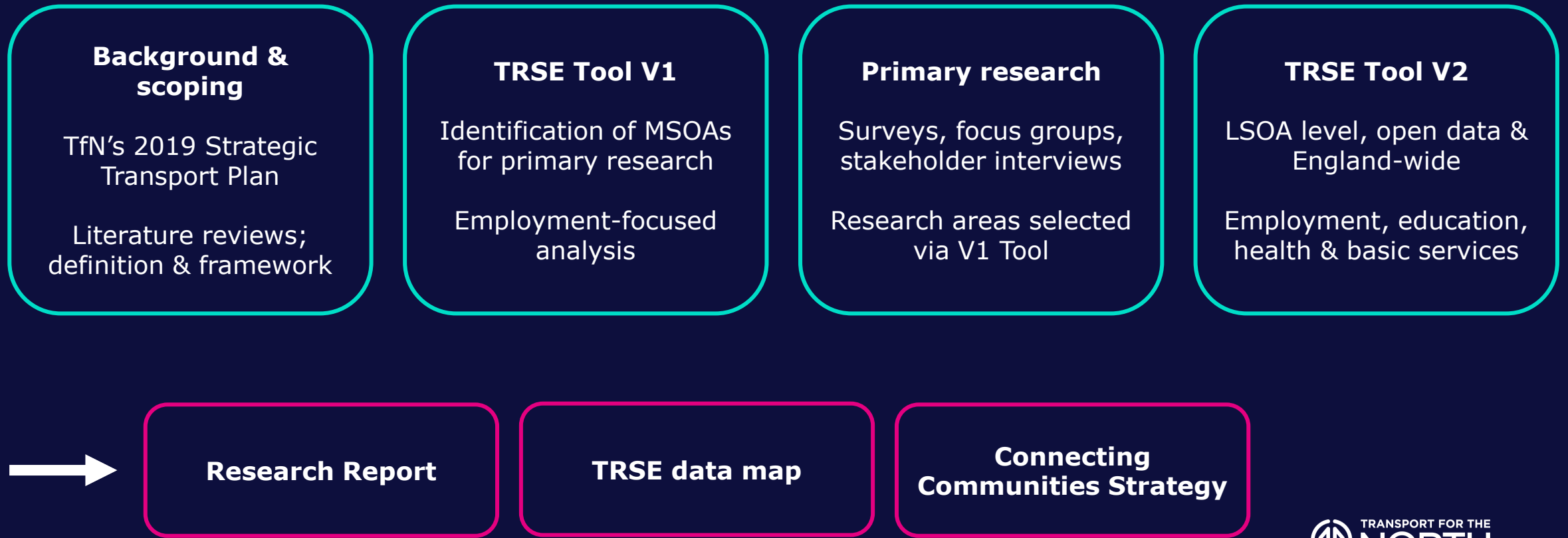




Transport-related social exclusion research & data

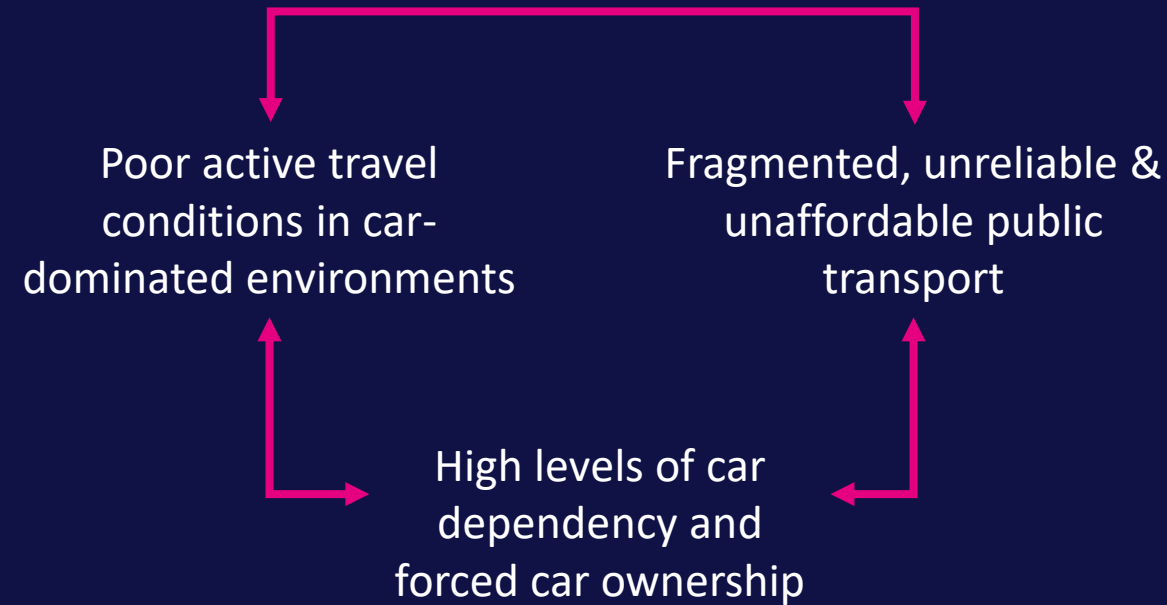
Research & strategy phases



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



Distributional impacts

- Low income & insecure work
- Disability & long term health conditions
- Caring responsibilities
- Reinforcing broader inequalities: Gender, ethnicity, age, sexuality.

Greater constraints

'I can't afford a taxi if my bus is cancelled, I'll have to wait for the next one – however long it takes'

+

Greater consequences

'I'll lose some of my pay if I'm late to work, and I don't have savings to fall back on'

+

Greater needs

'I work two part time jobs to get by, and they're on opposite sides of town'

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)

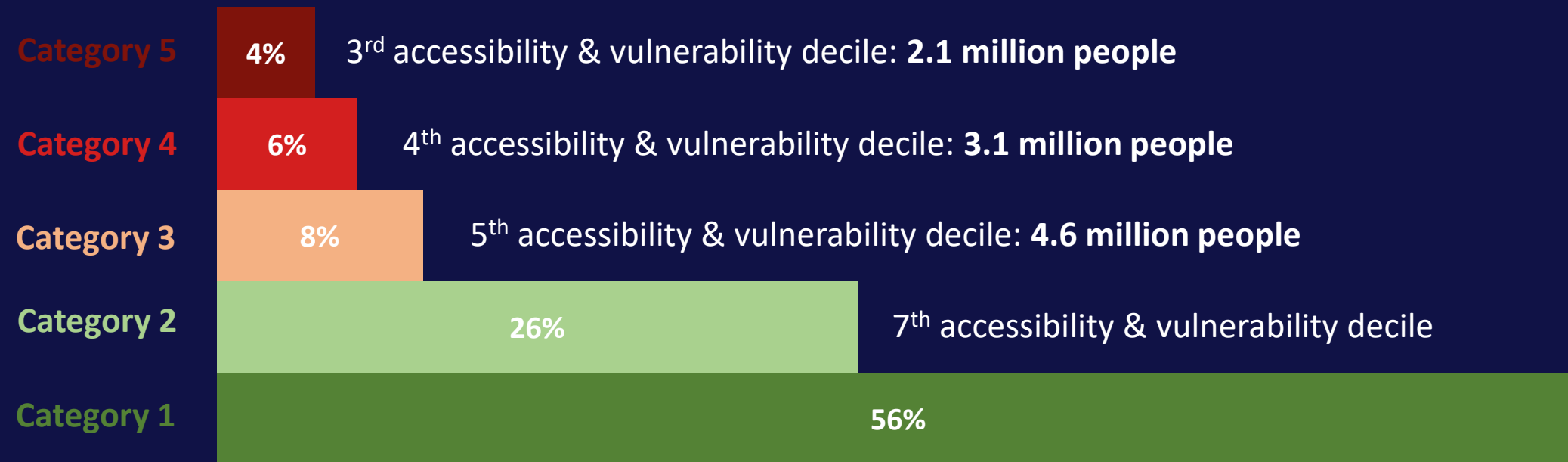
Adjusted & reweighted to match to accessibility domains (jobs, education, health, basic services)

Transformed domain score for each domain

TRSE Risk Category

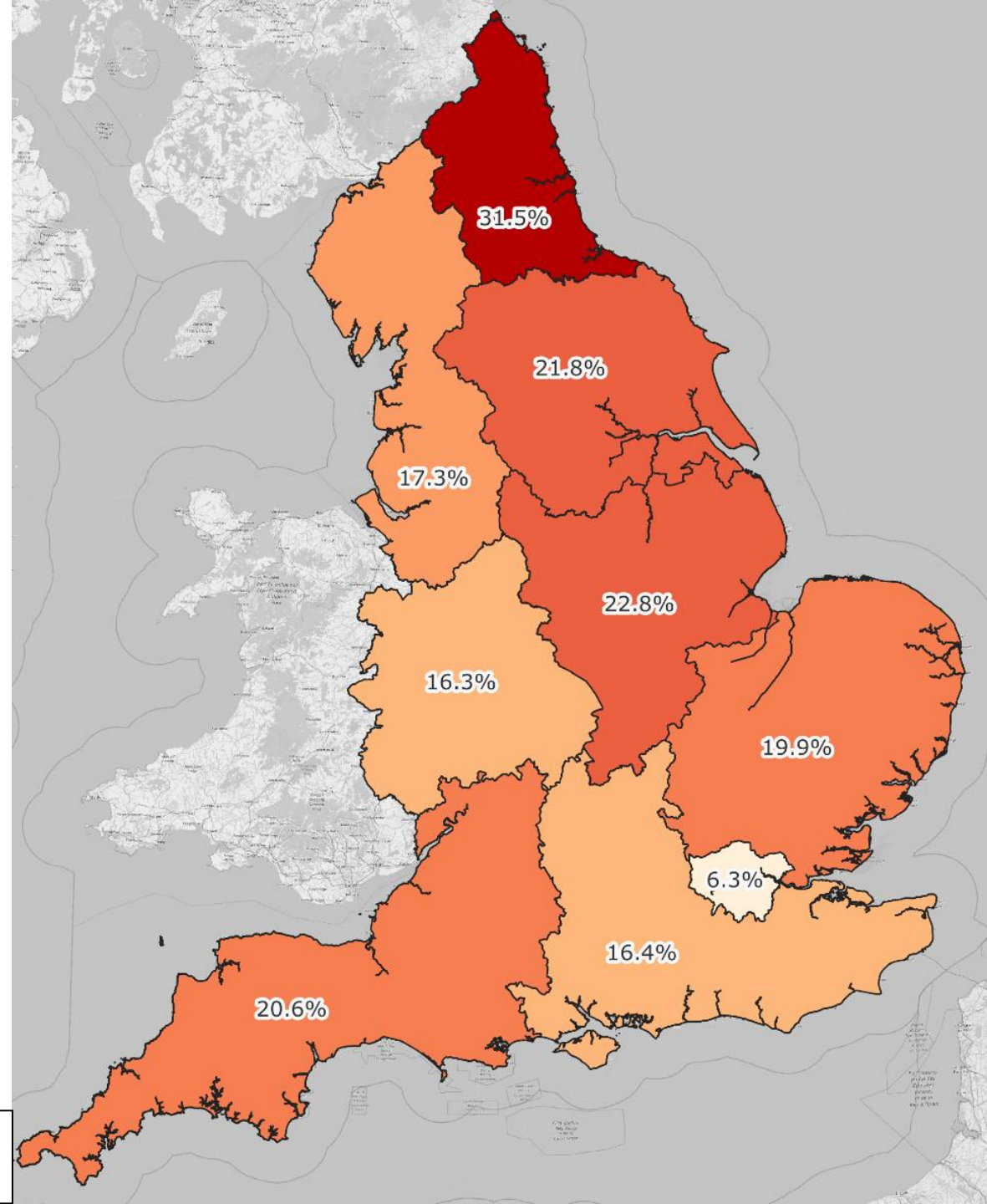
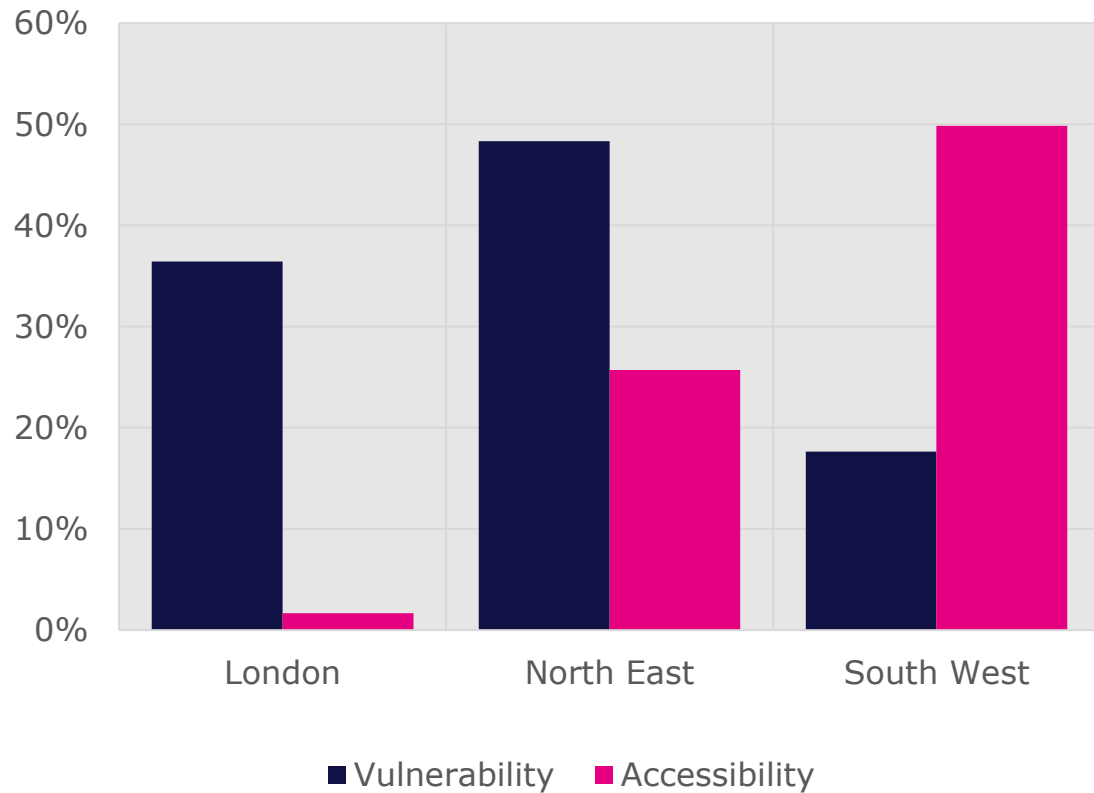
Threshold analysis; identifying LSOAs with poor accessibility alongside high vulnerability

TRSE across England



TRSE across England

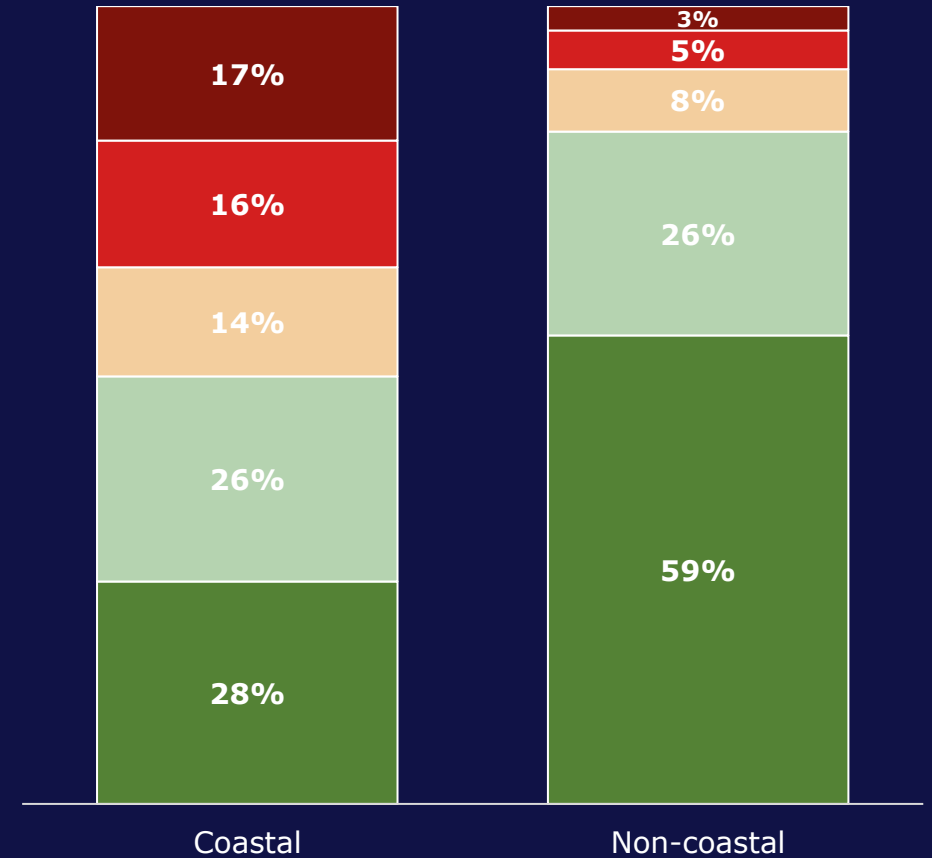
LSOAs in the bottom three accessibility and vulnerability deciles by selected regions of England

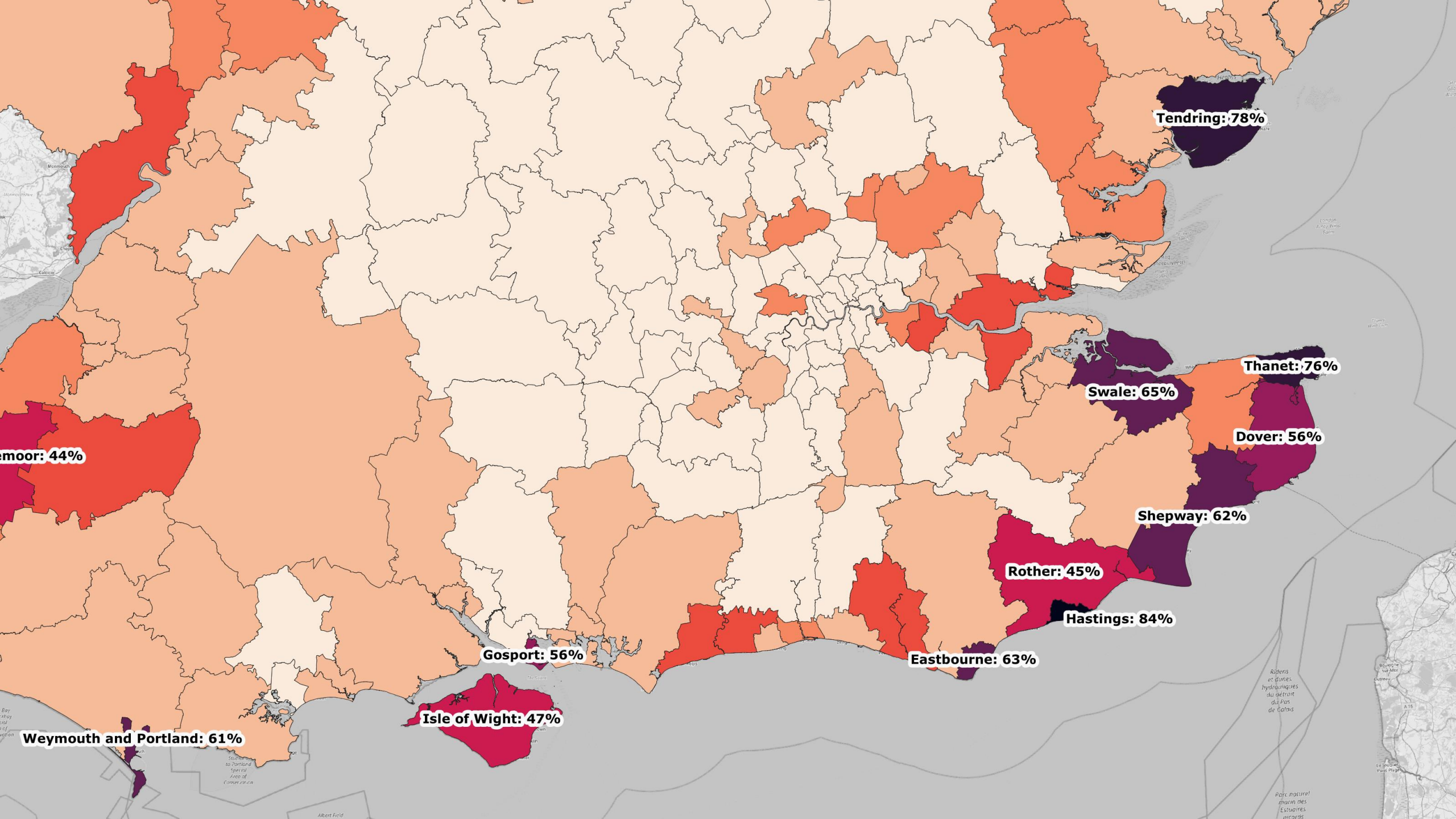


TRSE across England

- Concentrations of risk in rural towns, urban fringes, and smaller cities outside of conurbations
- ONS groupings: Mining & manufacturing legacy; industrial multi-ethnic communities
- Concentrations of risk in coastal towns and smaller coastal cities

TRSE risk in coastal and non-coastal areas





Tendring: 78%

Thanet: 76%

Dover: 56%

Shepway: 62%

Rother: 45%

Hastings: 84%

Eastbourne: 63%

Gosport: 56%

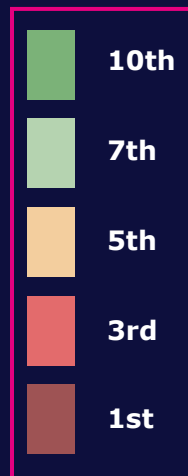
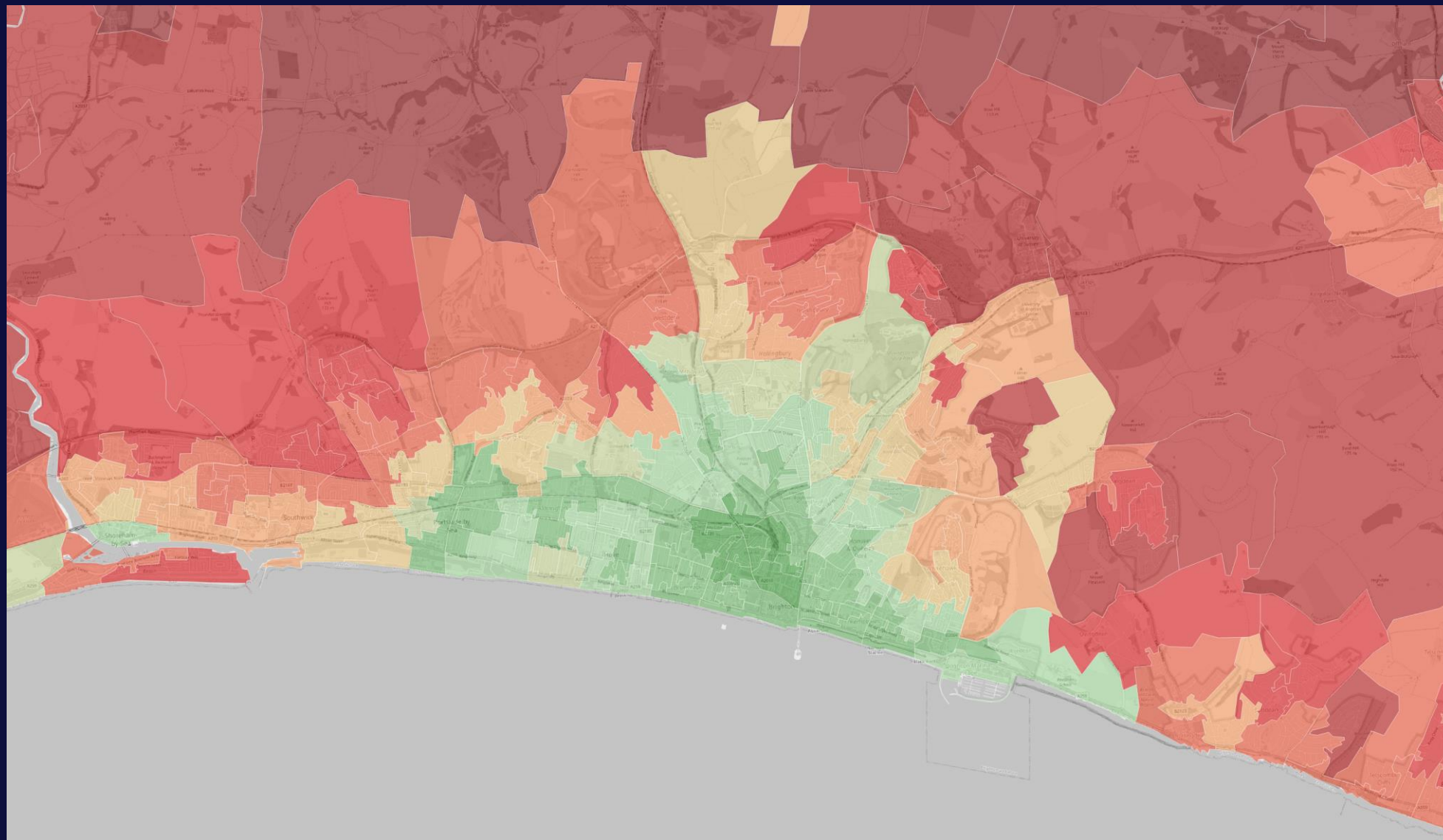
Isle of Wight: 47%

Weymouth and Portland: 61%

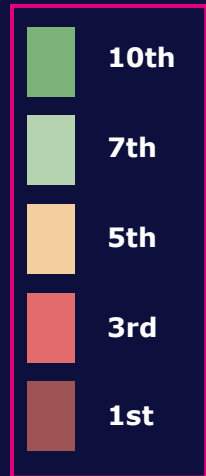
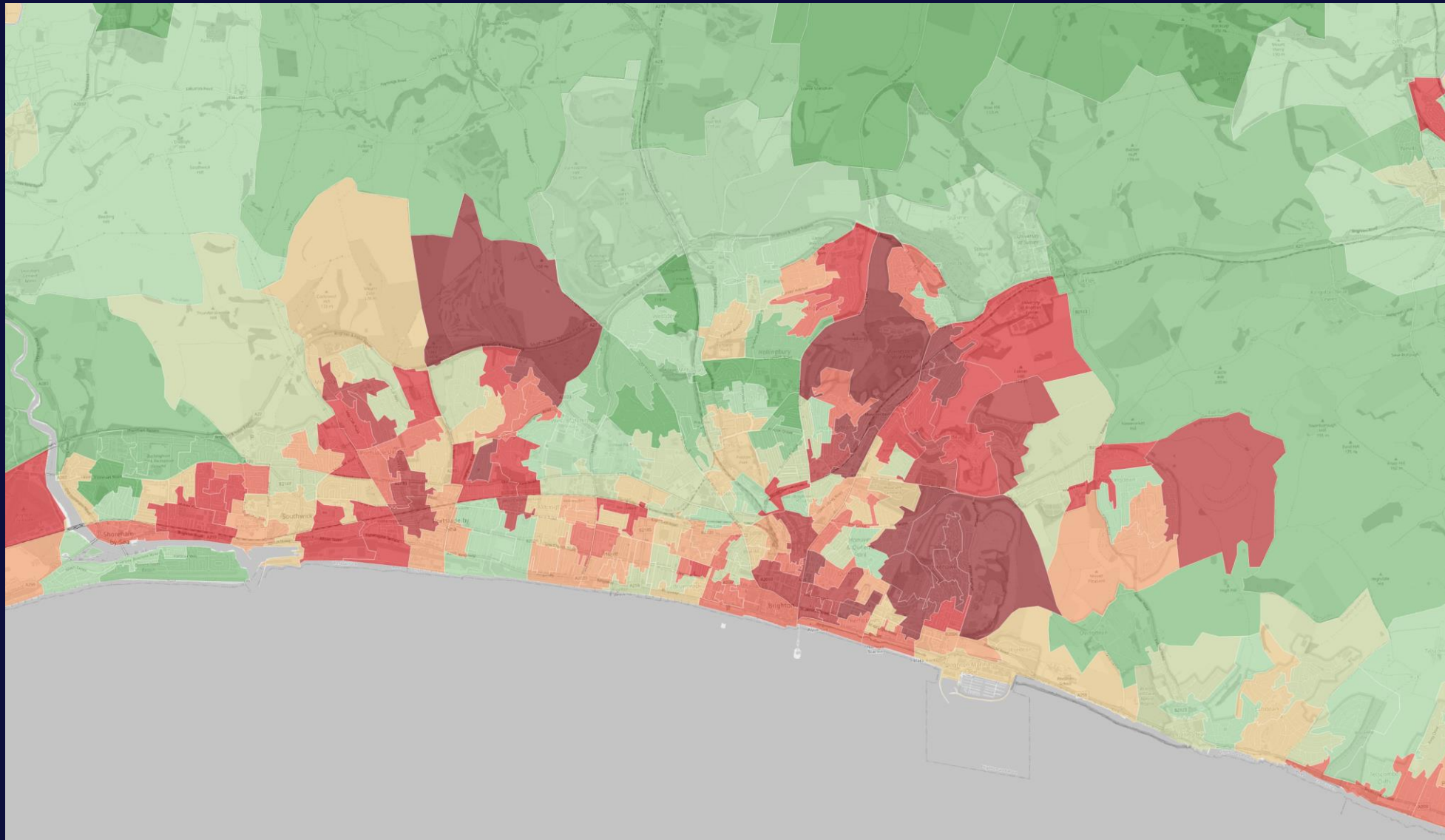
Swale: 65%

Ammerham: 44%

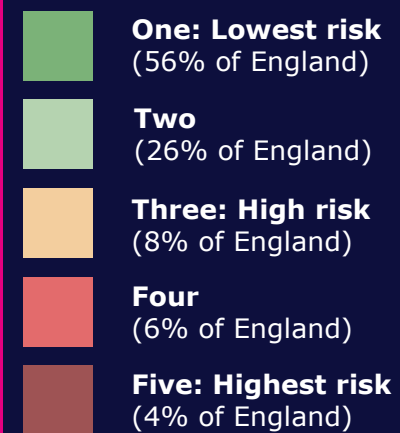
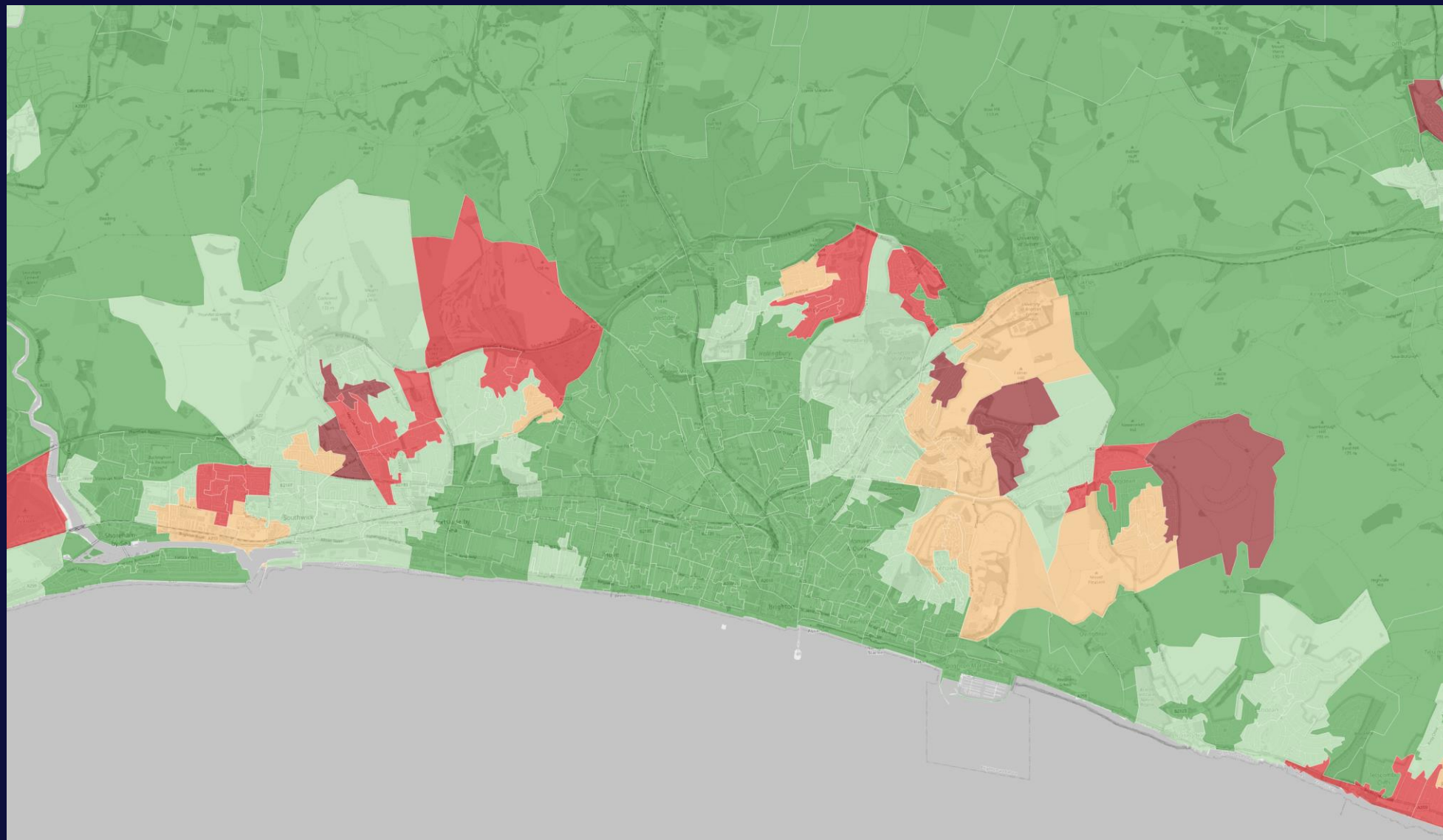
Brighton: Accessibility deciles



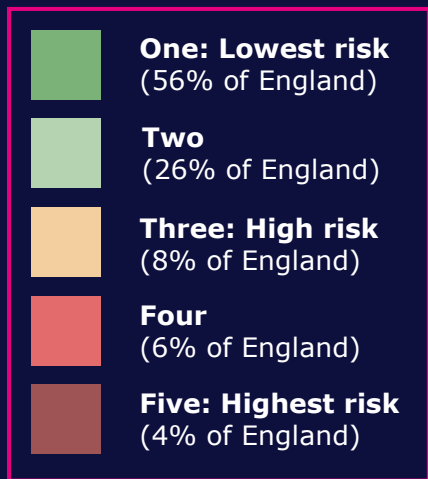
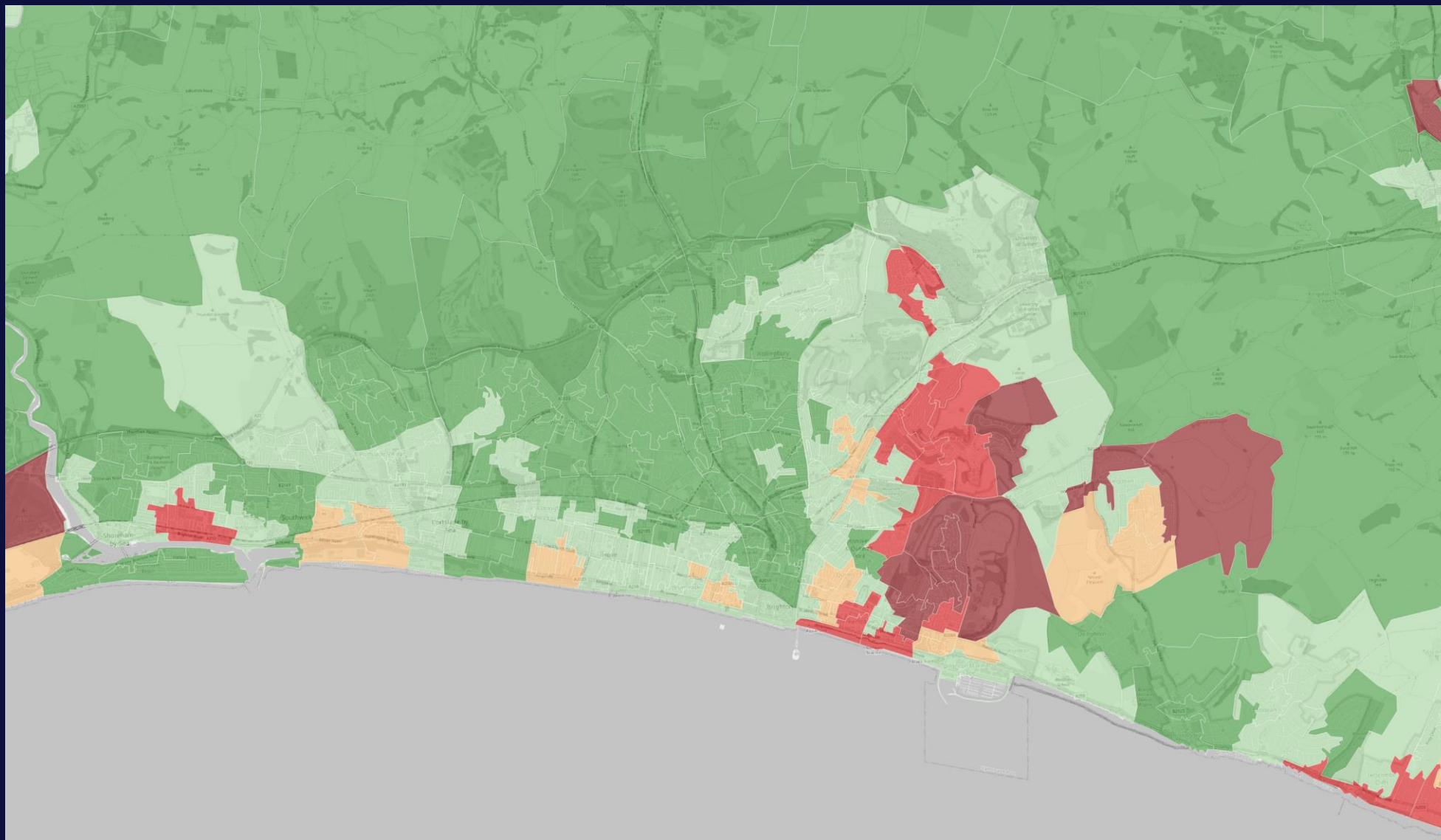
Brighton: Vulnerability deciles



Brighton: TRSE risk category (all destination types)



Brighton: TRSE risk category (primary, secondary, & further education)



What TfN can offer

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

Contact & questions

Research@transportforthenorth.com

Links

[Access the TRSE map here](#)

[Access the research report here](#)