

# Fairly reducing car use in Scottish cities

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“Building a transport system that is fair for everyone will need to be based on the principle of participation, and giving marginalised groups affected by any changes a voice.”

*Scotland’s Just Transition Commission (2021)*



“How can interventions designed to reduce car use in cities meet the expectations and needs of people living on low incomes?”

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## ABOUT THE RESEARCH

- › **A two-day deliberative workshop with residents of Glasgow from low income households.** The eleven participants were selected to include regular car users and those with no access to a car. The group were split by gender (six women to five men) and covered a range of ethnicities, ages, locations in the city and contained residents with disabilities.
- › **National polling of low income residents of urban areas in Scotland.** This poll was conducted by YouGov with a sample of 500 residents (the maximum available for this group).
- › **Interviews with practitioners** to capture lessons learned from previous and current initiatives to reduce car use and engage low income residents.
- › **A rapid evidence review** of existing research on the car usage of people on low incomes, the impacts of car usage on this group and their response to schemes designed to reduce car dominance and promote active travel.

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## METHODS



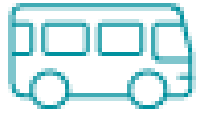
**Build on existing support** for climate action and desire for transformative change but **don't take it for granted.**



I'm not concerned so much for myself, more for my children's future



If you have worries in your immediate life you don't tend to worry about other things.



Treat sustainable transport as a **public good** – one that everyone should be able to **access and afford**.



Transport costs mean that the choice about how to travel is made for you



If you can get a good public transport system you can have winners. If you don't, we're losers.



Give people a **safer, more welcoming experience** of getting around their city, and **shift cultural norms about car ownership**.



I have a heightened sense of vulnerability when getting the bus, particularly at night.



Maybe if I'm not in a good headspace, maybe I don't want to be around a lot of people.



**Involve the public**, particularly the most vulnerable, in city wide climate action plans and **engage communities** in scheme design and delivery.



I would actively seek out to know if there was a person from the community representing us... a person from a minority, a young person...



We want to hear that we matter.





Ensure action to decarbonise transport is being taken by **everyone** across society, and the **effort is fairly shared**.



How did we get here? It's not due to us



The rich are getting richer and the poor are getting poorer.



Embed the goal of **reducing car use** across all government strategies and **diversify the transport sector**.



Give people what they want in their lives



The sustainable transport hierarchy is great in theory, but in practice current investment is almost inverse

- Set stretching targets and provide clarity on how they will be achieved
- Deliver road space reallocation at pace and scale
- Engagement of the public is crucial
- Public transport is the key to a just transition for transport
- Build capacity to deliver a transport system that works for low-income households

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## RECOMMENDATIONS