Northern Evidence Academic Forum

28th September

The wider impacts of transport on people and communities
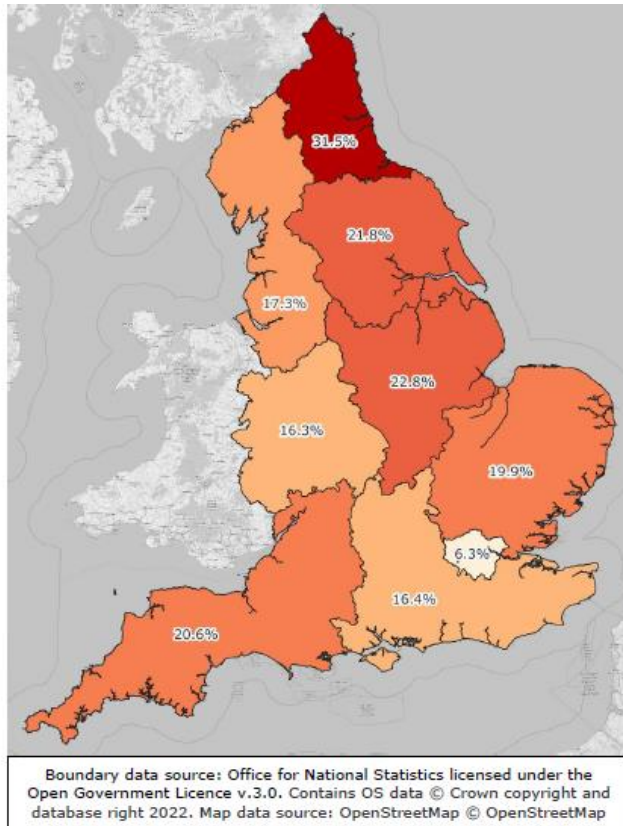
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Vision for TfN's Strategic Transport Plan:

Transforming transport to enable social inclusion, decarbonisation, and economic transformation

Vision — Where we want to be

Strategic Ambitions — Outcomes linked to vision

Headline & Core Objectives — What we need to achieve to get there (SMART)

Trade offs — Between each objective

Annual action plan — Planned actions to achieve outcomes

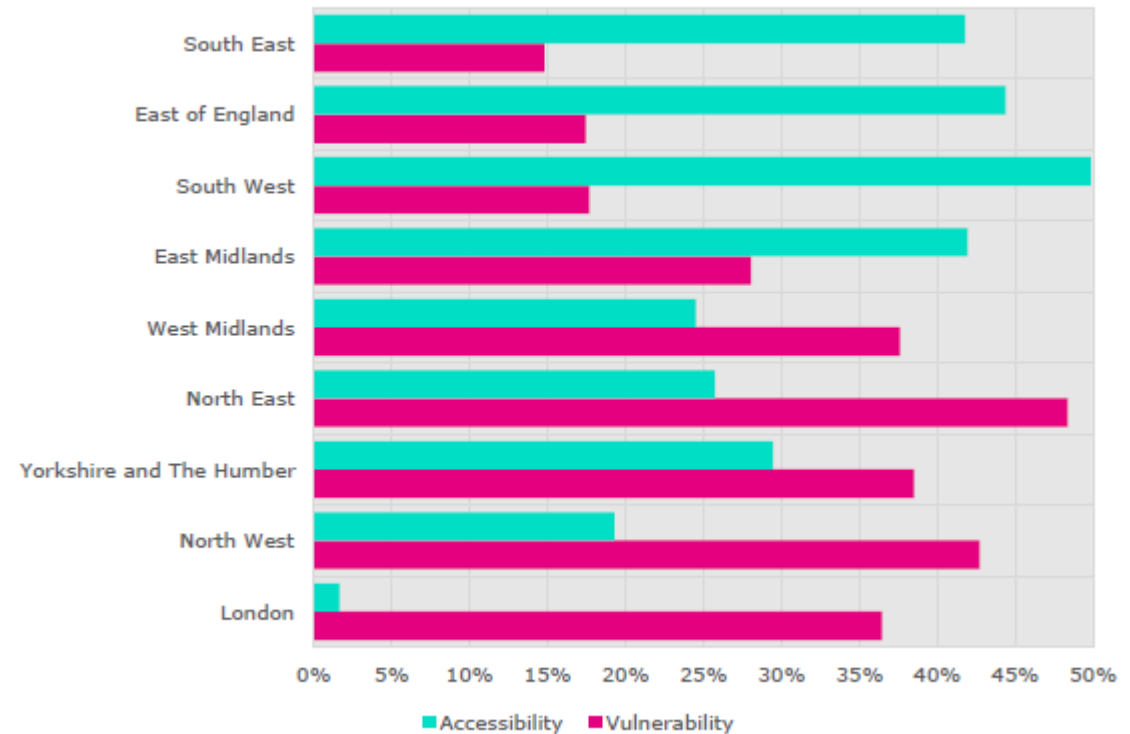Performance Measures — Indicators of success (KPI's)

- TfN's revised Strategic Transport Plan will present a strategic vision for transport on behalf of the whole North of England to support local strategies and articulate the North's priorities with one voice

- It will focus on key collective outcomes shared across the North, and what this means for different types of places and demographic groups

- It will be informed by a programme of research and analysis developed over recent years, including our recently published report on Transport Related Social Exclusion

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Quantitative evidence

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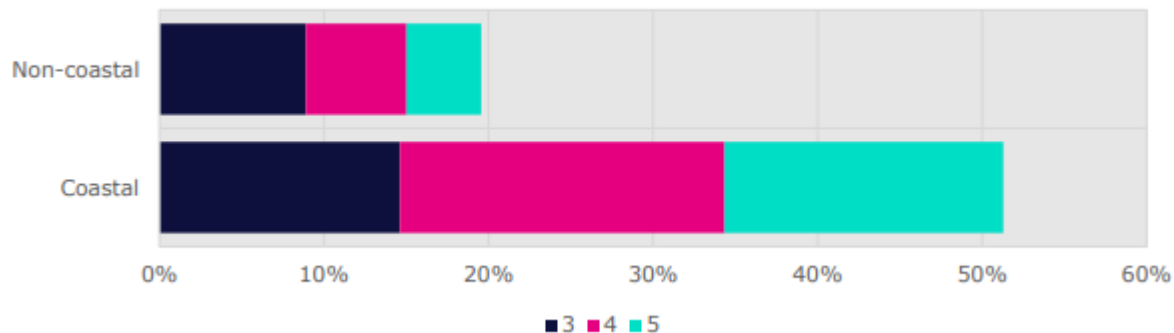Graph 6.11 – Proportion of LSOAs in the lowest three deciles by region

➢ This included neighbourhood analysis of transport related social exclusion, based on a combination of vulnerability (e.g., car ownership, deprivation) and accessibility (e.g., to jobs, health services)

➢ Given high levels of urbanisation, accessibility is better in the North than some other regions (e.g., South West), but TRSE is worse due to very high vulnerability
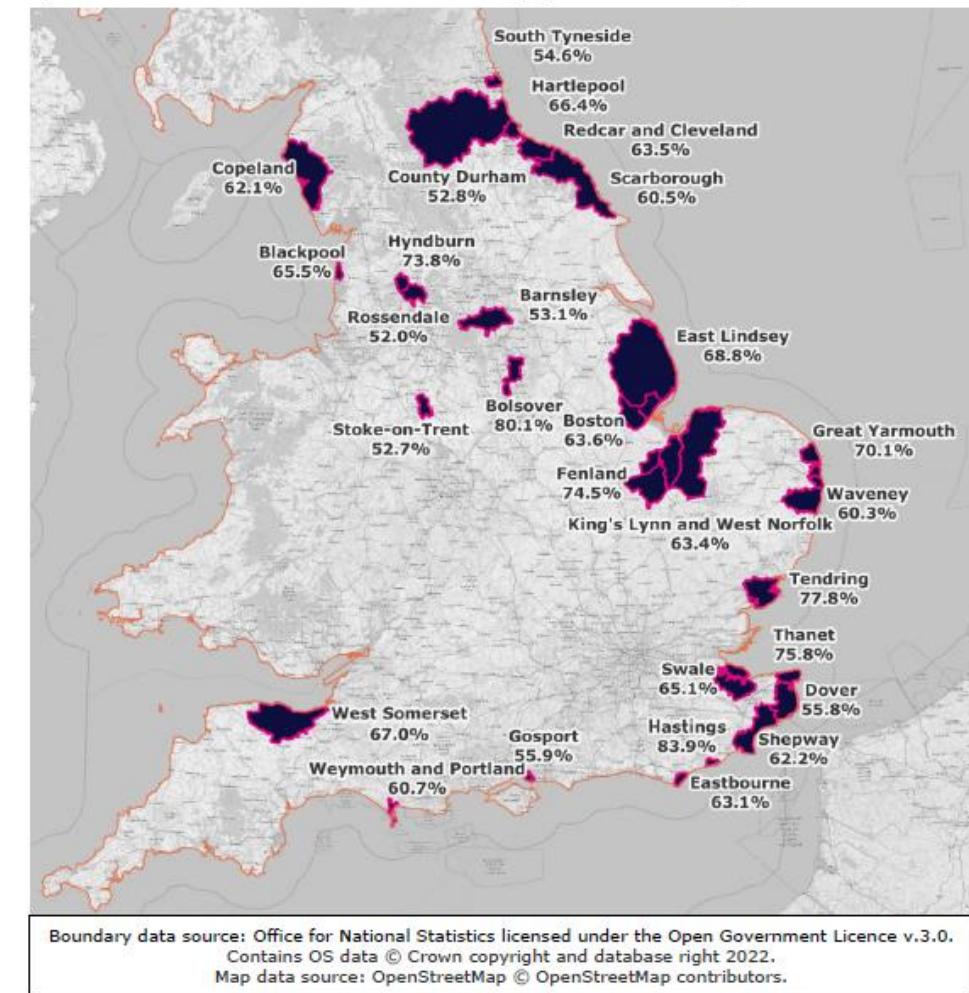
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Quantitative evidence - places
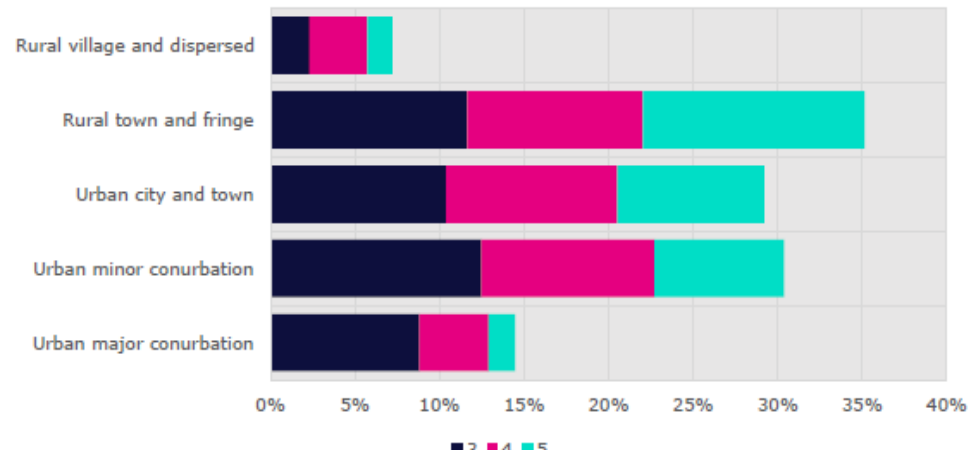
Graph 6.21 – Population at high risk of TRSE in the North by coastal status

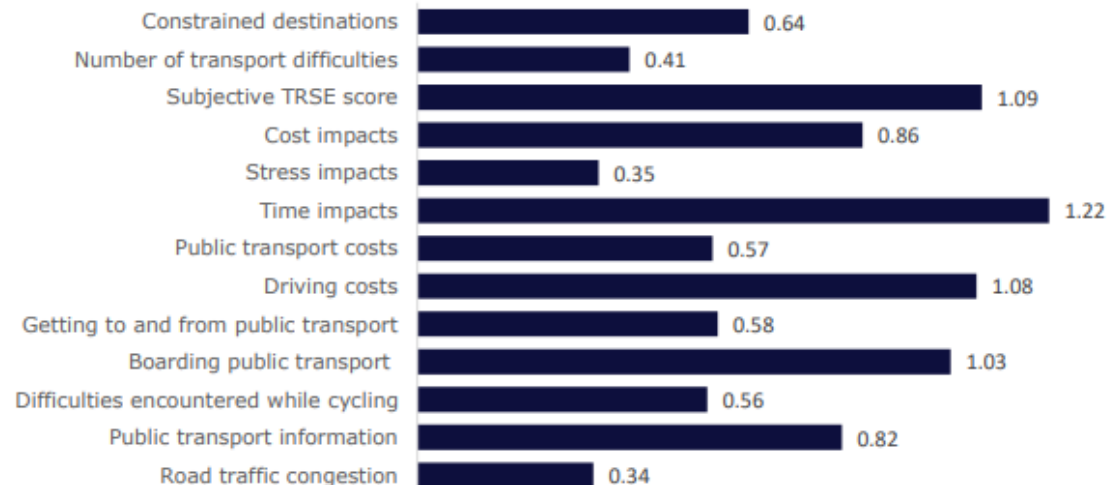Map 6.3 – LADs where more than 50% of the population is at a high risk of TRSE

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➢ The worst affected area types are rural town and fringe (e.g., Copeland, County Durham), urban minor conurbations (e.g., Barnsley, Blackpool) and coastal areas (Scarborough, Redcar and Cleveland).
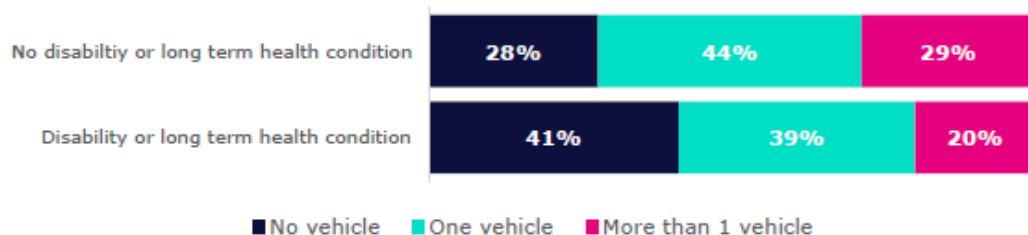➢ Risk of social exclusion is also particularly high in the North East

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Quantitative evidence - people

Access to at least one vehicle by household income

Household income above £20,000	87.7%
Household income below £20,000	49.9%

Graph 6.6 – Statistically significant differences in mean scores: Ethnicity

Constrained destinations	0.64
Number of transport difficulties	0.41
Subjective TRSE score	1.09
Cost impacts	0.86
Stress impacts	0.35
Time impacts	1.22
Public transport costs	0.57
Driving costs	1.08
Getting to and from public transport	0.58
Boarding public transport	1.03
Difficulties encountered while cycling	0.56
Public transport information	0.82
Road traffic congestion	0.34

Graph 6.2 – Access to vehicles by disability and long-term health condition status

	No vehicle	One vehicle	More than 1 vehicle
No disabiltiy or long term health condition	28%	44%	29%
Disability or long term health condition	41%	39%	20%

■ No vehicle ■ One vehicle ■ More than 1 vehicle

- The report also finds that experience of transport related social exclusion depending on gender, age, ethnicity, and socio-economic background.
- This is due to significant differences in car ownership, income levels, experiences and perceptions of safety, as well as reflecting differences between neighbourhoods

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Qualitative evidence

- Evidence from 3000 stakeholders and transport users through surveys, interviews and focus groups provide a rich picture of the everyday challenges people face trying to navigate the transport system

"I got a job but only possible with a car and [I] couldn't afford it – chicken and egg, eh?" (Interview, Gateshead)

"My job is one way and the school the other way… with no bus to either. Before Covid my Mum used to collect the kids but now she doesn't go out so after furlough I jacked my job in" (Interview, Bradford)

"To get to the hospital I have to get a bus and then a train. The bus is unreliable which means I miss the train and a couple of times my appointment too - a wasted journey" (Interview, County Durham)
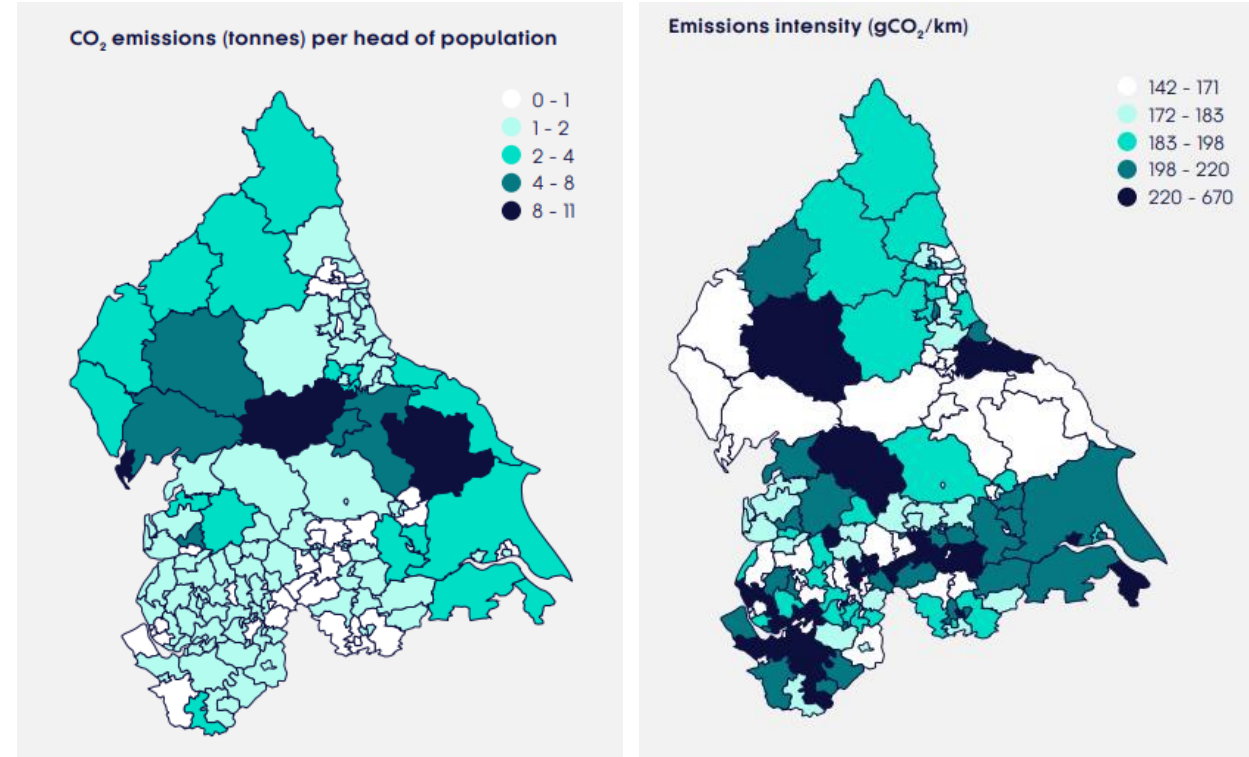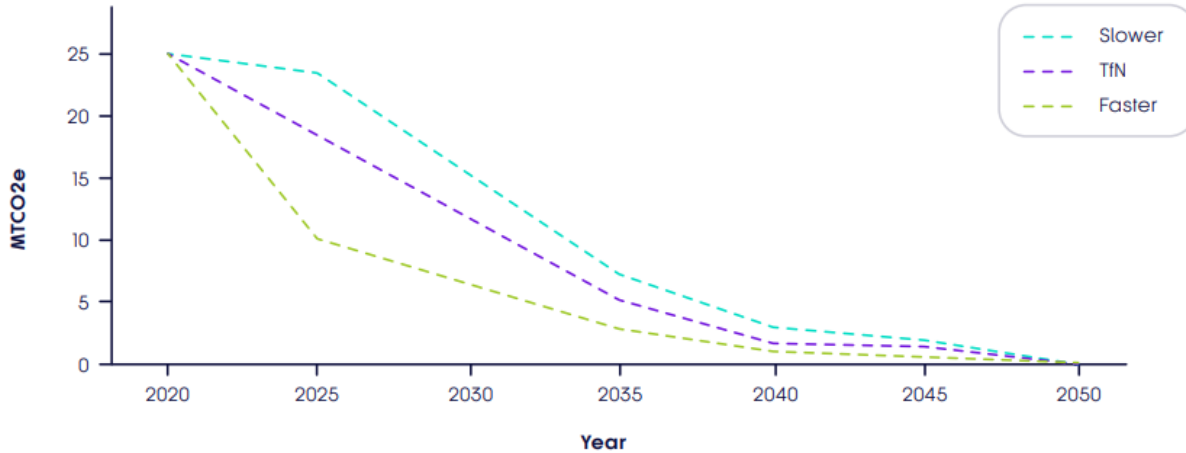
"Sometimes we can't get on the bus with a pushchair if it's busy – not fair that the wheelchairs get priority when we are on the bus first" (Interview, Bradford)

"It's not safe for kids to walk on their own to school – a walking taxi would be ace. The school run is horrendous – traffic everywhere and lots of pollution (Interview, Sheffield)
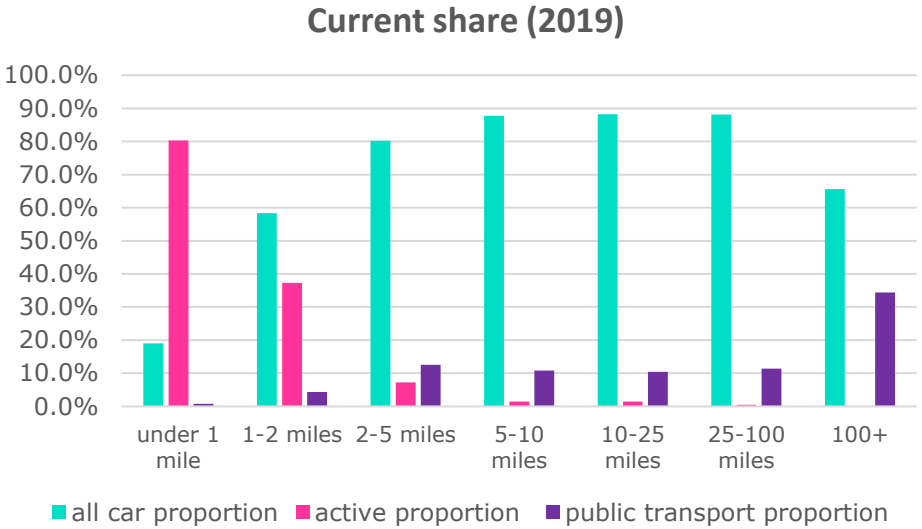

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Decarbonisation

Figure 3: TfN's Decarbonisation Trajectory reflects an average across local authorities that can decarbonise slightly slower or slightly faster


CO$_2$ emissions (tonnes) per head of population
- 0 – 1
- 1 – 2
- 2 – 4
- 4 – 8
- 8 – 11

Emissions intensity (gCO$_2$/km)
- 142 – 171
- 172 – 183
- 183 – 198
- 198 – 220
- 220 – 670

- TfN's Decarbonisation Trajectory sets out a pathway to near zero surface transport CO2 emissions by 2045 and zero by 2050, tested against four Future Travel Scenarios
- This Northern trajectory recognises that some areas are starting at a higher baseline than others, and rapid decarbonisation will be easier in some areas (e.g., the North's major cities) than others

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Decarbonisation

Current share (2019)

Figure 4: Percentage of trips (all modes) and percentage of all miles, by trip length[7]

- The strategy recognises reduction in vehicle km and mode shift to active travel and public transport are key to meeting our decarbonisation objectives.

- However, the scope for mode shift away from car also varies by trip length and area type, with the greatest scope for mode shift for the shortest and the longest trips.
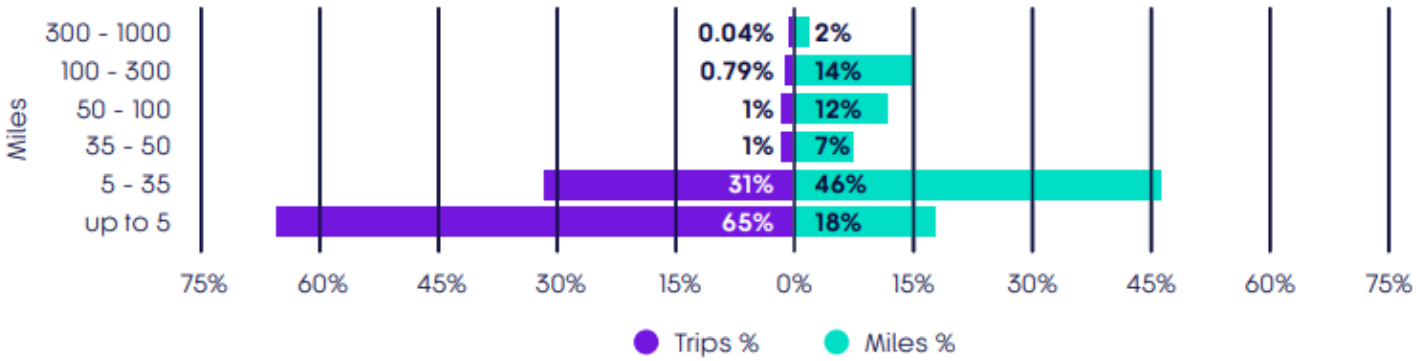
Key priorities – Social Inclusion:

➢ Significantly increase investment in local public transport, especially buses, particularly between deprived communities and peripheral employment and service locations

➢ Integrate ticketing, fares and routing across public transport modes and extend affordable ticketing options to additional groups, such as jobseekers and people with disabilities

➢ Consider access by walking, cycling and wheeling as a fundamental part of design and development of public transport and road schemes, including reducing severance effects and preventing obstructive pavement parking

Key priorities – Decarbonisation

➢ Demand management, including through digitalisation, and modal shift to public transport and active travel – technology alone will not be enough

➢ Freight decarbonisation, including mode shift from HGV to rail where possible and the roll-out of hydrogen refuelling infrastructure

➢ Rapid expansion of zero Emission vehicles and charging infrastructure, ensuring that all parts of the North and all demographic groups benefit

➢ Accelerate rail decarbonisation, including electrification of new routes and low emission technology trials

➢ Just transition: ensure that decarbonisation is achieved in an inclusive way that does not penalise the already disadvantaged

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