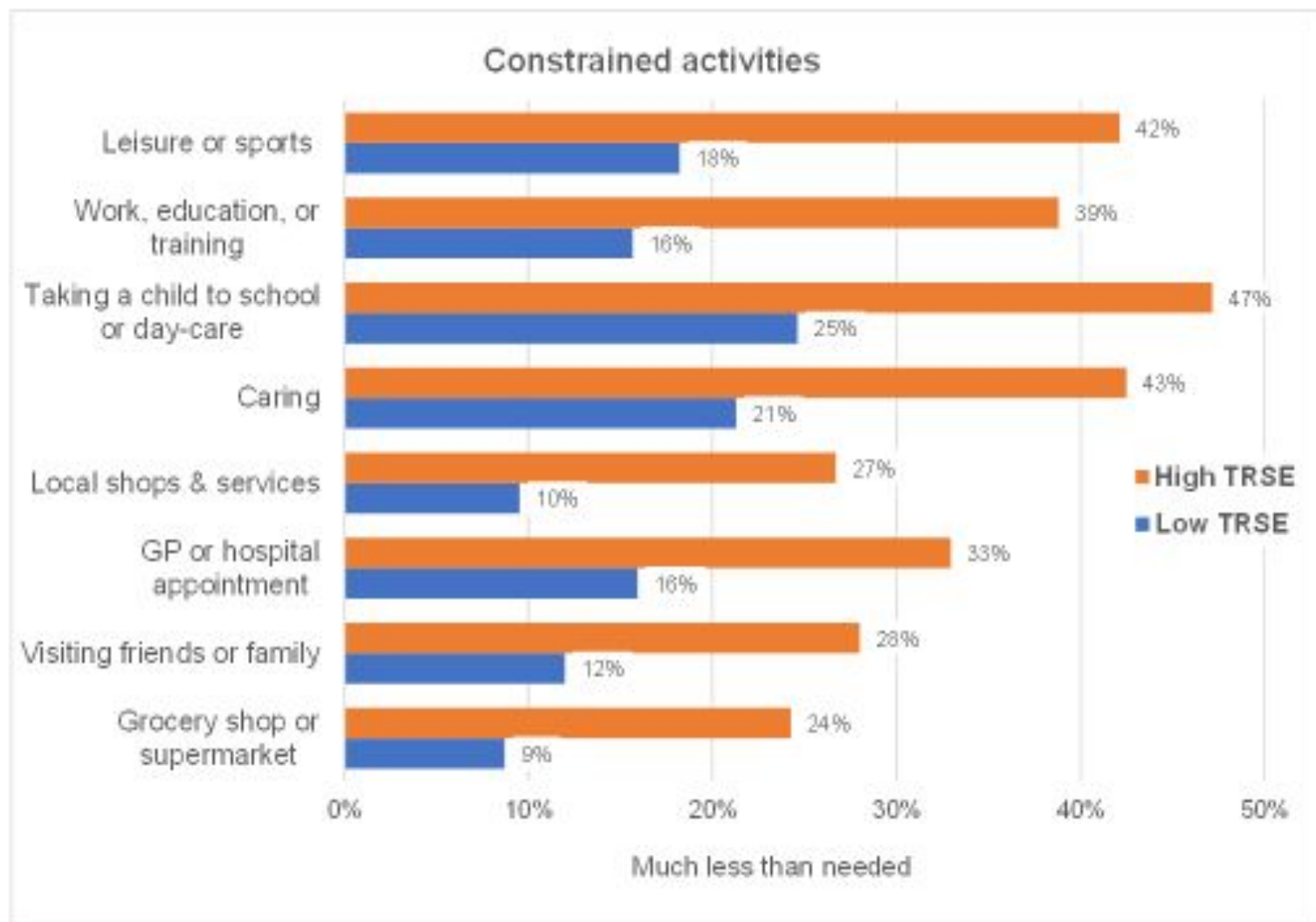
[Bristol University Press | Why Travel? - Understanding our Need to Move and How it Shapes our Lives, Edited by Matthew Niblett and Kris Beuret](https://bristoluniversitypress.co.uk/Why-Travel?utm_source=bookcover)

Consequences of TRSE

Stated constraint on activities



Difference between those suffering
from high versus 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](http://www.independenttransportcommission.org.uk)
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 absent 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