

# Rural transport, net zero and a just transition

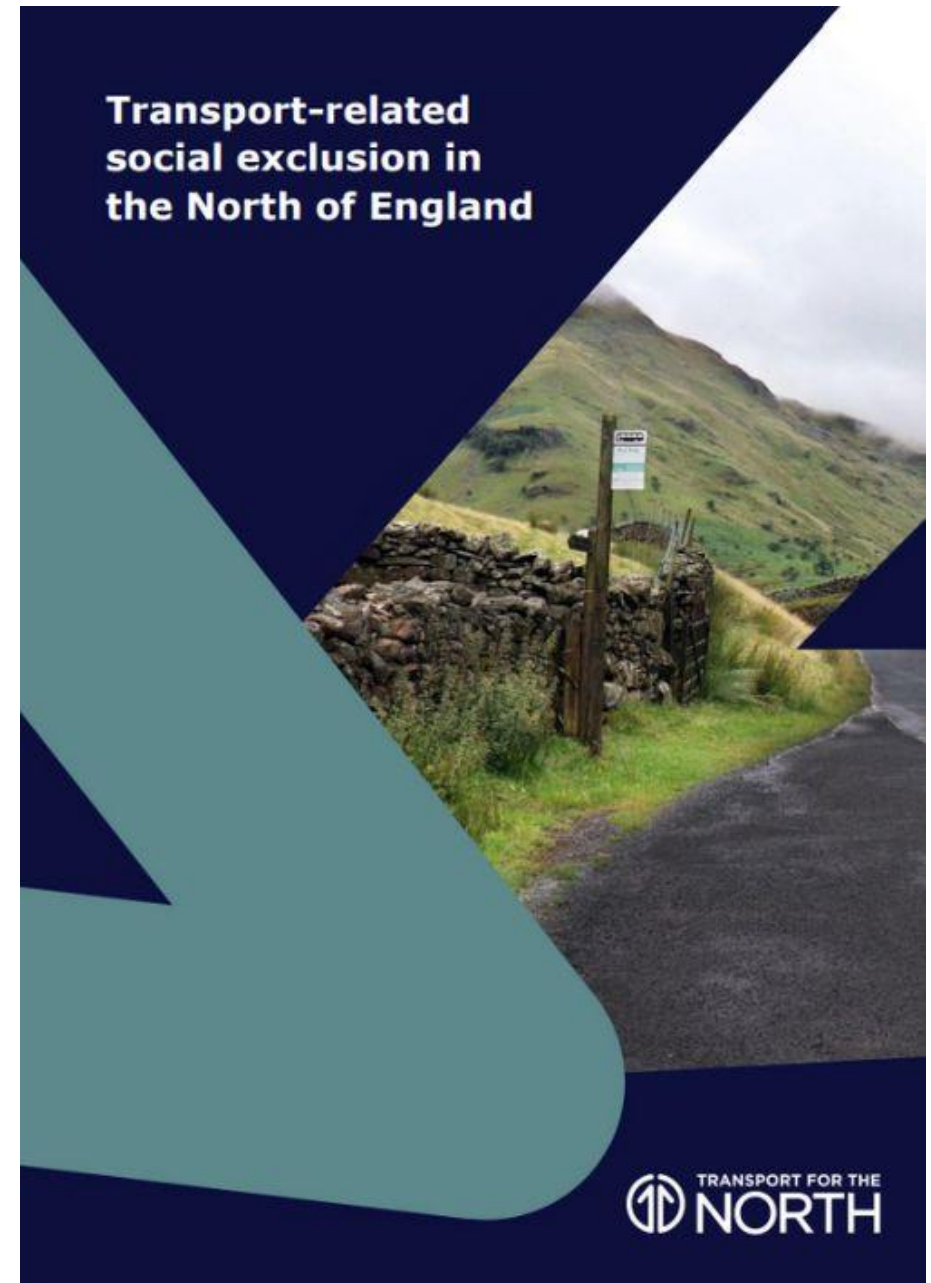
## Insights from Transport Related Social Exclusion research

- This presentation reports on specific aspects of TRSE with emphasis on a range of research findings specific to rural areas. Issues include lack of public transport and infrastructure to support active travel. Particular reference is made to problems with access to taxis and the safety of walking and cycling.
- Wider implications in relation to education, the aging society and digital exclusion are also raised.
- The final section warns that some decarbonisation policies risk an adverse impact on lower income groups in rural areas. Solutions are not included but a longer paper will be published later in the year.

# The TRSE Research (TfN)

- Literature Review
- Primary research – 3,000 individual/group interviews with the public and stakeholders
- Geosocial data base, toolkit and Web App to track changes over time (can be used nationally)
- Included high & low income rural areas
- 1 in 5 people experience a high level of TRSE

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



# Results - TRSE in rural areas

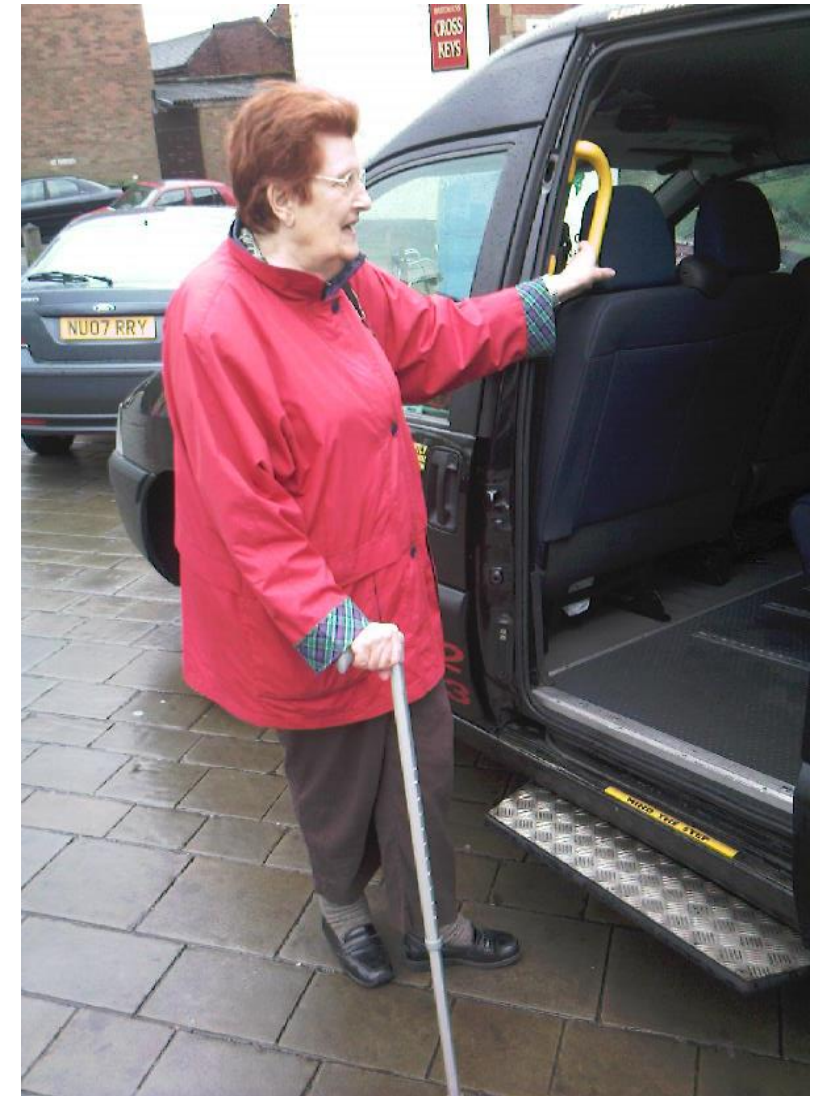
- Reduced public transport
- Poor co-ordination with social and voluntary transport
- One household car constrains choice
- Older cars – higher maintenance and running costs
- Lifts important but inflexible and socially awkward
- Disruption has disproportionate impact



Chopwell, Tyne & Wear

# Taxis

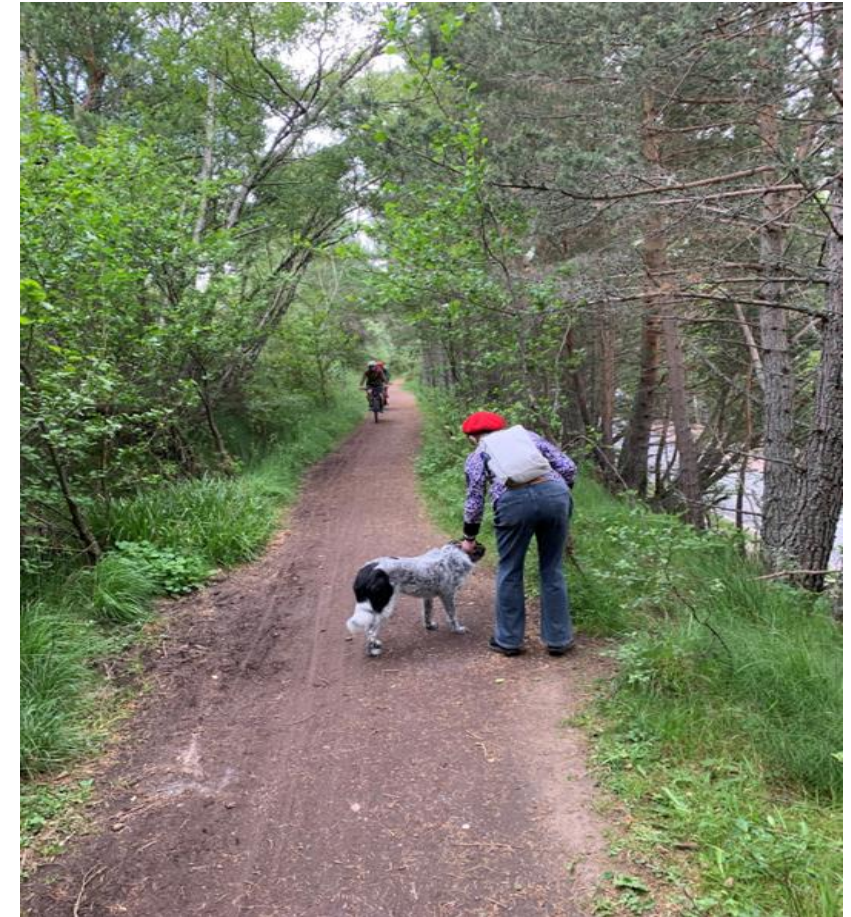
- Lack of taxis in rural areas
- Very few accessible taxis
- Cost higher



Studies in North Yorkshire and Amber Valley

# Lack of active travel opportunities

- Narrow roads for cyclists
- No pavement
- No 'escape'
- Poor lighting



Off road route, Aviemore

# Educational choice

- County boundaries distort choice of schools
- Lack of transport limits A level choices
- Evening classes and training inaccessible
- Confusion about child independence and active travel



16+ Educational Choice (Leicestershire CC)

# 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



Driving Mobility Centres

Helping you with driving, accessibility and independent living

drivingmobility.org.uk  
01203 553 2126 #mydrivingmobility

Driving Mobility

Department for Transport

The image is a promotional graphic for Driving Mobility Centres. It features a dark teal background on the left with white text. A circular inset on the right shows a person driving a car. On the right side, there is a logo consisting of a colorful ring and the text 'Driving Mobility'. Below the logo is the website 'drivingmobility.org.uk' and a phone number. At the bottom right, there is a small logo for the Department for Transport.

# Digital exclusion

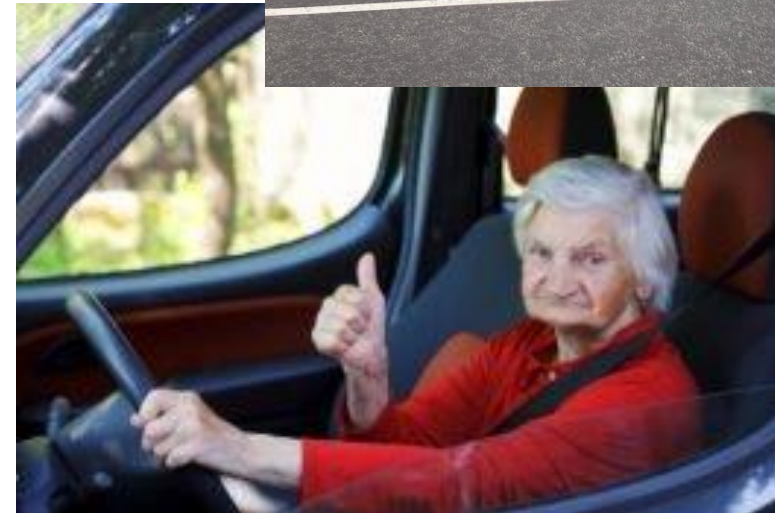
- Transport is increasingly introducing digital payment, ticketing, integration between modes and cross boundary trips for both public and private transport.
- Access to fast broadband 88% rural compared to 99% urban
- Many people (estimated 22%) have limited access or ability to use smart phones, banking or internet connections.
- people with a disability are 35% less likely to have essential digital skills for life\*

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



# Transport decarbonisation Policies may increase TRSE

- 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 transport focused decarbonisation policies – pollution ratings, distance, price, rationing, area charging, fuel tax, etc.



# Conclusion

- **There are Specific problems related to TRSE in rural areas**
- It's not just about more buses and trains
- These challenges specific to rural areas are to varying extents absent from the general 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 whilst focusing on addressing carbon reduction.

