East Suffolk Community Partnerships Annual Forum

Tackling inequalities in our "transport deserts" through community led transport

Dan Clery – East Suffolk Council – Deputy Cabinet Member for Economic Development and Transport

Simon Barnett – Suffolk County Council – Integrated Transport Manager

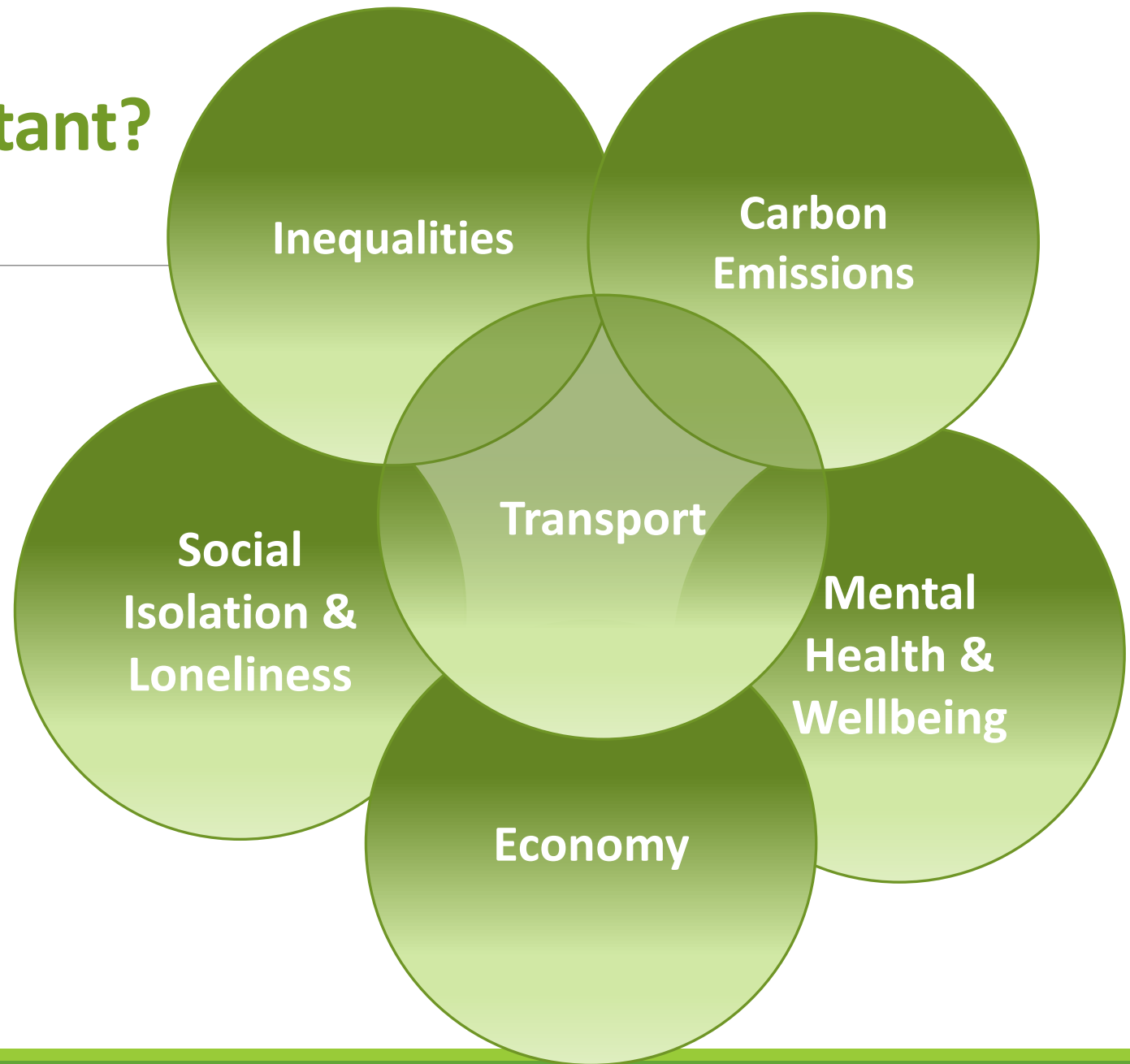**Sharon Payne** – Transport East – Regional Rural Transport Lead

Tackling inequalities in our "transport deserts" through community led transport.

Cllr Dan Clery, Deputy ESC Cabinet Member for Economic Development and Transport

Why is Transport important?

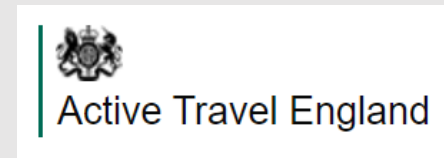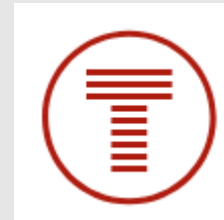**Access to transport remains a critical component of many of the challenges faced by our residents.**

Rural Mobility Centre of Excellence

TRANSPORT FOR THE NORTH
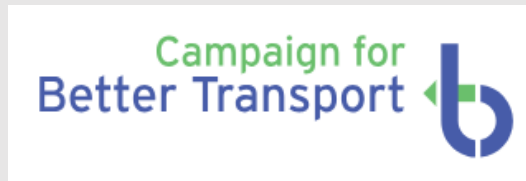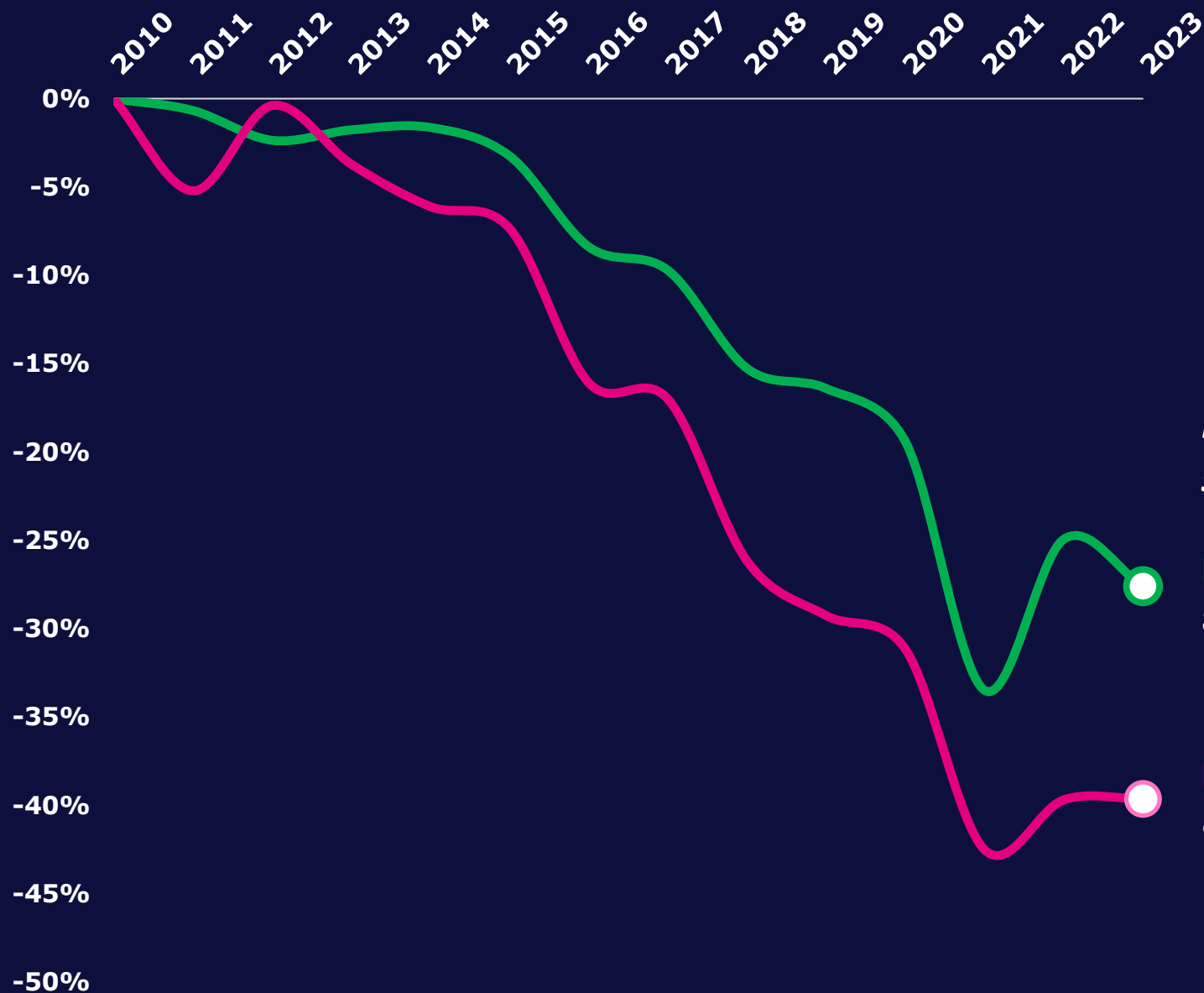
Rural bus services have seen major cuts since 2010. Service mileage is:

Down 28% in largely or mainly rural areas in Great Britain

Down 40% in Cumbria, North Yorkshire, & Northumberland

Data source: TfN analysis of DfT BUS02

Transport for the North

2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

0%
-10%
-20%
-30%
-40%
-50%
-60%
-70%
-80%
-90%
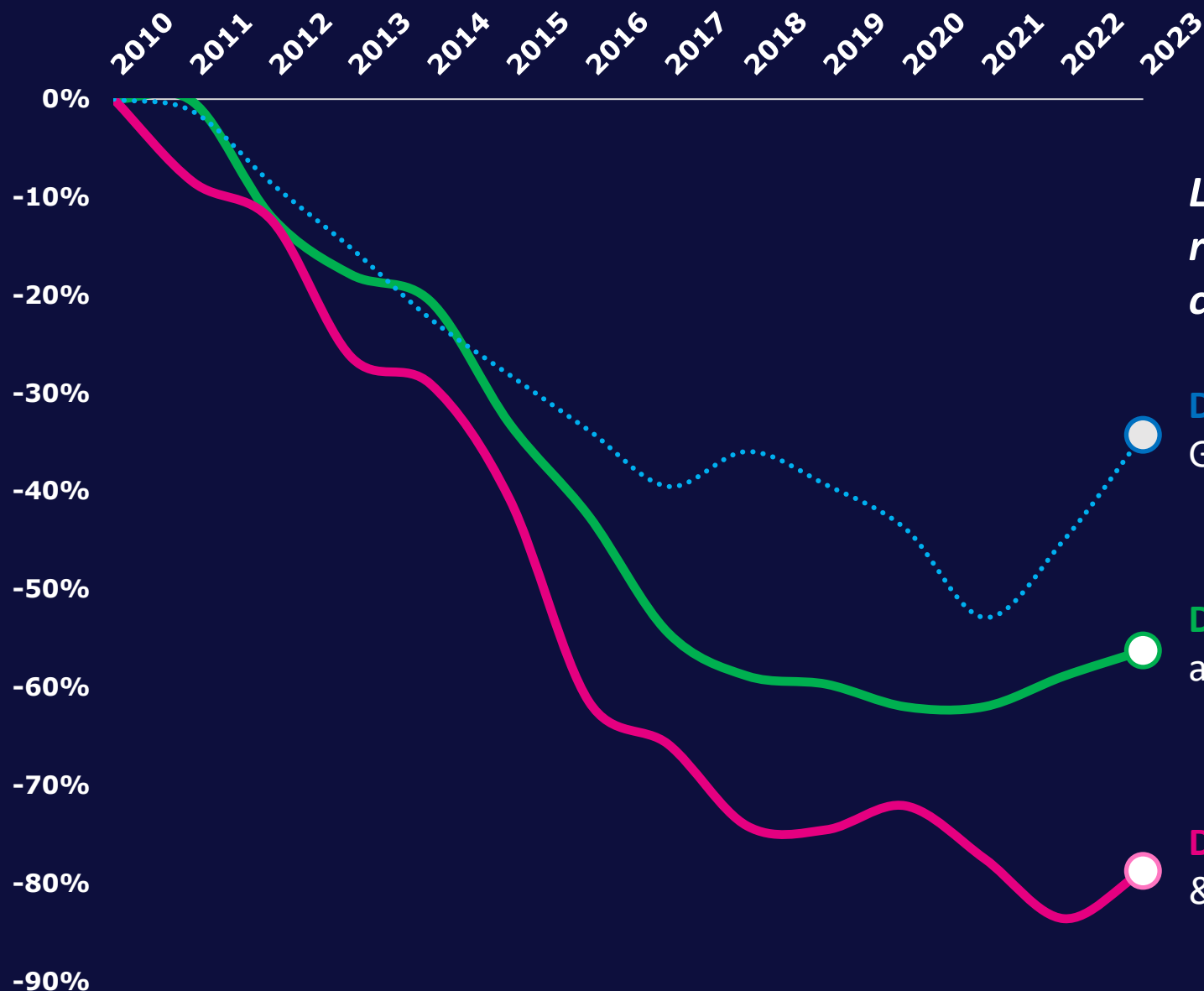
Local Authority supported services in rural areas have seen the largest cuts. Supported service mileage is:

Down 34% in urban metro areas of Great Britain outside of London

Down 56% in largely or mainly rural areas in Great Britain

Down 79% in Cumbria, North Yorkshire, & Northumberland

Data source: TfN analysis of DfT BUS02

Transport-Related Social Exclusion
in the East

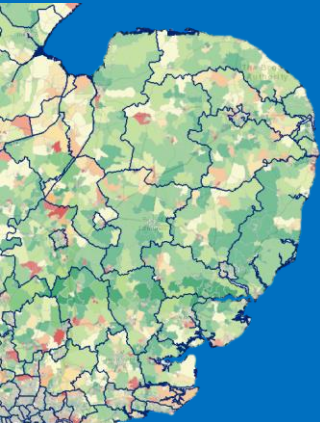## What is TRSE?

Transport-related social exclusion (TRSE) means that transport issues have a fundamental impact on everyday life and limit the ability to fulfil everyday needs. This could mean being unable to access childcare or good job opportunities, facing poverty and financial hardship because of transport costs, or facing significant stress and anxiety from using the transport system as part of everyday life.

Read more on Transport for the North methodology:
Transport-related social exclusion in the North of England

How is TRSE analysed?

TfN analysed national and local risk variations utilising the following statistics:

Accessibility analysis

Source: DfT journey time statistics

Four Accessibility Domains: employment, education, health care and key services

Output: Indicators measuring overall levels of access, journey times and number of destinations

Vulnerability analysis

Source: English Indices of Deprivation

Process: Each element of index is reweighted to match the four accessibility domains.

Output: Indicators of vulnerability to social exclusion that are matched to transport impacts

TRSE RISK

Transport-related social exclusion: Local risk variations in East Suffolk

- Approximately 1,500 residents (Census LSOA centre point)

Risk compared with local average:

- ■ More than 50% below
- ■ 25 - 50% below
- ■ 25 - 5% below
- ■ Close to local average
- ■ 5 - 25% above
- ■ 25 - 50% above
- ■ 50 - 75% above
- ■ 75 - 100% above
- ■ More than 100% above

TRSE is where residents have poor access to opportunities, key services, and community life, and face excessive financial, time, and wellbeing impacts from their everyday trips. This map shows how the risk of TRSE varies in East Suffolk, compared with the area average. A higher risk means that a greater proportion of residents are likely to be affected by TRSE, and that those effects are likely to be more severe.

TRANSPORT FOR THE NORTH
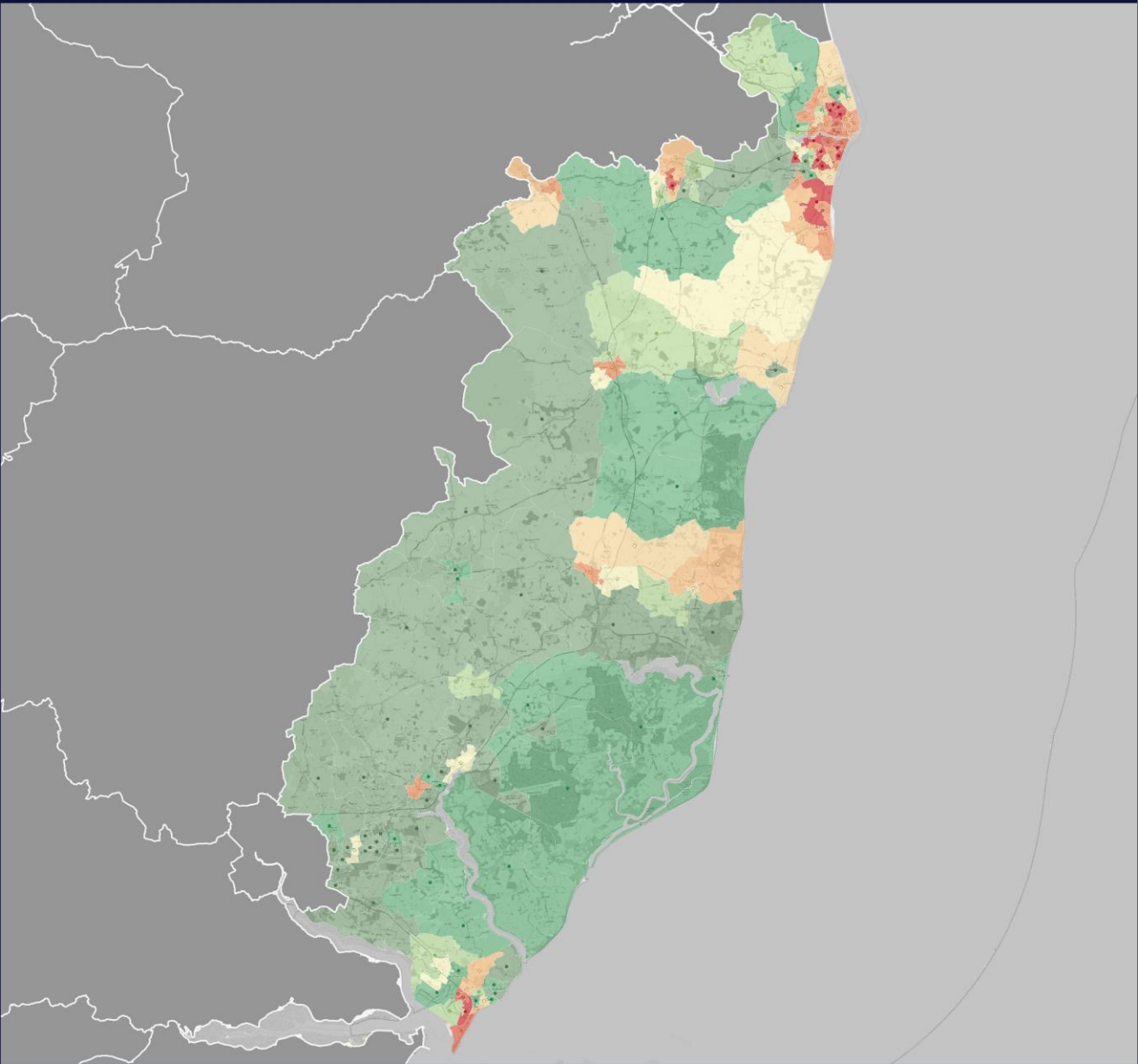
Transport-related social exclusion: Nationally high risk areas in East Suffolk

- Approximately 1,500 residents (Census LSOA centre point)

National TRSE risk category

- Higher risk: 8% of England
- High risk: 6% of England
- Highest risk: 4% of England

TRSE is where residents have poor access to opportunities, key services, and community life, and face excessive financial, time, and wellbeing impacts from their everyday trips. This map shows areas of East Suffolk where the risk of TRSE is higher than most other local areas of England. In these areas, residents are more likely to be affected by TRSE, and these effects are likely to be more severe when compared with most other areas of England.

93,269 people in East Suffolk (37.4%) live in areas with a nationally high risk of TRSE, compared with 18% for England as a whole.

TRANSPORT FOR THE NORTH
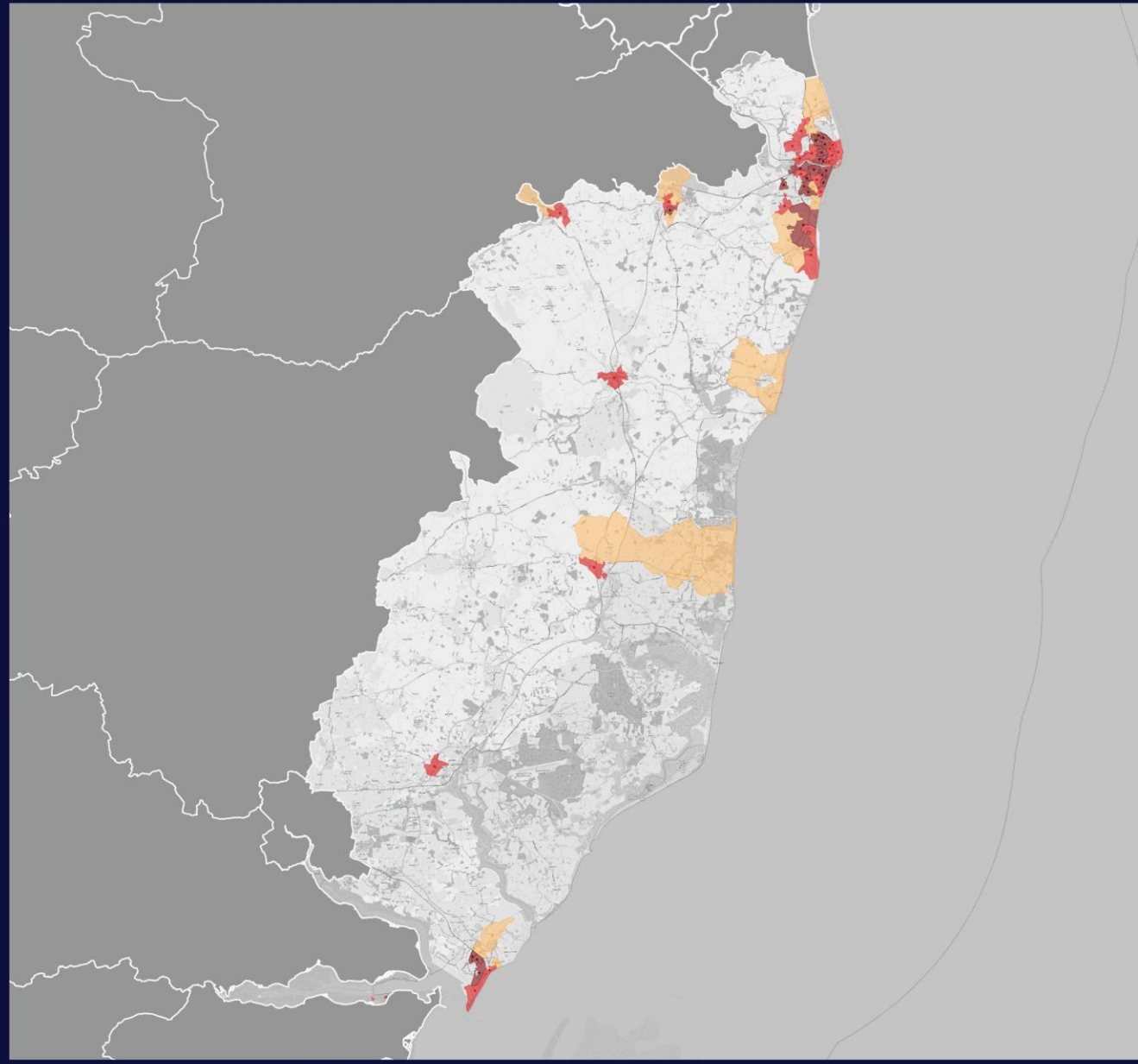
DIGITAL NATION UK 2023

FACTS & STATS TO FIX THE DIGITAL DIVIDE FOR GOOD
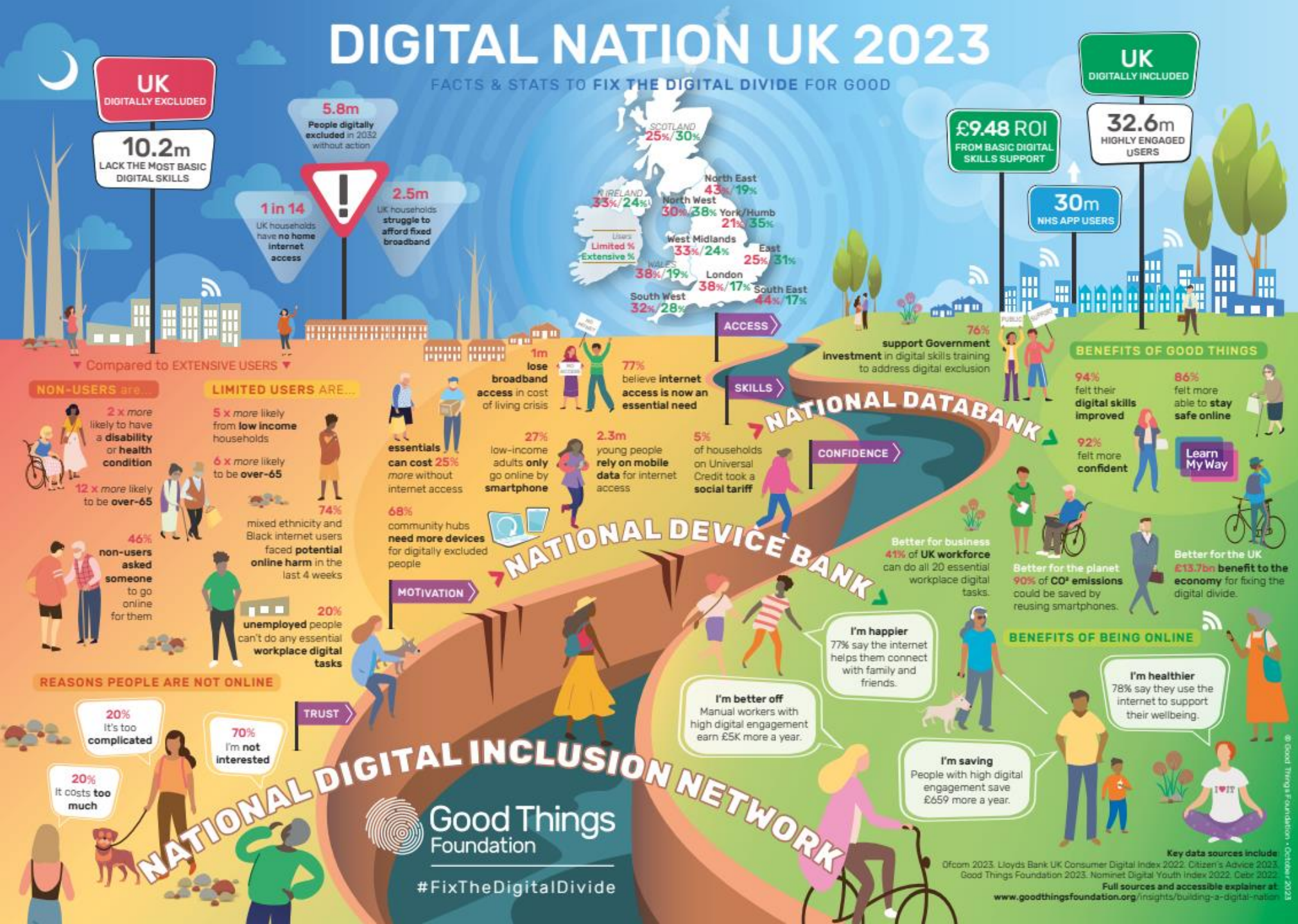
- 25% of people living in the East are digitally excluded

- Low-income households

- Older *and* younger people

- Device availability

- Non-digital access costs households more

https://www.goodthingsfoundation.org/

DIGITAL POVERTY IN THE UK

digital poverty alliance

A socio-economic assessment of the implications of digital poverty in the UK. A report by Deloitte for the Digital Poverty Alliance, 2023.

THE IMPACT

MILLIONS OF PEOPLE ARE IMPACTED BY DIGITAL POVERTY

The report provides new estimates of the number of people that are impacted by digital poverty. By adopting a truly inclusive definition, the research finds that the problem is far more pervasive than often assumed.

13-19 MIL

PEOPLE AGED 16+
are experiencing some form of digital poverty.

1 IN 2

OLDER ADULTS IN THE UK
are in at least one form of digital poverty, and 1 in 5 are in severe digital poverty.

~20%

CHILDREN IN THE UK
are in digital poverty. It is not just older adults who are impacted.

UNEMPLOYED ADULTS
are estimated to be 2-3 times more likely to be in digital poverty.

THE BENEFIT

ENDING DIGITAL POVERTY CREATES MASSIVE BENEFITS

The report finds that billions of pounds in benefits can be unlocked by government, individuals, and business if digital poverty is ended.

POTENTIAL INCREASE OF £17 BILLION
in yearly earnings due to 6 million people gaining essential digital skills for work.

POTENTIAL INCREASE OF £4-6 BILLION
of annual disposable income due to 7-9 million people being able to manage their finances better due to digital access.

ALMOST £1 BILLION
is estimated in government efficiency savings.

18-24K LIVES SAVED PER YEAR
Improvements in health literacy resulting from increased digital access could reduce mortality among the over 65's.

1. It is important to highlight that these are static, illustrative estimates produced to provide a sense of the scope and scale of these potential benefits only. They do not account for second-order impacts, are not estimates of the overall gross value-added that could/would be generated, and are based predominantly on assumed supply side changes that rely on equivalent (assumed) demand. Further work to assess the full extent of the benefits associated with particular outcomes or specific interventions will be an important next step.
2. The report makes clear that adding any of the above benefits together is not helpful or accurate. The research tells us that the scale of the issue is significant and the benefits from tackling digital poverty in the UK are likely to be significant and measured in billions rather than millions.

Recommendations
for Central Government

Focus on building long-term capacity and capability within local authorities to support innovation in rural transport

Expand the Local Integrated Transport Settlements to cover all local transport authorities in England

Work with Sub-national Transport Bodies to develop a social value module for transport business case appraisals including monitoring and evaluation, to better deliver government priority outcomes from transport investment

Establish a rural regulatory 'sandbox' area to explore how different forms of transport could be used more effectively, if the regulatory environment could be flexed

Work with academia and regional partners to focus future research into rural transport on evidence gaps including young people, disabled people, freight and rural businesses

Continue with £2 fare cap beyond 2024 and ensure concessionary fares are applied and funded consistently across all bus operators, Community Transport and DRT services, including the fare cap

Work with the Rural Mobility Centre of Excellence to fund, deliver and evaluate rural pilots that address current research gaps potentially through a specifically rural 'Future Transport Zone' or innovation pilot

Increased and longer-term funding for the Rural Mobility Centre of Excellence, to maximise its impact and create a resource all English rural authorities can use to share good practice and drive e ciencies

Recommendations

for Local Government and other public sector service providers

Access to jobs: Local authorities and Enhanced Partnerships to foster increased collaboration between employers, operators, education providers and policy makers

Experiment with new provision – recycling funding from parking revenues/visitor levies, Business Improvement Districts etc

Access to education and training: As skills responsibility returns to local authorities, embed rural needs in new and existing plans, programmes and funding opportunities, considering transport access

Prioritise maintenance and improvement of rural walking, wheeling and cycling infrastructure to reduce car dependency for short trips.

Align maintenance, incident planning and climate resilience planning to reduce transport impacts of weather events on isolated communities

Undertake transport access impact assessments to include social, environmental and longer-term economic factors when public service locations, or transport service provisions are changed to ensure rural residents are not further negatively affected

Ensure flexible bus services (including CT & DRT) are considered as an integral part of transport planning at all levels

Better join up between transport & land use planning for rural areas in all levels of government, to increase viability of rural services and maximise opportunities for sustainable journeys

Recommendations
for Transport East and Partners

Visitor destinations to promote/incentivise public and active transport, and foster better collaboration between public transport operators & visitor/tourism to increase sustainable tourism

Transport East's Rural Mobility Centre of Excellence to break down barriers across the public sector to integrate rural access needs into decision making

STB Rural Mobility group to develop 'rural pilot guidance' to share good practice, speed rollout, improve evidence and drive efficiencies

Access to health: Establish mechanisms for greater engagement between health and transport service providers to enhance evidence, planning, operations and outcomes

Transport East to build on the work from Midlands Connect and Transport for the West Midlands on a model for integrated ticketing in the East

Transport East, local government and operators to consider weekend, evening and seasonal travel demand impacts within analysis, planning and delivery

Transport East to bid for a multidisciplinary area pilot: Joining data or trialling new mobility hubs to provide evidence and a model for wider application

STB Rural Mobility group to work with rural experts to strengthen the evidence for the value of rural services and strategic case for investment

Transport East to work with Enhanced Partnerships, transport operators and representative groups to advocate for investment addressing barriers to public transport for seen and unseen disabilities

Transport East to explore opportunities to bring a partnership together under a 'Commute Zero' umbrella to include rural locations

Current situation

1985 Transport Act – deregulation and commercialisation of local bus market. Principle was to stimulate competition and lead to new options for the travelling public. Reality is that the operators have settled on only running the routes where they make enough from fares income to cover their costs/make a profit.

Local Transport Authorities (in Suffolk that's the County Council) are able to tender for services to fill in gaps in the commercial network. Budget for this is limited so there is only so much we can do to meet travel needs. Currently around £1.5m based on SCC funds and annual Government grants.
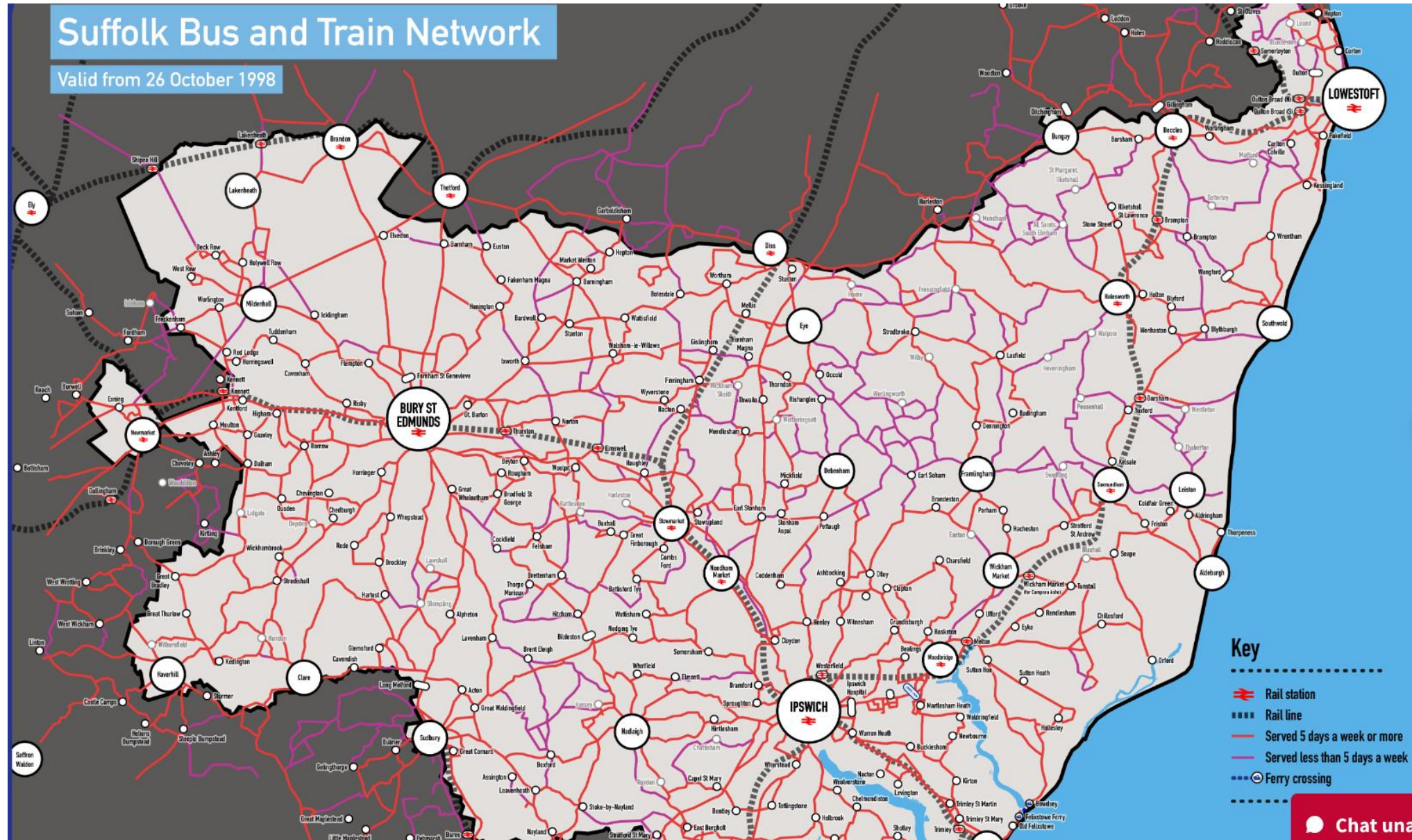
Compare Home to School travel costs of £47m and Concessionary Fare reimbursement of £7m.

Community Transport where big bus not suitable – current SCC budget of £1.3m supporting the Connecting Communities services, but other Community services also exist.

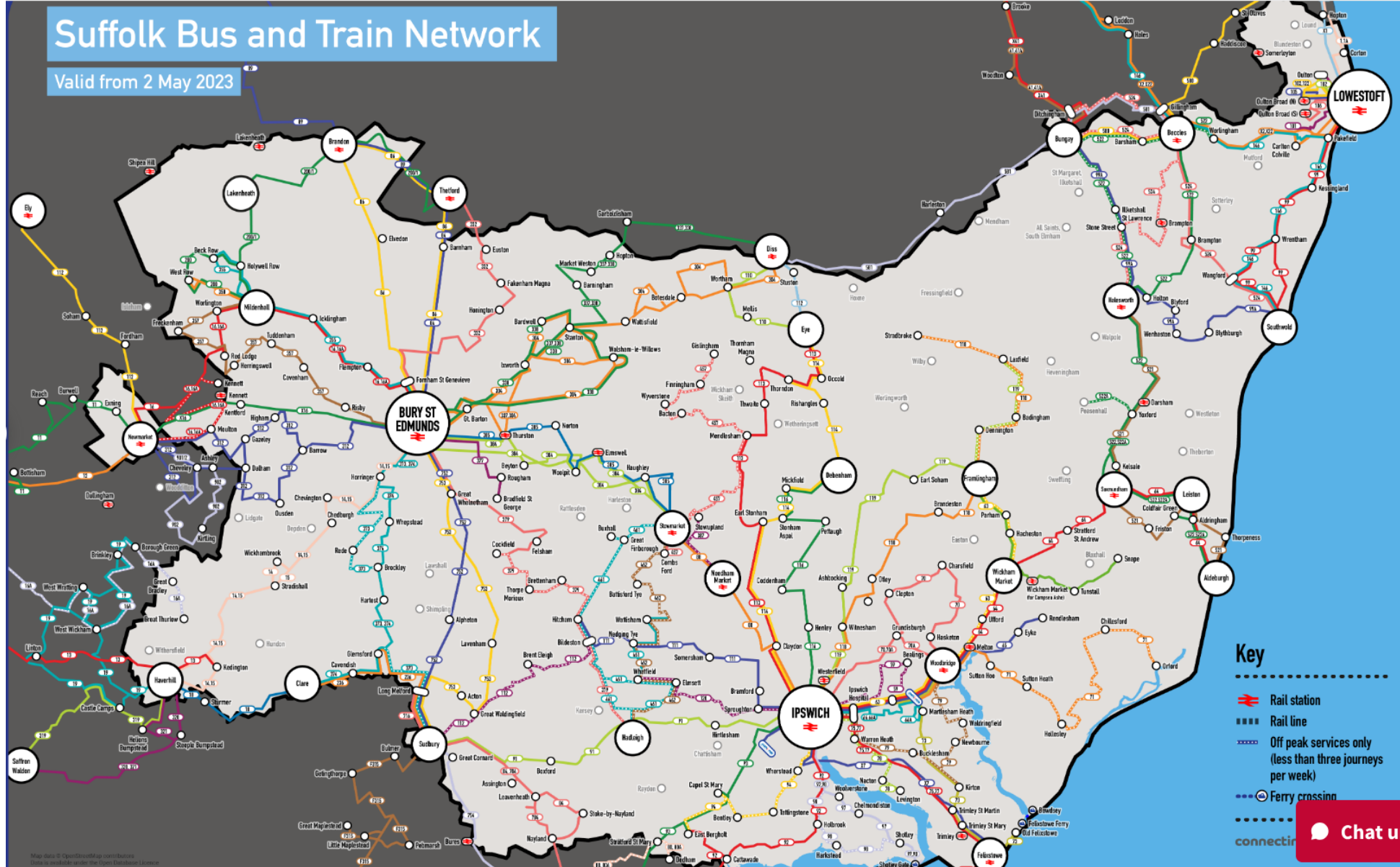How has the network changed over time?

What we used to have

Suffolk Bus and Train Network

Valid from 26 October 1998

Key
- 🚇 Rail station
- ▪▪▪▪ Rail line
- —— Served 5 days a week or more
- —— Served less than 5 days a week
- ▪▪▪🚢 Ferry crossing
- ▪▪▪▪▪

The picture now

Suffolk Bus and Train Network

Valid from 2 May 2023

How do we go forward?

1: What type of transport do people want?
- Where do they want to go?
- What times/days?
- Why are they travelling?
- Type of service?

2: How can communities and organisations get involved?
- Volunteers
- Use of community owned resources
- Managing bookings
- Transport hubs

Is this the future?

3: How is this funded?
- Fares and the English National Concessionary Travel Scheme
- Government or Council support
- Subscriptions or membership fees
- Donations