

Transport Poverty

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Overview

What is transport poverty?

Defining transport poverty

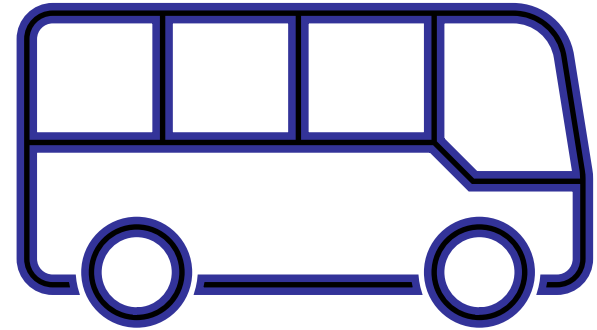
How did we get here & why does it matter?

What next?

Discussion & questions

What is transport poverty?

- **No agreed single definition or set of indicators to measure transport poverty**
 - Transport affordability?
 - Availability of transport options?
 - How can transport poverty be quantified?
 - Sustrans Transport Poverty risk score (2016)
 - “Wicked” problem



Defining transport poverty

Public Health Scotland (2024) defines transport poverty as:

*“..the lack of options that are **available, reliable, affordable, accessible or safe** that allow people to meet their daily needs and achieve a reasonable quality of life”*

The European Commission (2022) offers a more expansive definition:

*“Transport poverty occurs when an individual or household **cannot access essential transport services due to a lack of alternatives** to cover the distance between the place of departure and the destination; there are **no suitable and affordable transport alternatives** at a reachable distance to their departure and destination points, **in service hours and frequencies which meet their needs**; the individual’s transport expenditure **brings their residual income below or close to the official poverty line**; the total duration of travel leads to **time poverty**; or the available transport options fail to ensure the individual’s **safety and security**.”*

How did we get here and why does it matter?

- **How did we get here?**
 - Spatial mismatch and social exclusion
 - Affordable housing & gentrification of areas
 - Accessibility, affordability, availability
 - Car dependence or “autodominance”
 - Legacy of COVID-19 pandemic & cost of living crisis
- **Why does it matter?**
 - Access to healthcare, employment, education, and services
 - Ability to engage with the community/social life
 - Access to affordable food (“poverty premium”)
 - “Forced” car ownership



What next?

- Land use planning and transport planning cannot exist independently
 - Inclusive and participatory decision making is required
 - Spatial proximity to resources
 - Affordable housing
- Focus on EVs as solving the transport sector's "carbon problem" at the expense of sustainable and active modes
 - Extension of the problem of "autodominance"
 - Lack of equity
- Framing transport as a social justice issue
 - Nestrans RTS 2040 "improving access to the transport network for all"
- Perceptions of accessibility and safety across modes

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