‘Dynamics of access: exclusions and resiliencies in the search for work’

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SOCIAL IMPACTS AND SOCIAL EQUITY ISSUES IN TRANSPORT WORKSHOP SERIES, UKTRC

Focus : Transport, travel and economic development

Aim : understanding the significance of everyday mobilities in processes of exclusion from employment opportunities;

Interweaving

− the household resiliencies (and skills and resources) in maintaining and improving accessibilities;
− Land use development and patterns of employment opportunity in Gateshead and around the MetroCentre;
− Household resources include social and familial networks, time, information, skills, strategies and competencies and by an understanding that households exhibit and adopt practices that enable them to cope and to thrive (Moser 1996, Grieco 1995, Clifton 2004)
− Gender-aware analysis informed by time-use research which argues women more likely to be time poor
Methodology

• This study uses a mixture of quantitative and qualitative methods to highlight the geographies of deprivation, transport inequalities and structures of employment in Tyne & Wear.

• Spatial analyses of:
  – Annual Travel Census data (Tyne & Wear Household Travel Survey 2009)
  – Area based based socio-economic data (IMD 2007)

Show:
  - Geographies of deprivation and spatial structure.
  - Differences in the geographies of mobility by households in different socio-economic groups.

• Focus Groups used to explore issues surrounding:
  – Barriers to mobility.
  – Household strategies employed to achieve and maintain an effective level of mobility.

• Future data generation using mobile interviews

Gateshead

• 58th (out of 354) most deprived local authority in England.
• 9.2% Unemployment (July – Sept 2010)
• 25.4% Economic Inactivity Rate (July – Sept 2010)
• Geographical concentrations of deprivation and social exclusion.
• Weekly gross pay (2009)
  – By residence £438.10
  – By workplace £427
• Public sector employment (2008)
  – Gateshead 26.4%
  – NE Region 32.2%
  – GB 27%
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Metro Centre and MetroGreen
Newcastle and Gateshead Town Centres
Team Valley

A1(M) (Western By-pass)
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Gateshead and the Metro Centre/MetroGreen site

- Development of site necessary because of cost of clean-up.
- Gateshead committed to raising skill and wage levels of Borough primarily through attracting “high-value” employment to the site.
- A1 congestion limits further development.
- High PT accessibility to area but issues across Gateshead and evidence of isolation from employment.
- Gateshead committed to a carbon neutral future.
- Gateshead and the Metro Centre/MetroGreen site is a microcosm of the challenges posed by the changing geographies of employment and service provision generally, and how transport and mobility are key components of economic (re)development.
### Income and Mobility

#### Number and length of trips by households in Gateshead (TWHTS 2009)

- **18% of sample households**: 44.12
- **54% of sample households**: 41.29
- **14% of sample households**: 29.25
- **All Gateshead households**: 36.21

- **% Trips < 1km**: 4.5
- **% Trips > 5km**: 44.12

- **Households in the 10% most deprived LSOAs nationally**: 13.42
- **Households in the 30% most deprived LSOAs nationally**: 17.68
- **Households in the 30% least deprived LSOAs nationally**: 35.03

#### Destination Density Mapping

**Households in the 10% most deprived neighbourhoods in England**

- **18% of the sample households**
- **16% of trips for employment/business purposes**
- **Av. Length of trip 0.7km**
- **Most trips very local.**
- **Relatively few employment trips to large employment centres e.g. Team Valley, Metro Centre.**

**Map: Destination Density Mapping**

- **Newcastle upon Tyne**
- **South Shields**
- **Gateshead**
- **Washington**

**Legend**

- **Red**: Employment centres
- **Yellow**: Other destinations
- **Green**: Residential areas

*Map: Destination Density Mapping by Newcastle University's School of Computing Science, 2008. All rights reserved.\]
Destination Density Mapping
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Destination Density Mapping
Households in the 10% most deprived neighbourhoods in England

- Fewer trips to major employment centres
- Metro Centre
- Team Valley
- Newcastle/Gateshead town centres
- Newcastle
- Blaydon
- South Shields

Legend

High Density
Low Density
Destination Density Mapping
Households in the deciles 3 & 4 of deprived neighbourhoods in England

- 30% of sample households
- 12.2% of trips are for employment purposes
- Average length of trip 0.9km
- Relative importance of retail centres for employment.

Metro Centre
Team Valley

Legend
- High density of trips
- Medium density of trips
- Low density of trips

Nissan

City centre

Sunderland

Newcastle-upon-Tyne

Gateshead

South Shields

Washington

High density of households
- Employment trips to household destination in city regeneration areas
- Non employment low density

Nissan

Metro Centre

Team Valley

Gateshead

Newcastle-upon-Tyne

South Shields

Washington

Legend
- High density of trips
- Medium density of trips
- Low density of trips
Destination Density Mapping
Households in the 30% least deprived neighbourhoods in England

• 14% of the sample households
• 23% of trips for employment/business purposes
• Av. Length of trip 1.1km
• Very few local trips
• Local employment trips concentrated on schools and health care centres
• Concentration of trips to central Newcastle.

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Focus Groups

• Seven across Gateshead with participants drawn from:
  Inhabitants of Dunston and Blaydon
  Long term unemployed inhabitants across Gateshead.
  Women with caring responsibilities

The groups were used to explore a number of areas:

• Barriers to mobility.
• Strategies and resources used to be mobile.
• How do households cope with changes to their mobility?
• How does current transport provision meet the needs of households in maintaining an effective level of mobility?

Barriers: Inadequate Services

• Temporal mismatch
  – Public transport and employment shift patterns, start and finish time
  – Infrequency of service
• Bus routing
• Cost
• Congestion
• Information gaps and information gathering difficulties
• Mismatch in work search and public transport fares administration
• Integration of childcare, transport and employment
Social scheduling

- **Increasing resilience through social networks**
  - Skill of coordinating own and dependent's schedules across time and space
  - Active pattern of juggling time and keeping appointments

“It's more difficult for me. Here we have no mum, no gran. Here we just rely on people we know. Like we have emergency, and my child, my youngest had chicken pox, and it was very bad. And the other went to nursery at school just across the road but I can't go out with younger to take him to school and bring him back. Every day I have nightmare, who do I ask. And I don't knock neighbour’s door and ask could you stay with him, five with youngest while I take him to school and later when I bring him back. And later in afternoon, 'cos I been in college, children go to nursery and because I pay for nursery I want to pay for nursery. It costs me £20 pounds for one child for afternoon. If younger ill he can’t go, but the older he should go because he also feel tired staying in house. I ask somebody I know and I pay him to take him and bring him everyday. I trust him but it is difficult. So if you don’t have your parents, grandparents, childminder or something like this it become very difficult.” (Female: Focus Group 5)

Resources and Strategies

- **Increasing resilience through cars**

“You’ve got to have a car, like basically you’ve got to be able to work and I’ve argued with them but it gets in your way” (Male, Focus Group 2)

“There was a year when she wasn’t driving. I helped her out quite a bit. I'd give her a lift into Birtley, or bring her out whichever the case was. … You know, it went crazy, just because one guy couldn’t start at six o'clock....” (Male, Focus Group 4)
Scheduling

• Increasing resilience through managing time and space
  – Active pattern of juggling time and keeping appointments

“Well, I used to have to hit that A1 by seven o’clock in the morning, because if you didn’t,... you knew you weren’t getting to work. You had to get there before those traffic lights [Chester-le-Street round-about] kicked in or you were stuck there.” (Female, Focus Group 3)

“This morning, for a job interview in Follingsby Park. There’s one bus that takes you into the park, but it runs like every three hours. So I’d missed it, erm, the next one was due ten minutes after me interview, so I had to get a bus to the roundabout at the top and walk two miles where I needed to go..” (Female, Focus Group 7)

Social scheduling

• Increasing resilience through long-term strategic decisions
  – Skill of managing time and space and coordinating dependent’s schedules

“Because women tend to be the main carer. They say “I drop my bairn off at school at nine o’clock. I’m at work for ten past nine. How do I get to work for ten past nine when I’ve got to drop them off at nine o’clock and then I’ve got an hour’s journey? I don’t to work while ten and I have to leave work at two o’clock...” “So it’s causing... women mainly took jobs within the local community because of childcare.” (Female, Focus Group 3)

“if I move in the future I’ll try to move to somewhere where I’m close to a Metro station, because it keeps you on the loop. Nothing worse than when you’re out the loop. Same when you’re on the dole, you’re out the loop” (Male: Focus Group 2)
Budgetting and saving

• Increasing resilience through saving
  – Managing financial capital across time

“‘Yes, you’ve always got, well people save for a rainy day, but my rainy day is definitely the car. There’s always money there, there’s always money in the funds to make sure I’ve always got money for the service, for the MOT. And you’re thinking that I’m lucky that I’m in the position now that I’ve money to pay for a car, but I’m doing what I’ve always done, I’ve just swapped my hire purchase for my savings. So instead of paying £200 per month hire purchase, I was in the position where I didn’t need to do that, I still save £200 per month [general agreement] but that’s my car. So it’s still hire purchase as such”” (Female, Focus Group 3)

“But the price! The bus fare, just to my local Children’s Centre was over three quid, which, as now if there’s a day I want to go there with my daughter and I don’t have the car on a regular basis, I’m like, “I can’t afford to go every week because of the price’. And it’s a local journey, just to the next village, living in rural area. And I’m like, “it’s just not affordable”.” (Male, Focus Group 5)

Bridging the Gap

“Having to wait, ’cos when it’s monthly paid they make you wait at least two weeks before they give you anything and then you’ve got to wait a month after that. so that two weeks’ pay has got to last you a month. Whereas the dole, it’s every two weeks, and it’s not an awful lot, but you are guaranteed it every fortnight, whereas obviously when you start your job and you get paid after two weeks but then you’ve got to wait four weeks, you’re making two weeks money stretch four weeks which is impossible.” (Female, Focus Group 7)

“When I starting working for Paradise Foods, I had to wait two weeks before I got paid. And I’d signed off the week before I started Paradise Foods so I lost a week’s money there, and then two more week’s money. So I’ve done without money for three weeks and the dole wouldn’t help us, not even with bus passes and that. ….. I had to borrow off friends. And then when I did get my dole money, I know originally one week’s money paid, half of what I got, that just went straight to my friends and fares and everything….Now I’m in big debt just by taking a job on.” (Male, Focus Group 2)
Implications: Policy

- Overall focus on ‘average’: lack of knowledge of diversity exacerbating existing patterns of inequality: gendered access e.g., ‘ungendered’ dataset
- Can greater participation meet diversity of communities?
- “Quick wins”
  - Temporal work patterns
  - Geographies and costs of job searches

Summary and next steps

- Temporal, financial and spatial processes of exclusion
- Strategies of planning over time, planning over all household resources, increasing households flexibility by borrowing from others, increasing strength of ties through performance of favours and exchange
- Future work:
  - Household mobile interviews during economic downturn to reveal a broader understanding of the processes of economic development and (im)mobilities, and how households cope with changes to their mobility?
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Any questions?