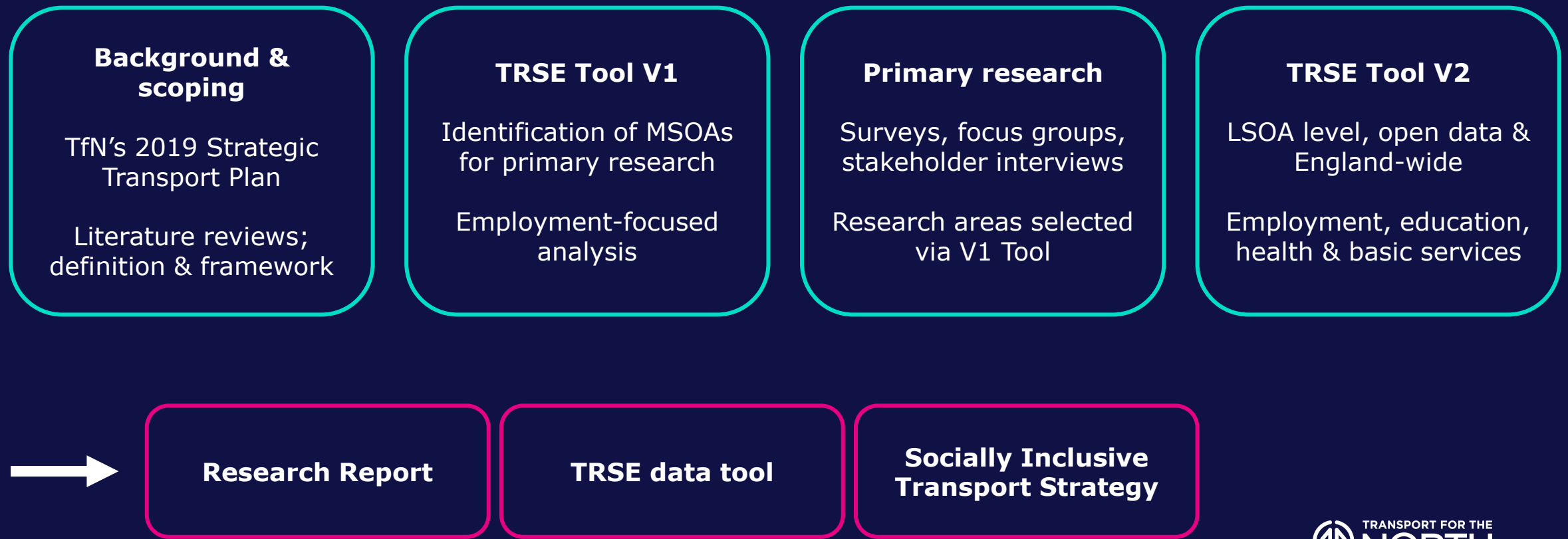# Transport and social exclusion in the North of England

Questions for today

— How well does the transport system meet the needs of different groups?

— What does it mean to be socially excluded by transport issues?

— How can we measure social exclusion because of transport issues?

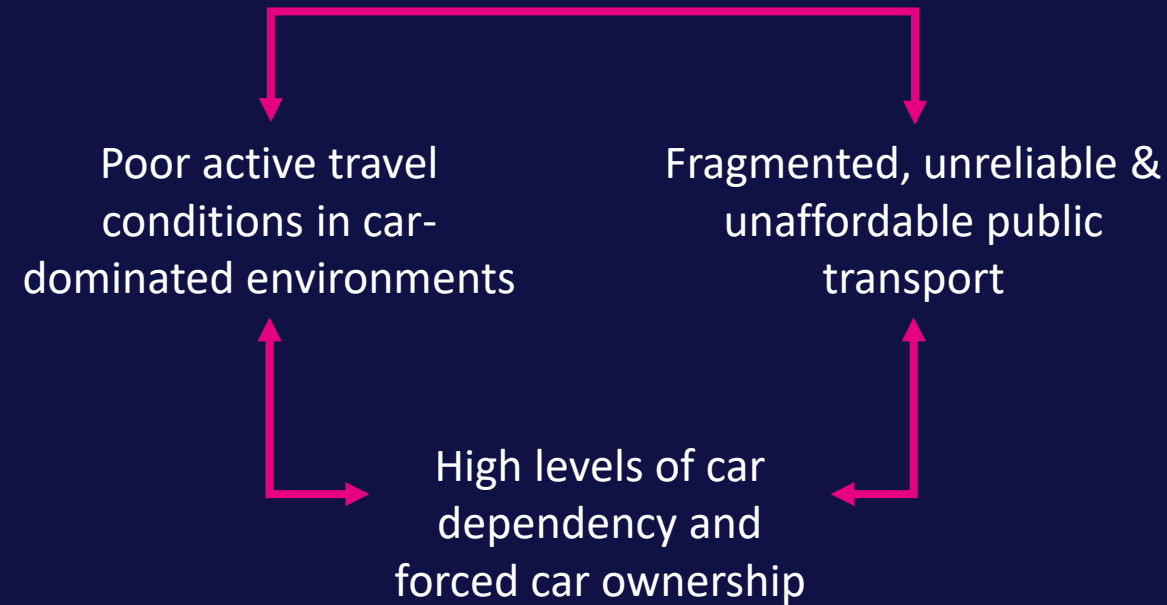— How does this impact the North East and Cumbria?

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The research and strategy

Background & scoping

TfN's 2019 Strategic Transport Plan

Literature reviews; definition & framework

TRSE Tool V1

Identification of MSOAs for primary research

Employment-focused analysis

Primary research

Surveys, focus groups, stakeholder interviews

Research areas selected via V1 Tool

TRSE Tool V2

LSOA level, open data & England-wide

Employment, education, health & basic services

Research Report

TRSE data tool

Socially Inclusive Transport Strategy

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Defining TRSE

— Two dimensions of *transport-related social exclusion*:

— (1) Limited access to work & education opportunities, key services, and community life.

— (2) The knock-on consequences of the required level of transport use – cost, stress, and time.

A vicious cycle

Poor active travel conditions in car-dominated environments

Fragmented, unreliable & unaffordable public transport

High levels of car dependency and forced car ownership

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Distributional impacts

- Low income & insecure work

- Disability & long term health conditions

- Caring responsibilities

- Reinforcing broader inequalities: Gender, ethnicity, age, sexuality.

"I was earning £8 an hour, four hours a day, and the fare was £4.50 each way - so a quarter went on fares. It wasn't worth it in the end."

"My son works in an office and if his train's late nothing happens to him, but I lose pay."

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Data Tool structure

Accessibility analysis

DfT journey time statistics (2019)

Major employer; primary, secondary & further education; GP surgeries & hospitals; town centres

Access, journey times, number of destinations

Vulnerability analysis
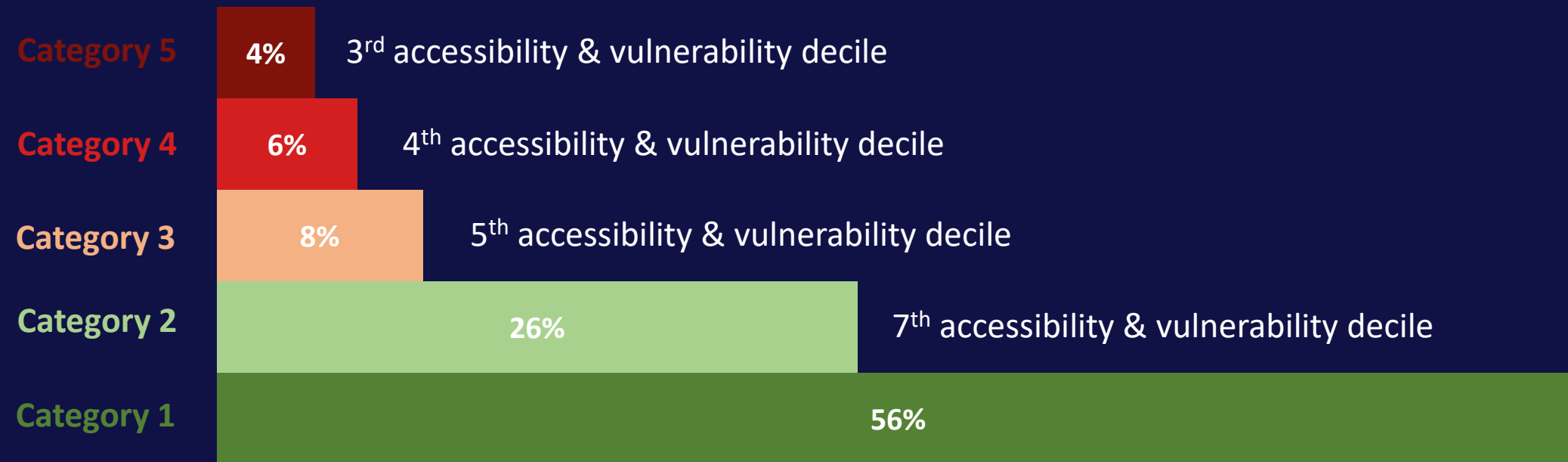
English Indices of Deprivation (2019)

Adjusted & reweighted to match to accessibility domains (jobs, education, health, basic services)

Transformed domain score for each domain

TRSE Risk Category

Threshold analysis; identifying LSOAs with poor accessibility alongside high vulnerability

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TRSE Risk across England

Category 5 — 4% — 3rd accessibility & vulnerability decile

Category 4 — 6% — 4th accessibility & vulnerability decile

Category 3 — 8% — 5th accessibility & vulnerability decile

Category 2 — 26% — 7th accessibility & vulnerability decile

Category 1 — 56%

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TRSE Risk Category

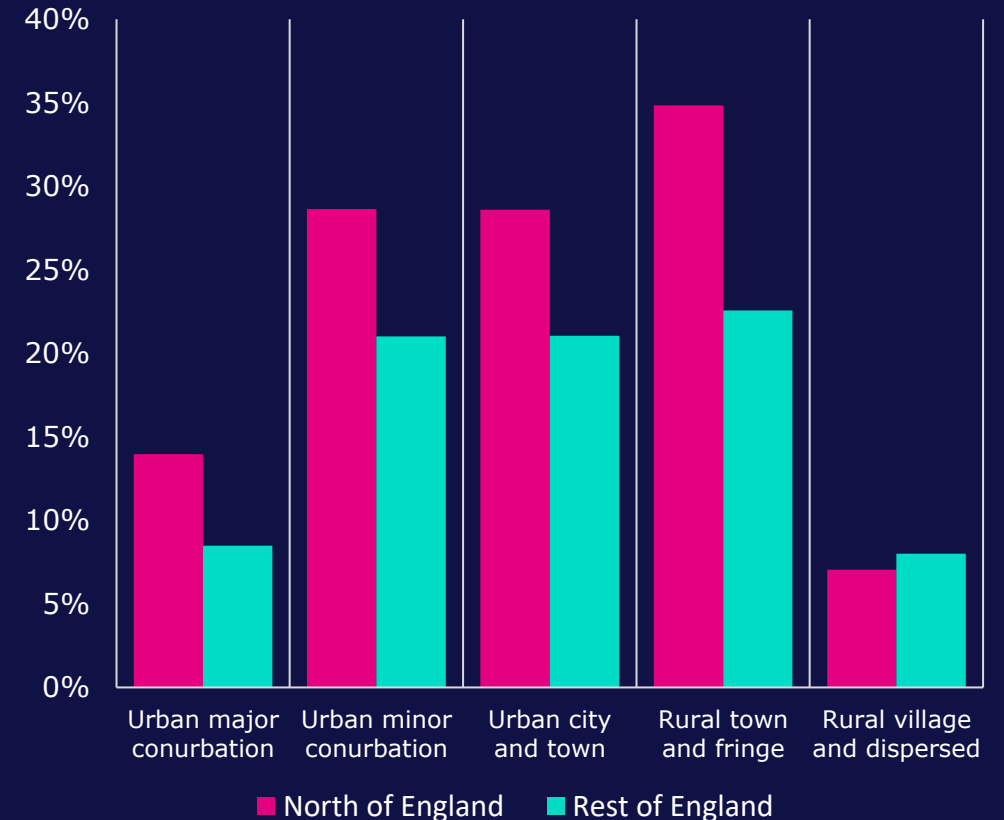**LSOAs in the bottom three accessibility and vulnerability deciles by selected regions of England**

Vulnerability ■ Accessibility
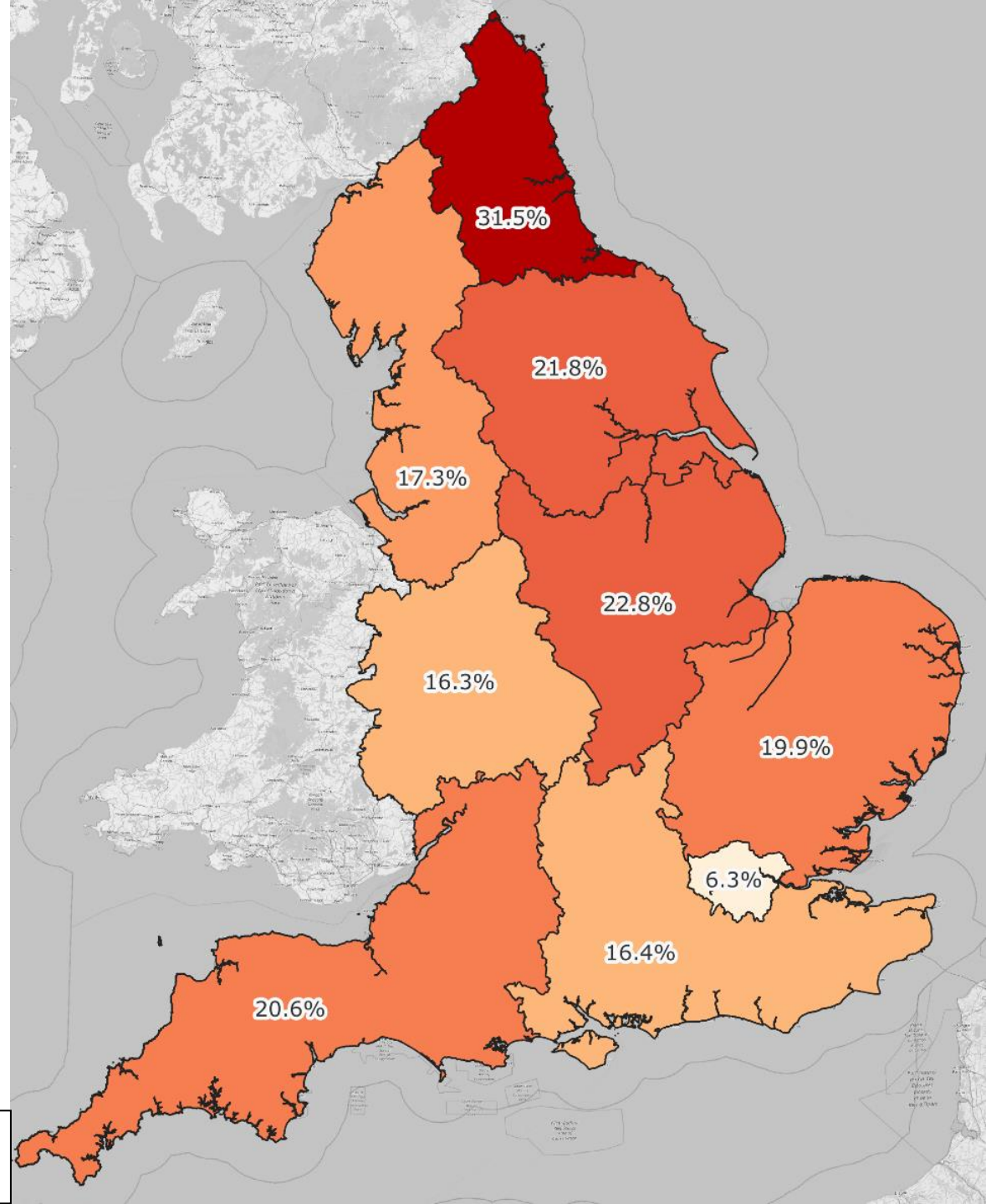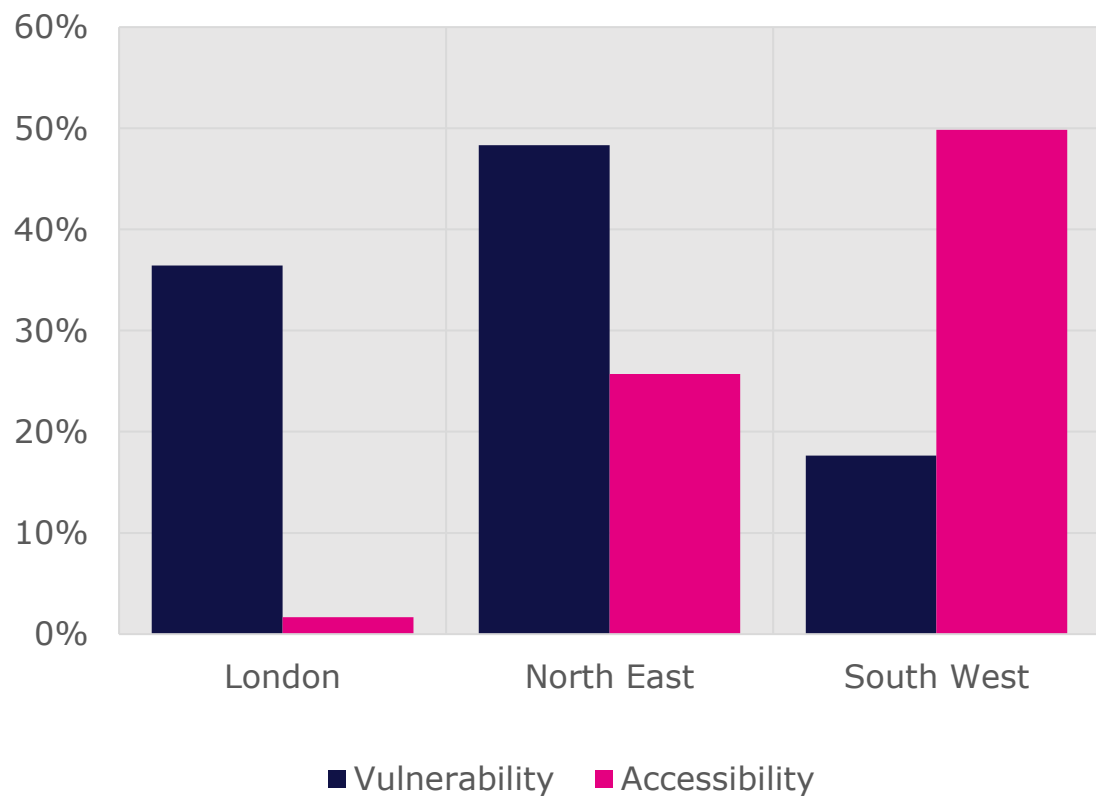
Spatial variations

— 3.3 million people (21.3%) in high risk areas across the North; 16% elsewhere in England.

— Concentrations in rural town & urban fringes; and cities & towns in sparse settings.

— Mining & manufacturing legacy; former industrial communities particularly at risk

% of rural & urban LSOAs with a high risk of TRSE (categories 3-5)

Legend: North of England, Rest of England

Categories: Urban major conurbation, Urban minor conurbation, Urban city and town, Rural town and fringe, Rural village and dispersed

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Spatial variations

— 51.2% of coastal LSOAs in the North are in high risk categories

— Poor accessibility & high vulnerability across employment, education & healthcare

— Consistent across England; majority of most affected LADs are significantly coastal

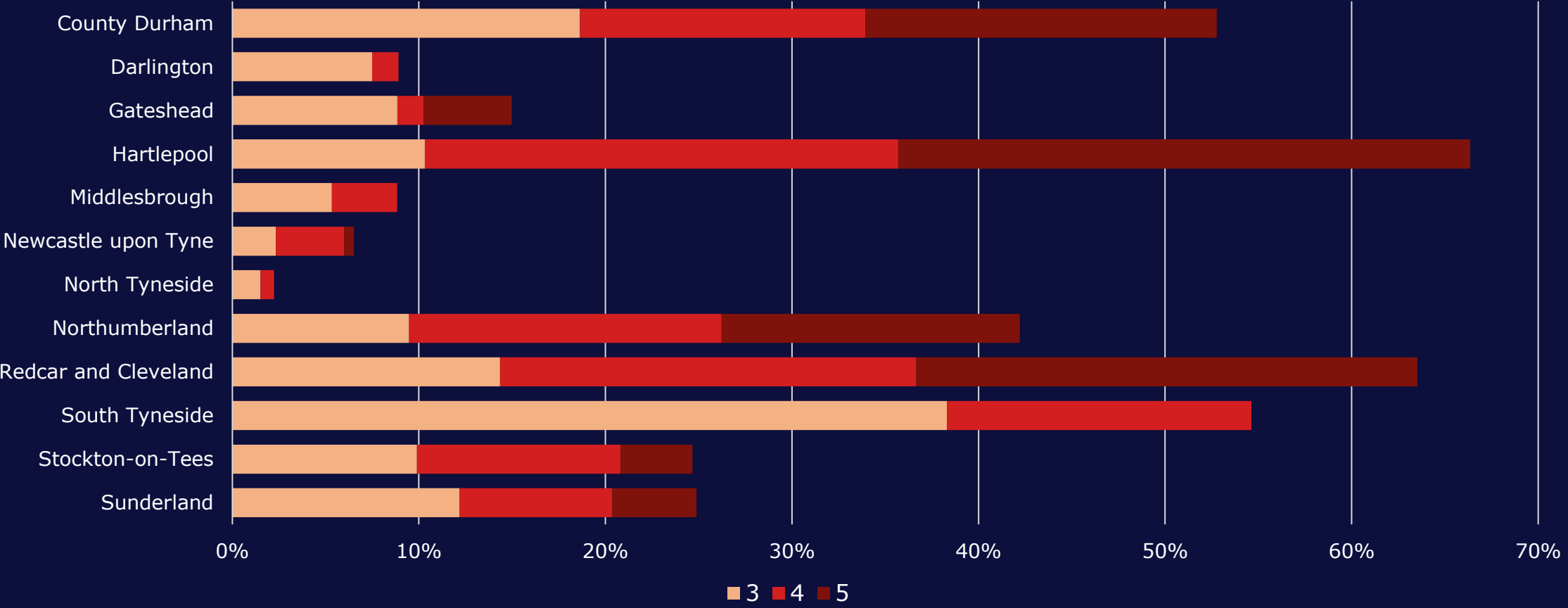**Coastal & non-coastal LSOAs by TRSE risk category: North of England**

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TRSE in the North East

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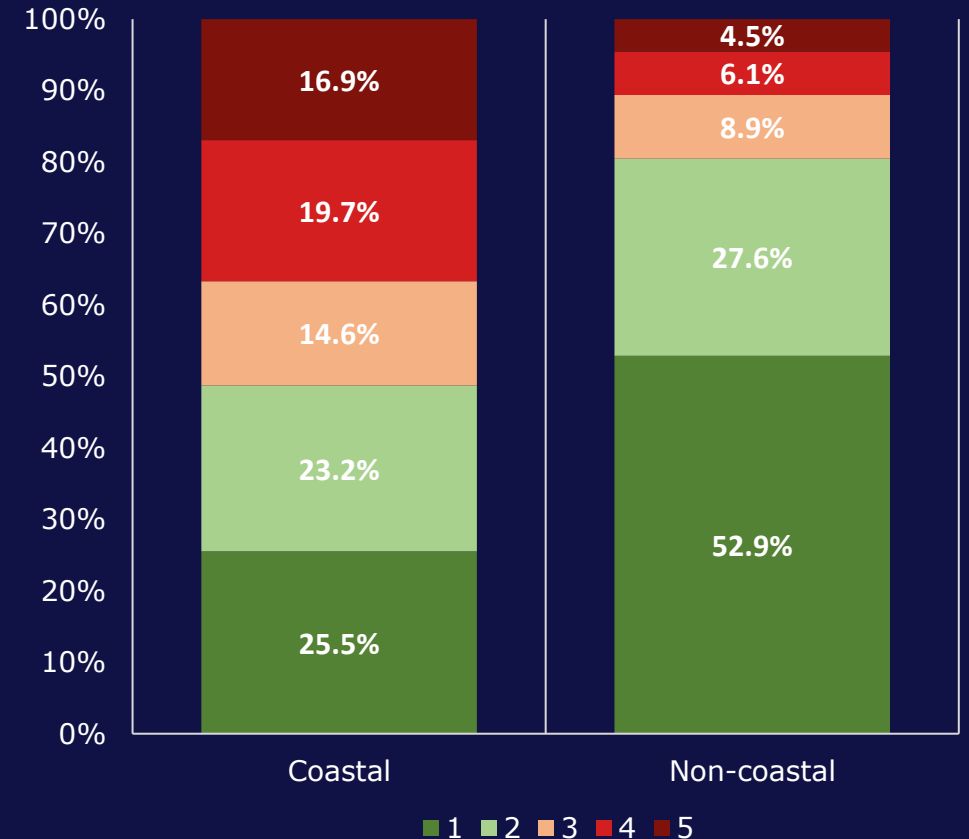
Overall risk profile

— Significant variations between domains of TRSE

— Employment and basic services are key differentiators between the NE and other regions

— Not explained by differences in area type across regions alone; fundamental to the NE
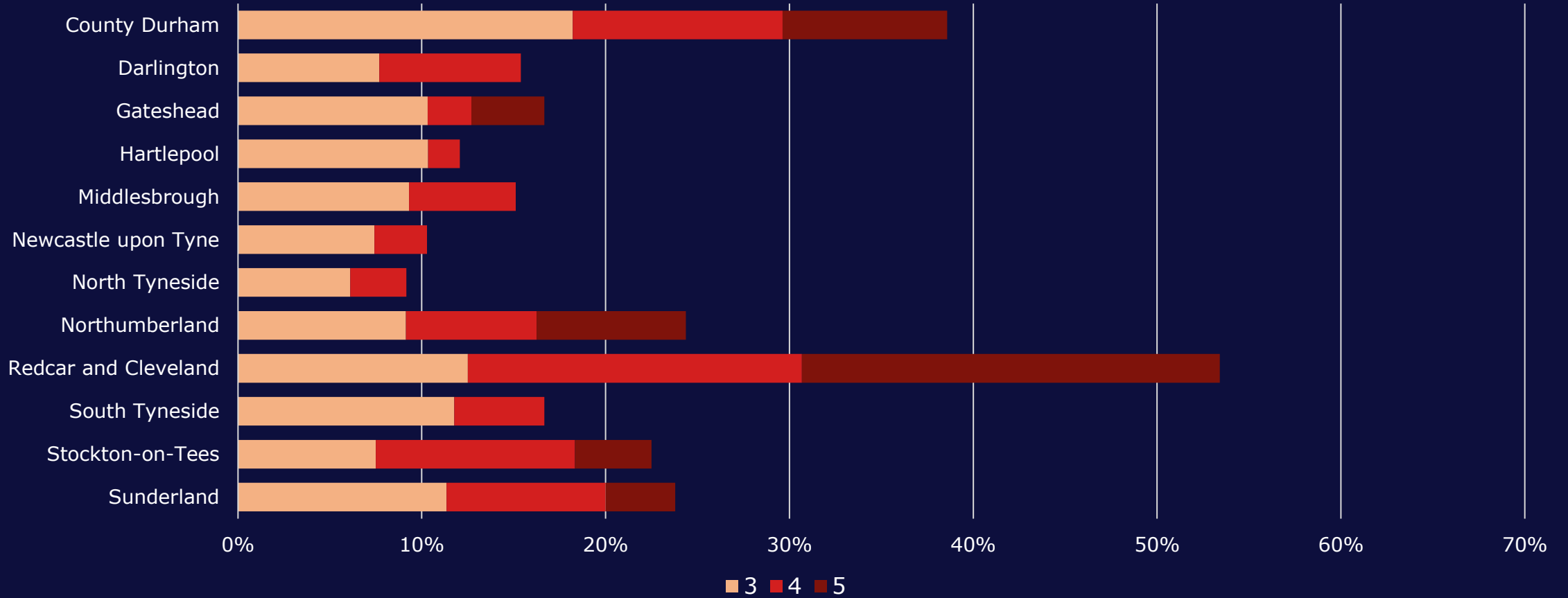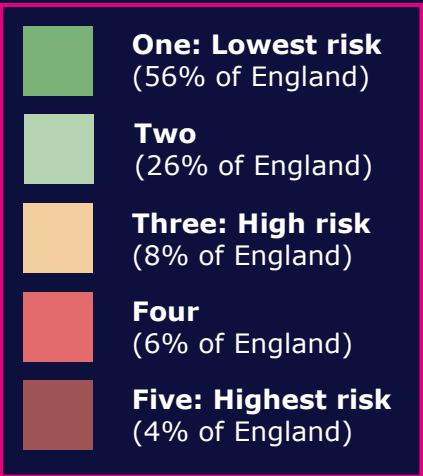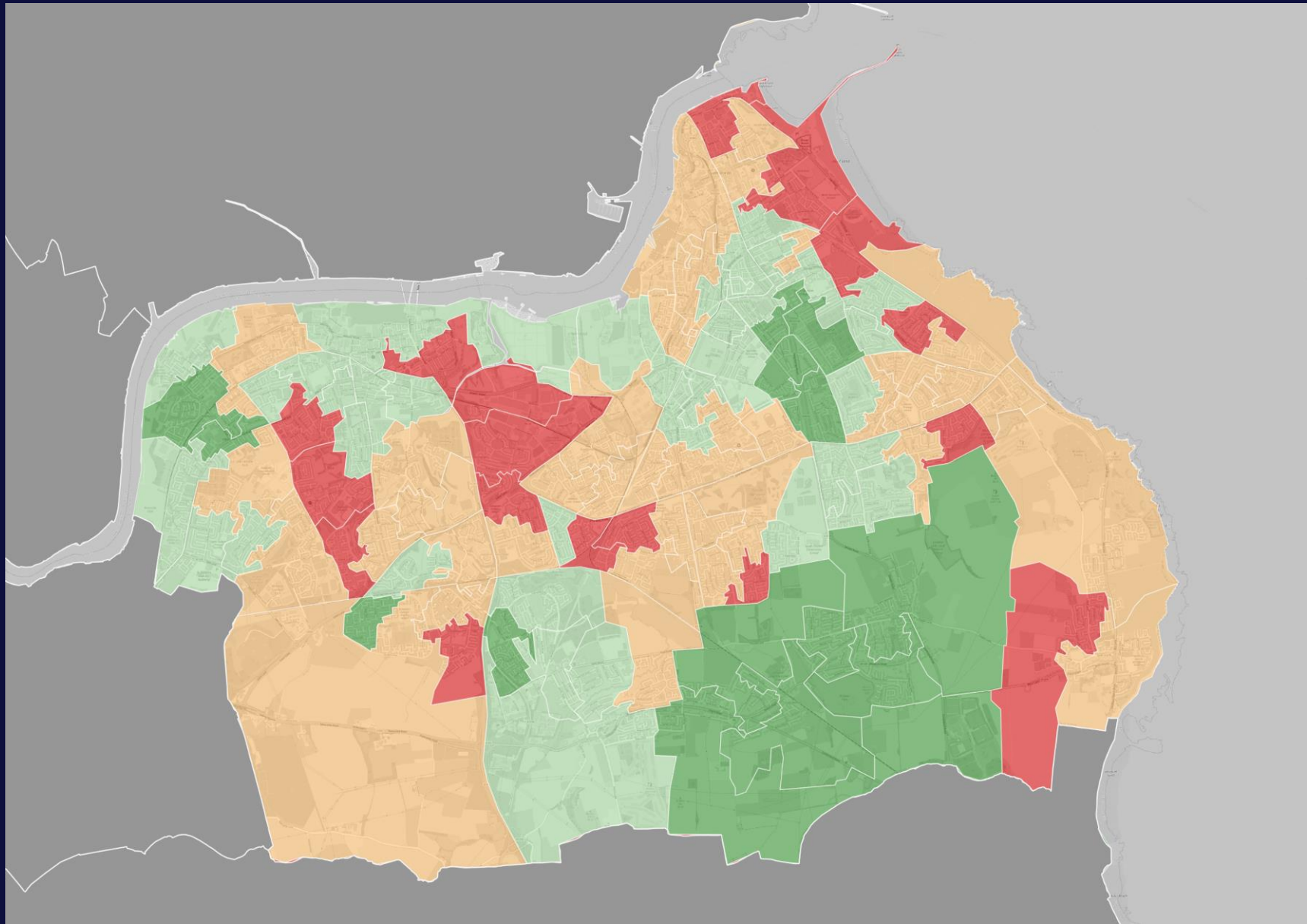
Domains of TRSE in the North East

Legend: 3 (light), 4 (red), 5 (dark red)

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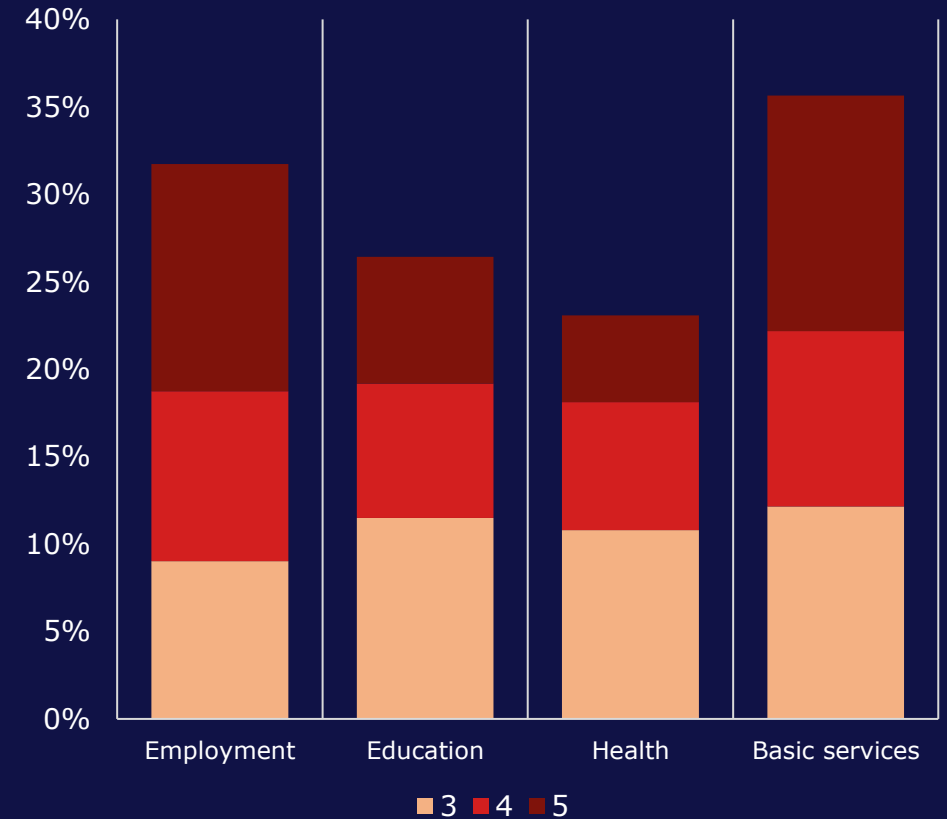
Overall TRSE Risk Category by LAD in the North East

Legend: 3 4 5

TRSE Health Risk Category by LAD in the North East

Legend: 3 4 5

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South Tyneside: Overall risk of TRSE

Legend:
- **One: Lowest risk** (56% of England)
- **Two** (26% of England)
- **Three: High risk** (8% of England)
- **Four** (6% of England)
- **Five: Highest risk** (4% of England)

TRSE risk: Bottom 50%

	Vulnerability	Accessibility
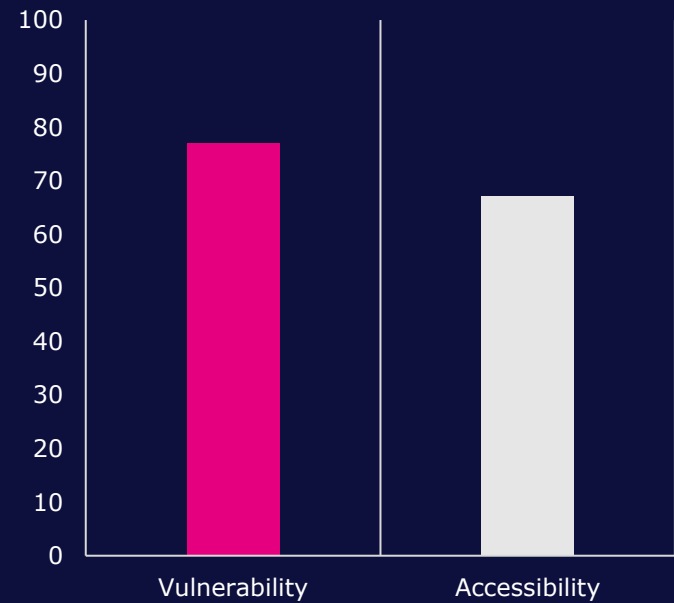
South Tyneside: TRSE linked to Employment

One: Lowest risk
(56% of England)

Two
(26% of England)

Three: High risk
(8% of England)

Four
(6% of England)

Five: Highest risk
(4% of England)
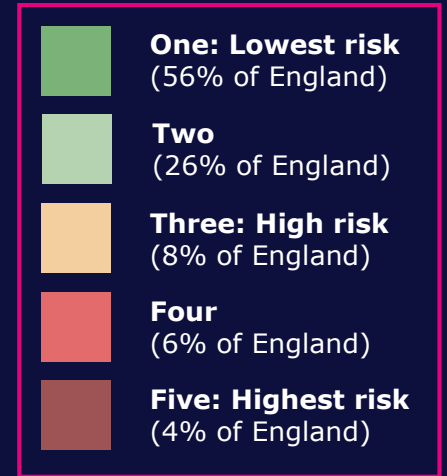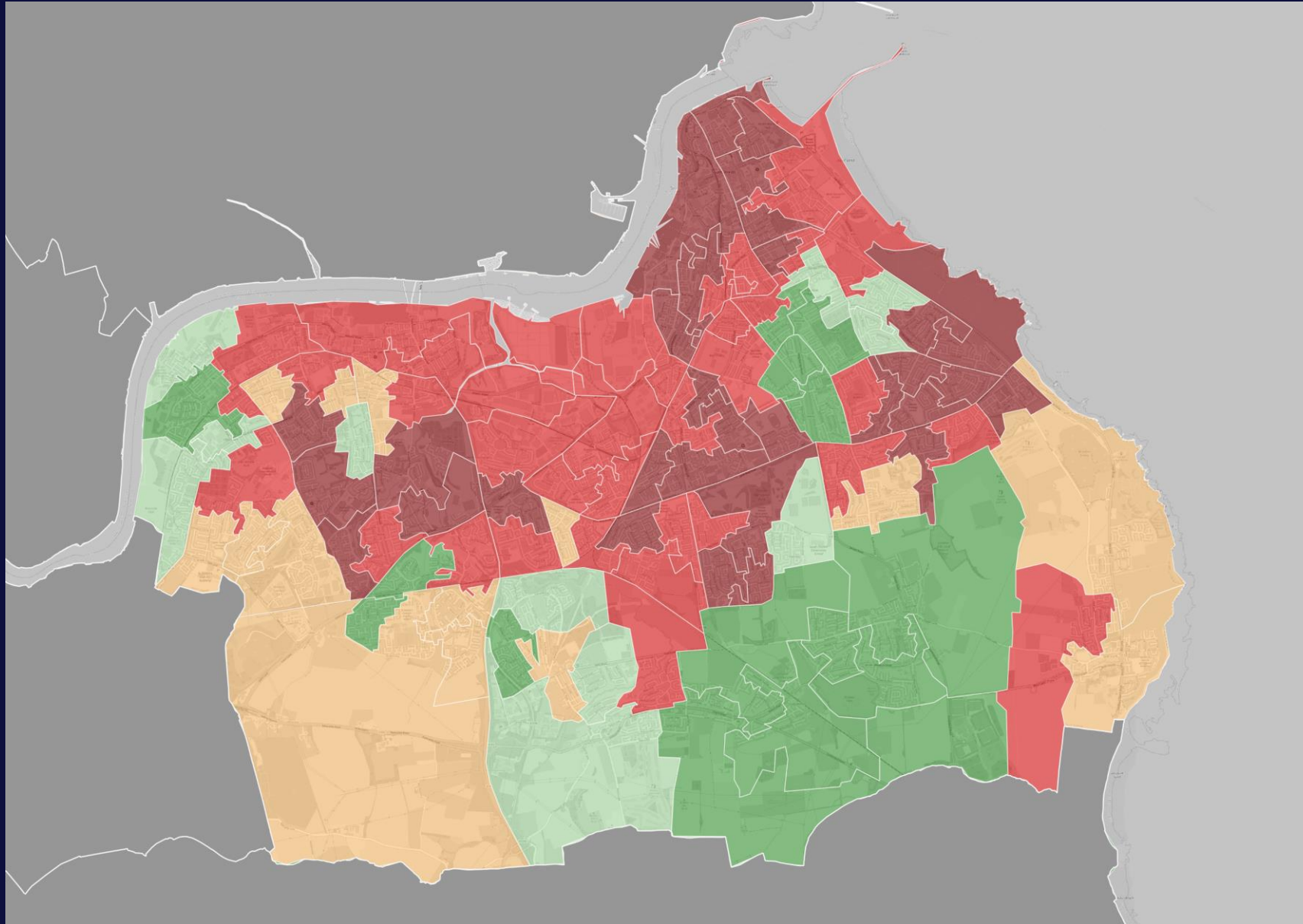
Employment risk: Bottom 50%

Vulnerability   Accessibility
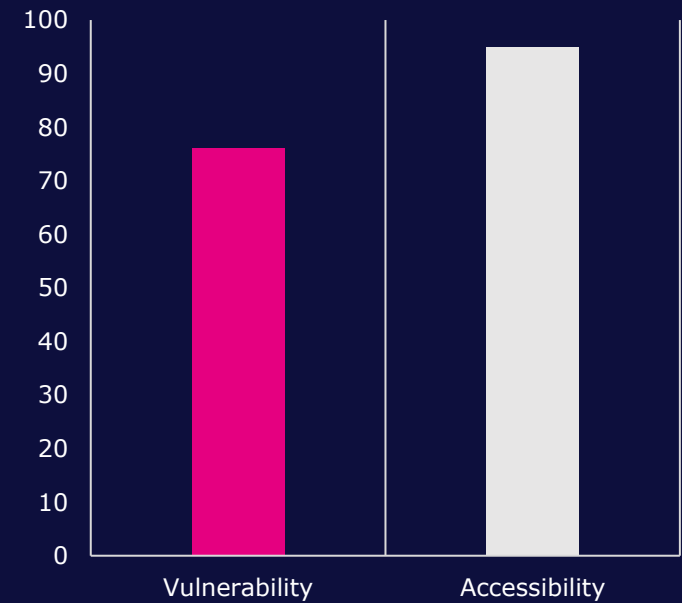
South Tyneside: TRSE linked to Health

One: Lowest risk
(56% of England)

Two
(26% of England)

Three: High risk
(8% of England)

Four
(6% of England)

Five: Highest risk
(4% of England)

Health risk: Bottom 50%

Vulnerability

Accessibility
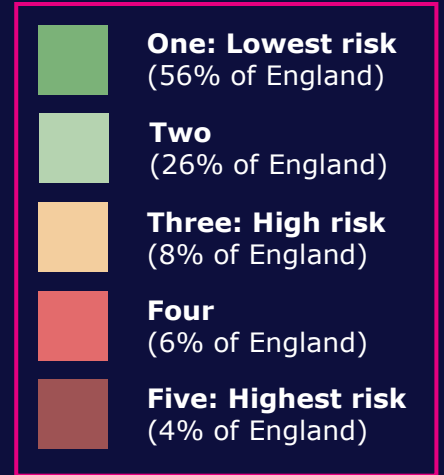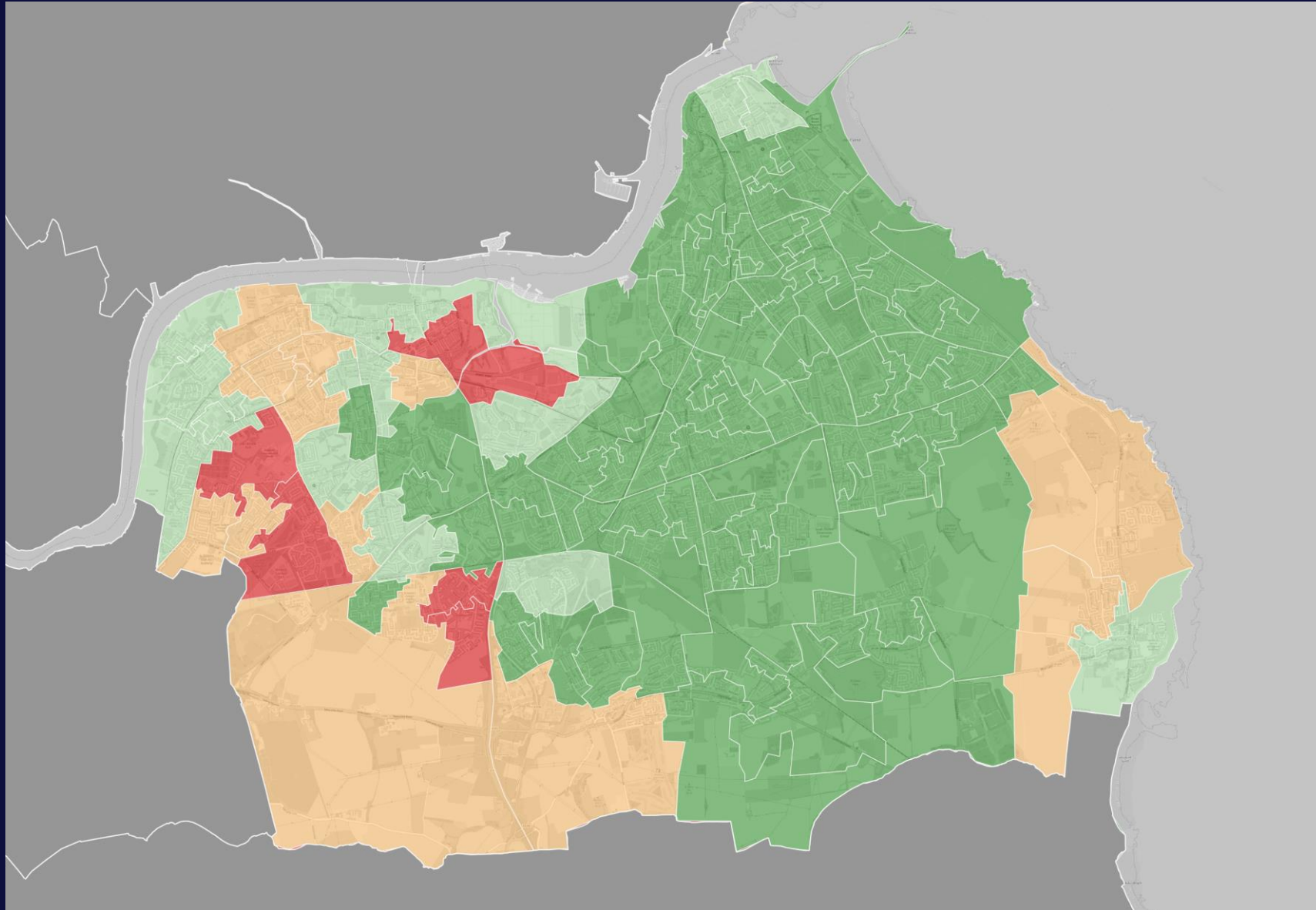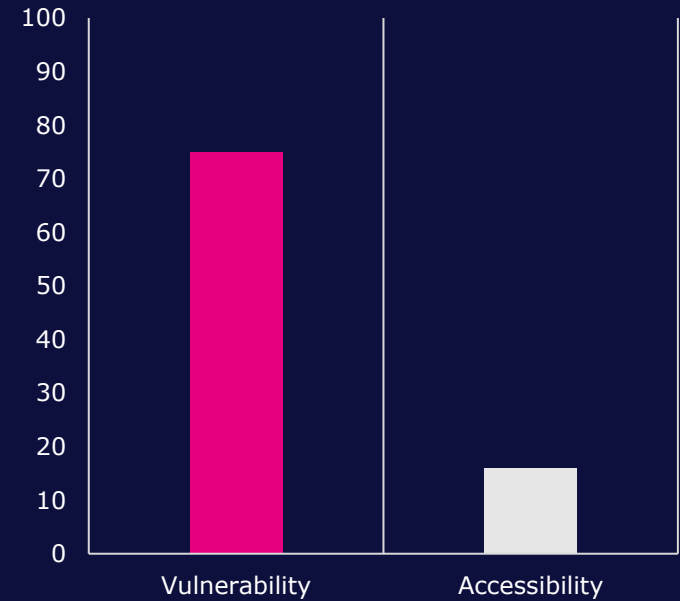
Solutions & Strategy

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Strategy: TfN's role

- Developing the evidence, incl. monitoring TRSE across England & case study verification of TRSE tool

- Integrating inclusion metrics into TfN's Analytical Framework & contributing to NPR place-based analysis

- Developing case studies of minimum public transport service standards in different contexts

- Social inclusion checklist to support business cases

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Strategy: Broader policy themes

Public transport

- Cost, coverage, integration, safety & accessibility

- Rapid & large improvements to bus services in high risk areas

Active travel

- Transforming car-dominated environments to enable AT

Car travel

- Addressing car dependency & forced car ownership

- Reducing severance & AT accessibility challenges

- Breaking the link between car access & social inclusion

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What TfN can offer

- Map & data for defined areas
- Breakdowns by cause & type
- Support on interpretation & use

Contact & questions

Research@transportforthenorth.com

Data tool link

Access the data tool here

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