

Mobility disadvantage, access to training and employment, and wellbeing: the case of Lawrence Weston in Bristol

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Outline

- How this research idea came about
- Academic research and policy background
- Research questions & methodology
- Update on progress
- Looking ahead

The story back in Nov 2012...

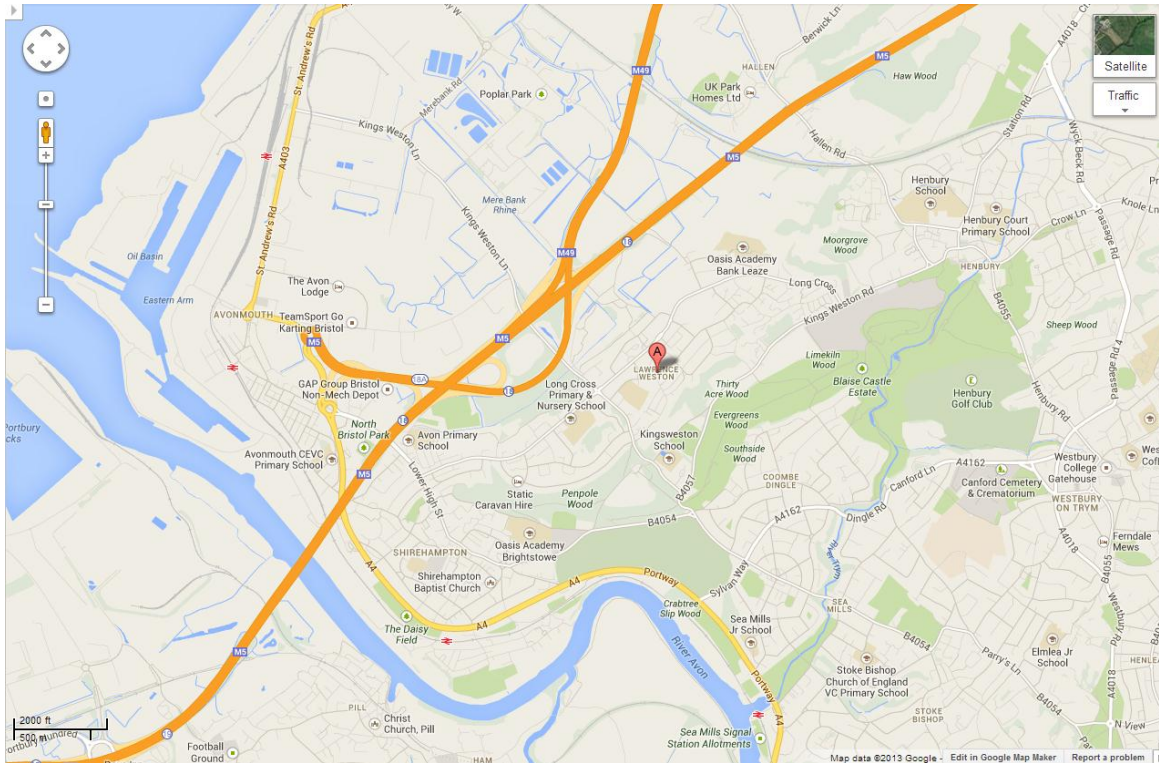
- “If you don’t have your own transport you cannot work here”

Managing director of Avonmouth-based business

- “Transport is a key barrier to education and employment for young people in Lawrence Weston”

BREAD project manager, Lawrence Weston

Lawrence Weston



- Post-war housing estate in North West fringe of Bristol
- 4 LSO areas across Avonmouth and Kingweston wards
- 6,500+ residents

Lawrence Weston



Lawrence Weston

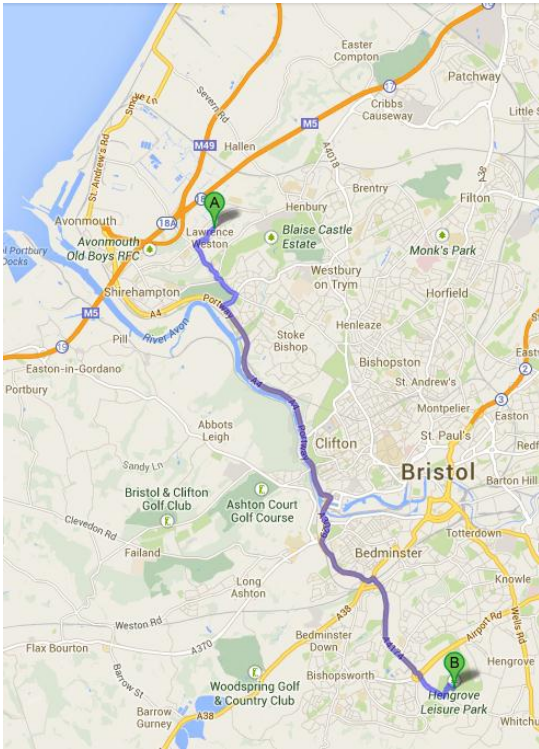
Compared to Bristol city:

- higher % children, young people & young families
- Smaller % local businesses & jobs
- Higher % disadvantaged in relation to employment, education, skills & training, health

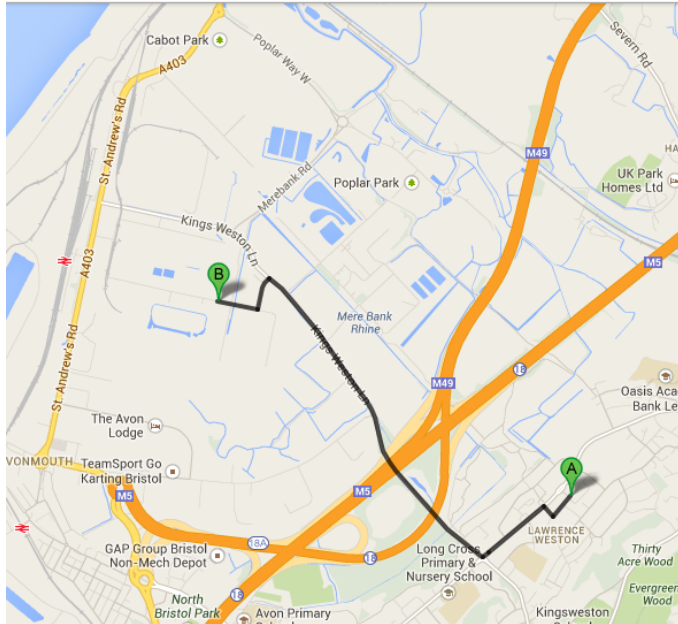
In addition:

- Over 50% dwellings are owned by BCC or other social landlords
- Cut off from nearby communities by open space and major roads
- Limited transport links to city centre, education & jobs

Access to education/skills/training



Access to employment



Research study proposal (Feb 2013)

- To understand the **role** transport plays in **accessing education, training & employment** for young people in Lawrence Weston, and the impact this has on their **wellbeing**
- To advance **academic knowledge** as well as inform **policy making**



SPUR

Research grant for early
career researchers
at
UWE
(April 2013)

Key concepts

Social exclusion

Social disadvantage

Social capital

Transport

Young people

Accessibility

Mobility

Wellbeing

Deprivation

Life chances

Transport & social exclusion



Department for
Transport



Academic research in UK,
Australia, Americas etc.



University of the
West of England

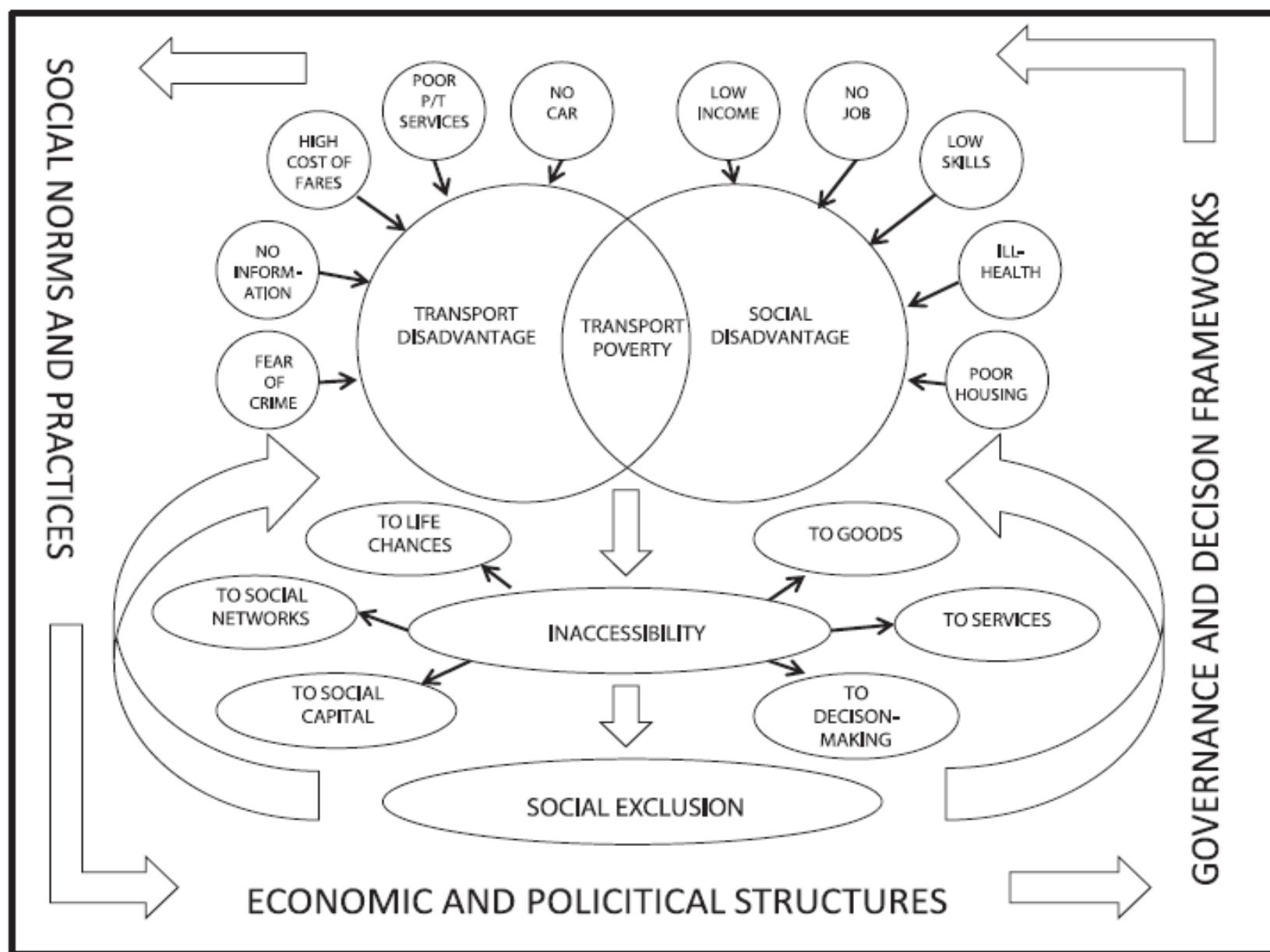


Fig. 1. Diagram to illustrate the relationship between transport disadvantage, social disadvantage and social exclusion.

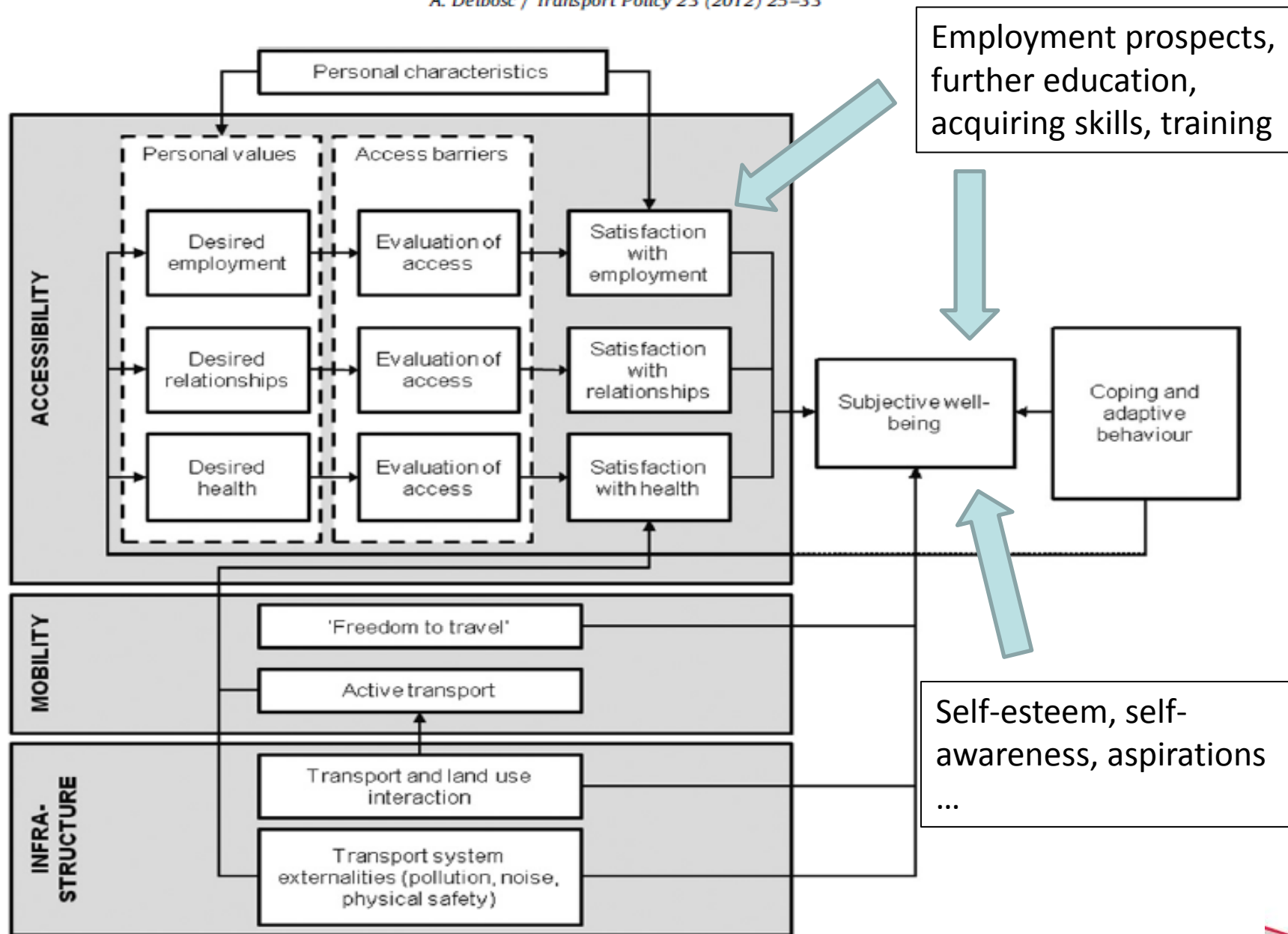


Fig. 1. Theoretical model of transport's influence on subjective well-being. Note: Life domains shown here are not exhaustive.

Methodology



Qualitative methods

- Focus groups
- Face to face interviews

About 20 young people
Securing support from
local organisations
acting as 'gate keepers'
e.g. youth clubs and
community groups

Progress

- Application for ethical review submitted
- Site visits undertaken
- Gatekeepers identified and on board
- Fieldwork to take place in January-March 2014
- Analysis and reporting April-June 2014
- Presentation of findings at public workshop in July 2014

Looking ahead

- Broaden research expertise around transport, social exclusion and wellbeing
- Connect with LSTF interventions
- Look for further funding (UK, EU ...)
- Make a policy impact
- ...???

Thank you!

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