appg

Left
Behind
Neighbourhoods

Connecting communities: improving transport to get ‘left behind’ neighbourhoods back on track

March 2021

This report was researched by OCSI, Campaign for Better Transport, and Local Trust. It was funded by Local Trust, secretariat to the APPG for ‘left behind’ neighbourhoods.

OCSI Local Trust Campaign for Better Transport

About this report

The APPG held its fifth evidence session on 26th January 2021: Buses, broadband and Beeching – boosting connectivity in 'left behind' neighbourhoods. This report is a reflection of that session and the data presented at it.

It considered how poor levels of connectivity – both physical and digital – can contribute to an area being 'left behind' compounding other disadvantages faced by residents including poor health and educational attainment and unemployment. The APPG heard how this can make it harder for local people to take sustained action and make improvements to their personal circumstances and their community's prospects.

Thanks to the expert witnesses who gave evidence at this session:

Paul Tuohy, Chief Executive Officer, Campaign for Better Transport
Silviya Barrett, Head of Policy, Research and Projects, Campaign for Better Transport

Nick Gardham, Chief Executive Officer, Community Organisers

Chris Wainwright, Volunteer at Coastal Community Challenge, a community group in Lincolnshire

This APPG report focuses on physical connectivity. A separate APPG report will be produced that looks at digital connectivity in 'left behind' neighbourhoods.

About the All-Party Parliamentary Group for 'left behind' neighbourhoods

The All-Party Parliamentary Group for 'left behind' neighbourhoods is a cross party group of MPs and Peers. It is committed to improving social and economic outcomes for residents living in 'left behind' neighbourhoods, through the development and advocacy of neighbourhood initiatives and policies.

appg-leftbehindneighbourhoods.org.uk
@appgleftbehind

About Local Trust

Local Trust is a place-based funder supporting communities to transform and improve their lives and the places where they live. We believe there is a need to put more power, resources and decision-making into the hands of local people. Our aims are to demonstrate the value of long term, unconditional, resident-led funding through our work supporting local communities to make their areas better places to live, and to draw on the learning from our work to promote a wider transformation in the way policy makers, funders and others engage with communities and place.

localtrust.org.uk
@LocalTrust

About Oxford Consultants for Social Inclusion (OCSI)

Oxford Consultants for Social Inclusion (OCSI) work with public and community organisations to improve services. They turn complex datasets into engaging stories, and make data, information and analysis accessible for communities and decision-makers. A spin-out from Oxford University, OCSI has helped 100s of public and community sector organisations to make their services more efficient and effective.

ocsi.uk
@ocsi_uk

About Campaign for Better Transport

Campaign for Better Transport is a registered charity working across England and Wales. Campaign for Better Transport's vision is for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

bettertransport.org.uk
@CBTransport

Contents

Contents

For comparative purposes, information in this report is presented as:

- 'left behind' neighbourhoods as a whole – the aggregate average score for all 225 'left behind' areas. These are referred to as LBNs, and feature in the most deprived 10% of areas according to the Index of Multiple Deprivation (IMD) and the 10% areas of greatest need in the Community Needs Index (CNI).
- 'other deprived areas' – areas that rank in the most deprived 10% in the 2019 IMD, but not in the 10% of areas of highest need according to the CNI. They are therefore not classified as 'left behind' – and are referred to as 'other deprived areas'.
- the national (English) average.

Wylam railway bridge over the River Tyne, closed in 1968 as part of the Beeching cuts.

Foreword from our co-chairs

Since the All-Party Parliamentary Group (APPG) for 'left behind' neighbourhoods was formed in June 2020, we've heard compelling evidence from across the country about how communities lacking in the basic social infrastructure – that many of us take for granted – experience a range of adverse outcomes. Whether it is lower levels of educational attainment, reduced employment opportunities or higher incidence of ill health, we've seen how areas identified as 'left behind' in our research are worse off, compared not only to the national average, but also to other equally deprived areas.

Our first APPG evidence session of 2021 looked at connectivity, both digital and physical, exploring how the disconnection of many 'left behind' neighbourhoods impacts the lives of local residents. As a Group, we are committed to working together to ensure the areas that feature in this report receive their fair share of investment, so they have more civic assets, better physical and digital connectivity, greater levels of community engagement and are not left to fall even further behind.

Informed by the latest research and analysis by Oxford Consultants for Social Inclusion (OCSI) and Campaign for Better Transport, this report makes the case for focussed, targeted and long-term investment in communities that in many instances have been left physically isolated. Our research highlights how the Beeching cuts to rail services, lines and stations in the 1960s contributed to many neighbourhoods becoming 'left behind', whilst more recent reductions in local bus services have meant that communities that are often most reliant on public transport risk being stranded.

We know that boosting connectivity and improving access to public services and employment opportunities will be key to improving outcomes for many residents of 'left behind' neighbourhoods, and the report's recommendations reflect this.

Investment in new rail services, and reopening old lines and stations is one solution, particularly for those communities that are otherwise cut off from our wider public transport networks. Another is ensuring that vital bus services do not fall victim to any future reshaping of local public transport provision post-COVID. This report calls for a strengthening of local authorities' capacity and capability, and ringfenced multi-year funding, to ensure local bus services can connect people in 'left behind' neighbourhoods to economic opportunities in their wider geography. We welcome the publication of the government's national bus strategy, and the APPG will be returning to the issue further down the line to ensure it meets the needs of 'left behind' neighbourhoods.

Through our APPG's evidence sessions we have also heard how – with the right type of support – local residents have taken the lead and worked together to tackle the issues their communities face. That's why a third, and equally important, element lies in ensuring that we support communities

themselves in defining and delivering responses to local priorities: from engaging with local government in mapping transport needs to commissioning community transport schemes.

If they are to share in the national recovery from the severe social and economic damage wrought by COVID, it's essential that 'left behind' neighbourhoods receive the sort of resources and support they need to address the specific problems that they often face. If 'levelling up' is to mean anything, it must look at the inequalities that exist within regions as well as between them and champion investment in people and places, alongside capital intensive physical and economic infrastructure projects.

Investment in the essential building blocks of local social infrastructure will support people to come together and help to strengthen resilience in the face of geographical isolation, and mitigate some of the more harmful effects of disconnection and distance. It will also generate hope and build confidence and capacity in those areas that for far too long, and through no fault of their own, have been overlooked: rebuilding social capital and strengthening communities and local economies to enable residents to take advantage of new opportunities as we seek to 'build back better' from these challenging times.

Paul Howell MP and
Dame Diana Johnson DBE MP
co-chairs of the APPG for 'left behind' neighbourhoods

Stop press: The National Bus Strategy

On 15 March 2021, just before the publication of this report, the government launched its long-awaited National Bus Strategy for England. It reforms the way local bus services are planned and delivered, requiring local transport authorities to form enhanced partnerships with bus operators, backed by £3 billion investment over the course of this parliament. Other welcome measures include simpler, price-capped fares, more services in the evenings and at weekends and bus priority measures to improve journey times. While the strategy emphasises the need to consult local communities in the review of provision, it fails to fully recognise the role communities can play in championing and advocating for bus service reform locally. This is something the APPG, Local Trust and Campaign for Better Transport are keen to work collaboratively with government to shape.

Executive summary

Low levels of connectivity are one of the reasons that a place can find itself increasingly 'left behind'. England's 225 'left behind' neighbourhoods, home to 2.4 million people, are predominantly located on the peripheries: former mining communities and council estates on the outskirts of post-industrial towns and cities in the North and Midlands, and communities along the North Sea coast.

This research by Oxford Consultants for Social Inclusion (OCSI) and Campaign for Better Transport presented to the All-Party Parliamentary Group (APPG) illustrates just how physically disconnected many 'left behind' neighbourhoods really are, and the challenges this creates for the people who live there. It includes recommendations to boost community connectivity, and help build the capacity of 'left behind' neighbourhoods to address the connectivity issues they face.

This report highlights weaknesses in local public transport, a lack of access to private transport and the disadvantages experienced by 'left behind' neighbourhoods because of poor connectivity. It examines the issue of connectivity in more detail, to understand better which 'left behind' neighbourhoods suffer from particularly poor transport and how this affects residents. As the world becomes increasingly interconnected, and the government's commitment to 'levelling up' promises new investment in town centres and other economic infrastructure, there is a real risk that the most disconnected communities miss out, and become even further cut off.

Poor transport can exacerbate social disadvantage. People living in areas without good public or private transport connections often struggle to access the jobs, education, healthcare, and essential services they need. For some living in neighbourhoods on the edge of towns or cities, or in a geographically isolated coastal or former colliery communities, their nearest employment or retail centre and key public services can feel – and often are – a long way away. For disadvantaged communities with low levels of car ownership, the lack of rail links and deteriorating bus services – alongside a deficit in other key forms of social infrastructure – presents a serious barrier to change.

'Left behind' neighbourhoods are, by definition, areas that experience poor connectivity. As foundational research identified (Local Trust 2019), those deprived areas which also record high levels of community needs – and which as a result can be seen as 'left behind' – experience worse outcomes in terms of health, employment and education compared not only to the national average, but also to similarly deprived areas. The level of disconnection, compared to other deprived areas and the national average, and the impact this has on the ability of residents to access opportunities and services that might help to improve their circumstances, is significant.

Connectivity and the Community Needs Index

Connectivity is one of the three domains of the Community Needs Index (CNI). This index was developed in 2019 by Local Trust working with OCSI, to explore how data might help us to identify and understand the challenges faced by 'left behind' neighbourhoods. Refreshed in 2020, the CNI is used to identify those deprived areas in which three factors contribute to them being 'left behind':

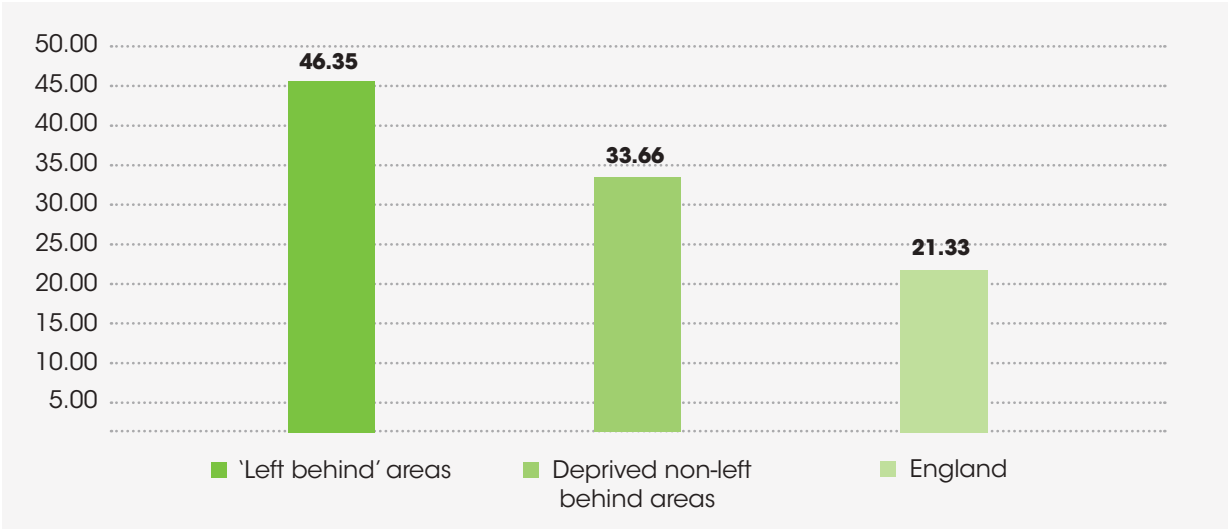
- limited access to community assets and places to meet such as pubs, libraries, green space, sports facilities, and community centres;
- low levels of community engagement, in terms of community groups, networks and activities;
- poor connectivity, through a lack of public transport and digital infrastructure.

By connectivity we mean physical (i.e. transport) and digital (online) connectivity. The CNI's connectivity score measures whether residents have access to key services within reasonable travelling distance in order to capture the impact of the broad connectivity challenges faced by people living in 'left behind' neighbourhoods. It also considers how good local public transport and digital infrastructure is, and the strength of the local jobs market.

The higher the score, the greater the connectivity issues faced by local communities and the greater their disconnectedness. 'Left behind' neighbourhoods experience markedly worse connectivity than other similarly deprived neighbourhoods and England as a whole.

The aim of this latest research is to examine the connectivity domain in more detail, using newer and additional data, to better understand which 'left behind' neighbourhoods suffer from particularly poor transport and how this affects residents.

Community Needs Index: Disconnectedness score



Source: Local Trust, 2019

The importance of social infrastructure to local communities

Key findings from the research

Poor overall connectivity, limited public transport and low levels of car ownership

The research found that the majority of 'left behind' neighbourhoods suffer from poor access to public transport and car ownership is low.

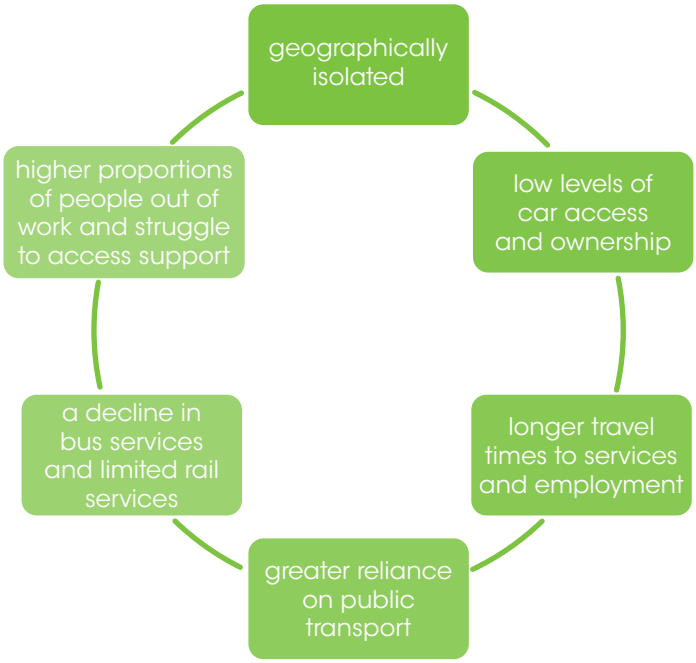
- **84 per cent** of 'left behind' wards have worse overall connectivity than the English average, and more than half – 57 per cent – are more disconnected than other deprived areas on average.
- **40 per cent** of households in 'left behind' wards have no car, compared to 26 per cent on average across the country.
- **50 per cent** of all rail stations in 'left behind' wards were closed by the Beeching cuts in the 1960s.
- **74 per cent** of 'left behind' wards have no rail station compared to **60 per cent** pre-1960s.

A reliance on bus services, but declining provision

Low levels of car ownership and limited rail services mean that people in 'left behind' neighbourhoods are more reliant on buses than other areas, even though local authorities with 'left behind' wards have seen bus use decline faster than other areas. Data suggests this may be due to a continued decline in both commercial and subsidised bus service provision.

- **13 per cent** more bus journeys per head were still made in 2019/20 in local authorities with 'left behind' wards than those without – despite a **26 per cent** decline in bus journeys per head over the last ten years in local authorities with these wards, compared to 16 per cent in local authorities lacking them.
- The total length of supported local bus routes provided in local authorities with 'left behind' wards declined by **35 per cent** over the last six years, while commercial services declined by **11 per cent**.

Factors reinforcing community disconnection: correlation, cause and effects of poor connectivity in 'left behind' neighbourhoods



Access to services

Because of being geographically isolated and poorly connected by public transport, key services are also further away and not easy to access without a car.

- People in 'left behind' wards must travel **two kilometres** further to A&E hospitals than those living in other deprived areas.
- **34 per cent** of 'left behind' wards have longer travel times by public transport to a hospital than average.

Barriers to employment

The data also suggests that employment opportunities are limited for people living in 'left behind' neighbourhoods due to a lack of good public transport, which increases the likelihood of being unemployed. Whilst those in employment are more likely to travel to work by private car or van, (**67 per cent** of people compared to 59 per cent in other deprived areas), just over **24 per cent** of households in 'left behind' neighbourhoods are out of work and have no access to a car, almost double the national average.

'Left behind' neighbourhoods with poor connectivity are spread throughout the country. However, the worst connected 'left behind' neighbourhoods tend to be found in coastal communities in north-east Essex and former industrial communities in the north-east of England (e.g. Northumberland and County Durham), as well as several areas in east and south Yorkshire, the Midlands, east and south-east England.

Connecting communities

Given the government's commitment to 'level up' the country, this report throws into sharp focus the need to ensure a 'least first' approach, and to invest in improving the physical connectivity of the areas that have not benefitted from past economic growth. This is particularly important for effective recovery from COVID-19. The impact of the pandemic has highlighted weaknesses in how we plan, finance, and operate public transport in this country. Whilst the post-pandemic response could provide an opportunity to reconnect our communities, there is also the risk that it leads to further decline in the public transport offer, particularly in 'left behind' areas.

Residents in 'left behind' neighbourhoods know what is needed to help improve outcomes for their local community: investment in physical connectivity, transport services and infrastructure must go alongside targeted resources and support for local communities, so that they themselves can be part of the solution in meeting their connectivity challenges. What communities need is to have the confidence and capacity to be able to take action and advocate for their needs.

One essential component is investment in local social infrastructure – and at the hyper-local neighbourhood level – to reconnect those who have for too long been cut off. As evidence to the APPG has shown, long-term, patient support and resources directed at the local neighbourhood level can help communities to take action and work collaboratively with key partners, as well as foster the local groups, networks and organisations that strengthen community resilience. Investment and support of this kind builds the required levels of community confidence and capacity to engage in co-production with local government, advocate for local needs, and plan and deliver services to boost connectivity.

Long-term people and place-based investment at the hyper-local spatial level, alongside support and funding for local authorities to deliver services could help reconnect 'left behind' neighbourhoods and the people who live there to local opportunities, making sure they do not get further 'left behind' as the country levels up.

Recommendations to government:

1. Invest in social infrastructure (community groups, meeting places, social networks and civic assets) at the neighbourhood level to give 'left behind' communities a voice, boost their capacity and confidence to advocate for local needs, including their need for connectivity, and strengthen community resilience.
2. Support local authorities and strengthen their ability to identify and respond to local transport needs, to plan for how the gaps can best be plugged, apply for relevant funding and deliver solutions that best support their communities.
3. Provide clear commitments for future local bus funding, alongside that promised in the National Bus Strategy and move to a single, ring-fenced, multi-year funding framework for local transport authorities to provide increased certainty.
4. Ensure that rail services operating at reduced capacity because of the pandemic can be restored and examine how rail reopening and investment in new capacity and community rail lines can be expedited, particularly in those neighbourhoods 'left behind' as a result of the Beeching cuts.

Introduction

> "Connectivity is absolutely critical in terms of getting the nation moving and building up the economy".
>
> **Paul Tuohy**, Chief Executive Officer, Campaign for Better Transport, giving evidence to the APPG

Connectivity underpins and frames our way of life. The very definition of an average, reasonable citizen is grounded in a mundane metaphor of physical connectivity – the passenger on the Clapham Omnibus. Easy access to people, places, services and opportunities is often taken for granted by those who do not experience day-to-day transport challenges.

But the everyday experience for many of the almost 2.4 million people who live in England's 225 'left behind' neighbourhoods is often very different. For some of those living in communities on the periphery, the centre of their nearest town or places of local employment can sometimes feel – and as this research demonstrates, often are – a very long way away. As the world becomes more interconnected, and 'digital by default' society's standard operating mode, for those that are not as easily able to access the things and places that matter most to them, there is a real and growing risk that they find themselves increasingly 'left behind'.

Poor levels of connectivity, both physical and digital, are a key defining characteristic and an underlying determinant of what constitutes a 'left behind' neighbourhood. Alongside limited access to civic assets such as pubs, libraries and community centres, and low levels of civic engagement reflected in a lack of civil society groups, organisations and networks, poor physical and digital connectivity is a contributory factor to why some local areas feel they are missing out, let down, and ultimately, 'left behind.'

What is physical connectivity, and why is it so important?

> "You can see where all the lines have gone – we lost connectivity over a period of about ten years. The last line, the last train went through, was October 1970. Since then, it's been little or no development of the road network".
>
> **Chris Wainwright,** volunteer with Coastal Community Challenge, giving evidence to the APPG

Physical connectivity can be defined as being people's access to public (buses, trains, trams, etc.), community and private transport (private cars, vans).

Investment in local transport services and infrastructure is widely seen as important, because it supports economic growth, boosts productivity, opens up new access to labour markets and jobs, and

links people to essential services and opportunities.

In this respect, improved physical connectivity is widely recognised as an important public good, and in recent years the government has made a commitment to prioritise investment in 'levelling up' and reducing spatial inequalities through a range of measures including:

- 'levelling up' as one of three central objectives of the National Infrastructure Strategy (alongside 'economic recovery' and 'meeting net zero emissions target'), with £5 billion promised over the course of this parliament to transform bus services and cycling infrastructure, and the Integrated Rail Plan which aims to "deliver transformational improvement in the Midlands and the North" (HM Treasury, 2020);
- creating a new Infrastructure Bank headquartered in Leeds to catalyse private investment in projects, focusing on communities outside of London and the South East;
- updating the Green Book and its application "to put levelling up at the heart of policy making", with guidance amended to help focus infrastructure investment in areas outside London and to maximise social value (HM Treasury, 2020);
- creating a Levelling Up Fund at the 2020 Spending Review, with the prospectus announced in the 2021 Budget, allowing local areas to bid for up to £20m to directly fund local infrastructure projects, with "scope for investing in larger high value transport projects, by exception" (HM Treasury, 2021). The Fund will prioritise "areas that have received less government investment in recent years" (HM Treasury, 2020). This Fund was increased to £4.8bn and extended to the devolved nations in February 2021 (HM Treasury, 2021);
- progressing proposals for reopening rail stations and restoring rail services under the Restoring Your Railway Fund. This funding is split into three categories: early-stage ideas, advanced proposals, and proposals for new stations (Department for Transport, 2021).

The 2020 Spending Review included £300m to be made available in 2021-22 to drive the transformation of bus services, to be drawn down in the first instance for any further COVID-19 support that may be required (the government committed £30 million to local authorities between 2020-21 to help maintain these services throughout the pandemic). In England, local and combined authorities are at the front line in much of the work needed to improve connectivity. Local areas' agency and capacity for getting things done will also be increasingly important in the debate around connectivity and meeting environmental concerns driven by the climate crisis, as well as involvement in the economic recovery post-COVID and responding to the challenges posed by a reduction in demand for public transport as a result of the pandemic (Campaign for Better Transport, 2020), an accelerated move online and remote working, with estimations that homeworking will comprise 27 per cent of all office hours after the pandemic (Mckinsey and Co, 2020).

On this basis further changes to the transport landscape might soon be coming down the line. It is important that the needs of 'left behind' neighbourhoods and the role of communities are not overlooked in the post-COVID reset. Any overhaul of the transport system and consideration of what is required to meet the connectivity needs of the future must work for everyone, particularly those residents who are at risk of being even further 'left behind'. 'Levelling up' must be something that is sustainable over the long-term, and it is vital that the voice of communities, and those of 'left behind' neighbourhoods in particular, are heard.

Connectivity as social infrastructure

> "We know that access to reliable connectivity is very, very important to people in terms of accessing opportunities like employment and education."
>
> **Silviya Barrett,** Head of Policy, Research and Projects, Campaign for Better Transport, giving evidence to the APPG

The APPG is concerned with physical connectivity because of its critical importance to the wellbeing of 'left behind' neighbourhoods. This is due to the significant role it plays in the local social infrastructure that a community depends upon. The APPG report on Social Infrastructure (APPG for 'left behind' neighbourhoods, 2020) noted that "some analyses might consider digital connectivity alongside physical connections such as road, rail and broader public transport provision to be purely economic or physical infrastructure," in contrast to Local Trust's definition of social infrastructure, which includes connectivity (both digital and physical) alongside civic assets and community engagement.

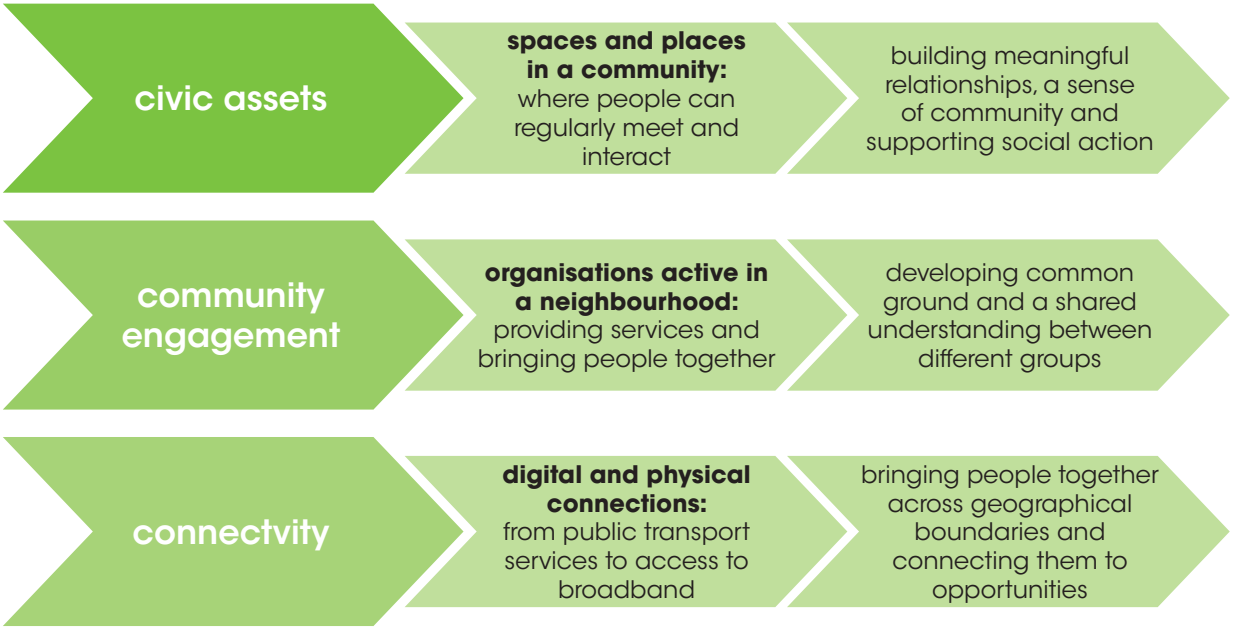
The inclusion of physical connectivity in the definition of social infrastructure has been informed by learning from Local Trust's national place-based programme, and experience from working with communities across the country. It is rooted in recognition of the importance of bringing people together across geographical boundaries and connecting people to places and opportunities, whether online or offline, and the many benefits that such connections and relationships can bring.

These benefits are wide-ranging, inter-related, and have the potential to be truly transformational. In its second evidence session, the APPG heard how important functioning local social infrastructure is for a successful and healthy community. Most notably, social infrastructure, including physical connectivity networks and services:

- builds trust and social capital
- strengthens community resilience
- fosters community engagement and empowerment
- improves economic outcomes
- supports effective public services

It is the inter- and intra- relationships and interplay between the various elements and forms of social infrastructure that is of profound importance when it comes to meeting the needs, and improving the adverse outcomes experienced by many residents living in 'left behind' neighbourhoods. Like the availability of accessible civic assets, high levels of community engagement, and strong digital connections, physical connectivity is an essential, and foundational, building block of modern life.

Understanding the foundations of social infrastructure



The importance of community in responding to connectivity challenges

> "It looks like a million pounds isn't going to get us that railway back [but] what it can do is… build a resilient local network of organisations and groups, and build some resilience within our community."
>
> **Chris Wainwright**, volunteer with Coastal Community Challenge, giving evidence to the APPG

The role of communities in improving the connectivity of people and places is increasingly recognised. In recent years, communities have begun doing more for themselves, from working with local authorities and their elected representatives to develop local transport action plans, to identifying rail services and stations for restoration under the £500 million Restoring Your Railway Fund. However, such community-led initiatives require action from different levels of local government, as well as community confidence to engage with key partners to make sure their voices are heard. This is something that many 'left behind' neighbourhoods can find particularly challenging.

Residents in 'left behind' neighbourhoods know what is needed to help improve outcomes for their local community: Survation (2020) polling found that more than a third of respondents (34 per cent) thought that their areas were missing out on transport resources, with 42 per cent identifying "better public transport such as buses and trains" as an investment priority should any future funding become available.

Local solutions to connectivity challenges enable a more tailored approach to meeting needs and better co-ordination between different types of provision. In order to have the maximum impact over the long-term, it is important that projects and services should be devised through genuine consultation and in collaboration with the communities that use them. Building the required levels of community confidence and capacity to engage in co-production with local government, advocate for local needs, and plan and deliver services to boost connectivity, is paramount.

As Local Trust's work with disadvantaged communities shows, many would be capable of taking on the challenge of organising such initiatives, but to get there requires patient, long-term intensive support to build community skills, capacity and confidence. For those 'left behind' neighbourhoods with low levels of social infrastructure and depleted pools of social capital (Local Trust 2020), additional support, resources and investment are needed to ensure that they are able to collaborate successfully and engage with relevant partners in identifying and implementing practical and impactful solutions.

The impact of COVID-19 and the comparatively low levels of mutual aid groups and success in accessing charitable COVID-related grant funding in 'left behind' neighbourhoods (APPG and OCSI, 2020) have exposed how a deficit in social

infrastructure can disadvantage a local area in terms of facilitating community action. Additional support and resources, such as through investment in local social infrastructure, will be an essential component in reconnecting with those who have for too long been left disconnected. Such investment will also enable 'left behind' communities to build the local groups, networks and organisations to help strengthen community resilience in the face of the adverse effects of physical disconnection, helping to mitigate some of the issues they face, as the case study of Trusthorpe demonstrates.

Local authorities also need the capacity and power to plan, fund and commission transport locally, benefitting from new delivery and funding models and the ability to access alternative sources of revenue to reduce their reliance on central government funding. For example, a move to a single, ring-fenced multi-year funding framework for local bus services would give local areas greater certainty over funding decisions and local bus provision.

Case study

Mablethorpe, Trusthorpe and Sutton-on-Sea – building community resilience on the coast

Mablethorpe, Trusthorpe and Sutton-on-Sea are a collection of villages in the East Lindsey district of Lincolnshire, about an hour to the north of Boston, an hour east of Lincoln and an hour south of Grimsby by car. In the summer months, the area plays host to holidaymakers from across the country and beyond. In high season the population increases by almost 50 per cent, from 12,600 to around 18,000.

For decades, holiday makers would arrive at the resort via public transport, with three train stations lining the three-mile coastal stretch between Sutton-on-Sea and Mablethorpe. This rail connection simultaneously made the area easily accessible for visitors and provided residents with access to services beyond the parish, connecting them to the towns of Grimsby, Boston and Skegness. The lines, and the connectivity they provided, were lost under the Beeching cuts (with a protracted local campaign delaying the closure of the southern section of the branch line until 1970).

Despite its enduring popularity as a holiday destination, the area is not well served in terms of amenities. Nowadays most holidaymakers arrive by car or in caravans, and a lack of public transport makes it difficult for residents to access essential services such as hospitals and secondary schools.

Maps show the rail network in Lincolnshire before and after the Beeching cuts

- Journey times to the nearest A&E via public transport can be up to two hours.
- The nearest train station is 35 minutes by car or 55 minutes by bus.

The lack of connectivity to and from Trusthorpe was identified by Coastal Community Challenge (CCC), a community group that is one of 150 across England to receive resident-led, place-based funding through the Big Local programme. Since 2012, CCC has been drawing on and strengthening the many groups and organisations within the local community's ecosystem to better identify and respond to issues in the local area.

Where a lack of transport links has prevented local residents from accessing services and opportunities, the group has created new ones based around what residents want and need. This has included projects:

- helping provide meeting spaces for residents to share ideas and build the capacity to take action;
- creating groups that combat social isolation and champion preventative healthcare, helping strengthen levels of local resilience;
- funding local training centres to help residents gain qualifications in industries such as hospitality.

CCC has also used its unique knowledge of the local area and insight into the needs of the community to contribute funding to commission a community bus service to provide transport to and from the hospital.

Dependency, decline and disengagement: how 'left behind' neighbourhoods are losing out

84 per cent of 'left behind' neighbourhoods have worse overall connectivity than the England average, and more than half – 57 per cent – are more disconnected than other deprived areas on average. Not only do people living in 'left behind' neighbourhoods experience longer travel times to key services, but low levels of car ownership and poor access to rail services means that residents are more reliant on public transport. But with bus services deteriorating, and low levels of social infrastructure hindering local community efforts to improve connectivity, 'left behind' neighbourhoods risk losing out, and as a result are getting left further behind.

A deeper dive into the data

Seeking to better understand which areas suffer from particularly poor connectivity and how this affects the residents of these communities, Local Trust commissioned OCSI and Campaign for Better Transport to specifically look at connectivity in more detail and examine the connectivity challenges faced by 'left behind' neighbourhoods. In order to identify those communities with the greatest difficulties accessing services and opportunities through public or private transport, OCSI constructed a bespoke composite indicator of connectivity – the combined connectivity measure (See Appendix C).

This research includes the latest data on access to services, access to private transport, and methods of travel relied upon, as well as the digital infrastructure of the local areas, the subject of another APPG report. The new, bespoke combined connectivity measure assigns each 'left behind' ward a combined score, which measures overall connectivity need, and a relative rank, ranking each 'left behind' ward relative to all wards in England. The higher the connectivity need score, the greater the transport issues faced by local communities. And the higher the connectivity need rank, the worse connected a 'left behind' neighbourhood is related to other areas.

'Left behind' neighbourhoods experience markedly worse connectivity than the England average, with combined connectivity needs scores that range from 137.8 to 22.9. In total, 84 per cent (188 of 225 'left behind' neighbourhoods) have worse connectivity than the English average and 57 per cent (128 out of 225) have worse connectivity than the average for other deprived areas.

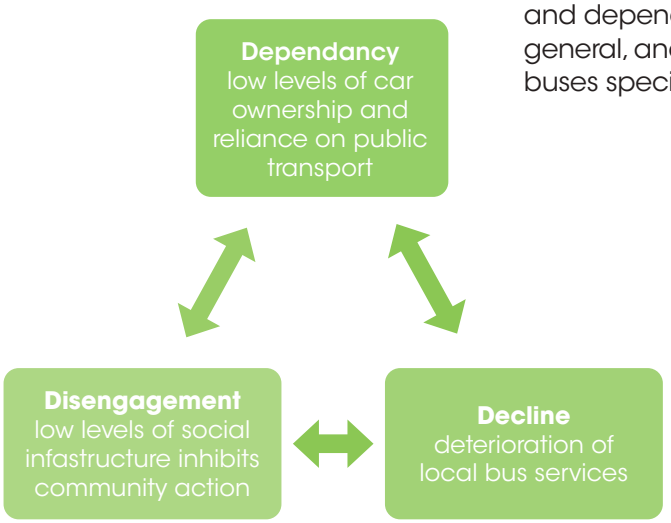
For the full list of 'left behind' neighbourhoods and ranking of their connectivity needs score under the combined connectivity measure, see Appendix A.

'Left behind' neighbourhoods with the greatest connectivity challenges, as identified using the combined connectivity measure

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
1.	**Rush Green**	Tendring	Essex	137.80	1
2.	**Walton**	Tendring	Essex	137.45	2
3.	**St Osyth and Point Clear**	Tendring	Essex	134.48	4
4.	**Dearne North**	Barnsley	Sheffield City Region CA	131.73	5
5.	**Headland and Harbour**	Hartlepool	Tees Valley CA	130.04	6
6.	**Harwich East**	Tendring	Essex	128.50	7
7.	**Golf Green**	Tendring	Essex	127.61	8
8.	**Isabella**	Northumberland	North of Tyne CA	126.93	10
9.	**Cowpen**	Northumberland	North of Tyne CA	123.67	14
10.	**Blackhalls**	County Durham	North East CA	121.69	16
11.	**Newbiggin Central and East**	Northumberland	North of Tyne CA	120.76	19
12.	**Coundon**	County Durham	North East CA	116.66	33
13.	**Trimdon and Thornley**	County Durham	North East CA	116.27	34
14.	**Kitty Brewster**	Northumberland	North of Tyne CA	115.98	35
15.	**Alton Park**	Tendring	Essex	114.87	41
16.	**Orchard Park and Greenwood**	Kingston upon Hull, City of		111.55	61
17.	**Meir North**	Stoke-on-Trent		111.37	63
18.	**Choppington**	Northumberland	North of Tyne CA	110.26	72
19.	**Stainforth & Barnby Dun**	Doncaster	Sheffield City Region CA	110.06	74
20.	**Nelson**	Great Yarmouth	Norfolk	109.65	81

Through a more detailed analysis of new research commissioned for the APPG, we can see that in terms of physical connectivity the 'operational environment' in which residents of 'left behind' neighbourhoods find themselves is one of dependency, decline and disengagement. Living often in peripheral locations and with low levels of car ownership, residents are more reliant on public transport, especially buses, but at the same time – and paradoxically – the provision of public transport is in decline.

The situation is compounded by low levels of other forms of social infrastructure, including civic assets – the spaces and places in the community where people can meet and interact – and community engagement, with fewer concentrations of groups, organisations and local networks that do things and bring people together. 'Left behind' neighbourhoods need the engagement, assets and concentration of active groups that communities such as Trusthorpe or Ramsey (see page 25) have been able to harness to help build resilience and improve their connectivity.

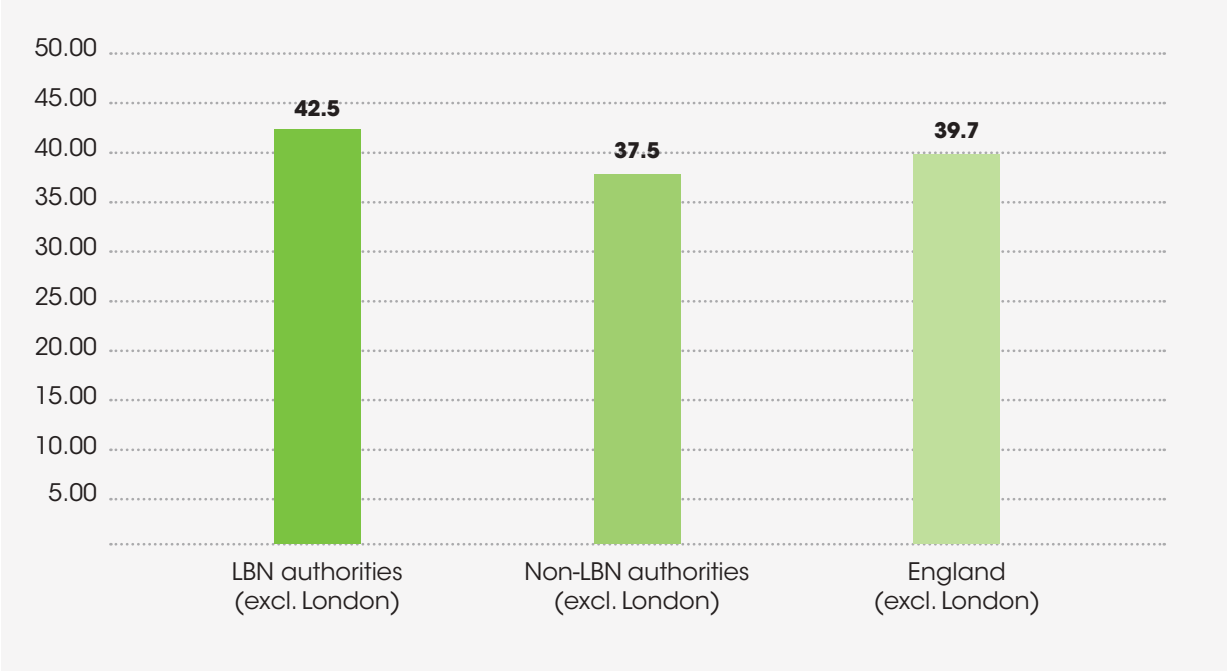


Local bus use

There are around 12 million bus journeys per day (Transport Select Committee 2019), and people living in the most deprived areas of England rely on buses the most. However, people's propensity to travel by public transport is also affected by the quality of local transport provision. In 2019/20, people across England made an average of 72.3 local bus journeys each, although this is skewed by high levels of bus use in London (DfT, 2020). Examining the data by local authority shows the authorities with the lowest journeys per head are Rutland (5.4), Herefordshire (9.3), and Windsor and Maidenhead (9.3), while the authorities outside London with the highest journeys per head are Brighton and Hove (167.2), Reading (137.5) and Nottingham (131.2) – all areas with reputedly good public transport provision.

Analysing the data from local authorities that are home to 'left behind' wards versus those that are not, reveals higher average bus journeys per head (42.5) for local authorities with 'left behind' neighbourhoods than those without (37.5). With 13 per cent more bus journeys per head, 'left behind' neighbourhoods' exhibit greater reliance and dependence on public transport in general, and perhaps more significantly, buses specifically.

Local bus journeys per head, by type of local authority, 2019/20



Source: DfT, Table BUS0110a, 2020

Bus use had been steadily declining over time, both per capita and in absolute terms, even before the pandemic hit. Across England, total passenger journeys declined by half a billion in a decade, falling 12 per cent, from 4.6 billion in 2009/10 to 4.1 billion in 2019/20, while passenger journeys per head on local bus services declined by 18 per cent over the last ten years (2009/10 - 2019/20) (DfT, 2020). As the Transport Select Committee (2019) found, bus routes "are being withdrawn, or their frequency reduced, and the communities they serve are becoming isolated".

The decline in services has been more pronounced in authorities with 'left behind' neighbourhoods, with journeys per head declining by 26 per cent over ten years, compared to only 16 per cent in local authorities without any 'left behind' wards. The fact that local authorities with 'left behind' neighbourhoods still have more journeys per head made currently, despite the larger decline over time, testifies to the greater level of reliance on local bus services in those areas.

Change in local bus journeys per head, by type of local authority, 2009/10-2019/20

Source: DfT, Table BUS0110a, 2020

Most disconnected: bus use

The local authorities with 'left behind' wards with the lowest journeys per head are Cheshire East (10.9), Worcestershire (15.6) and Lincolnshire (16). The ones with the highest are Nottingham (131.2), Tyne and Wear (93) and Bristol (87).

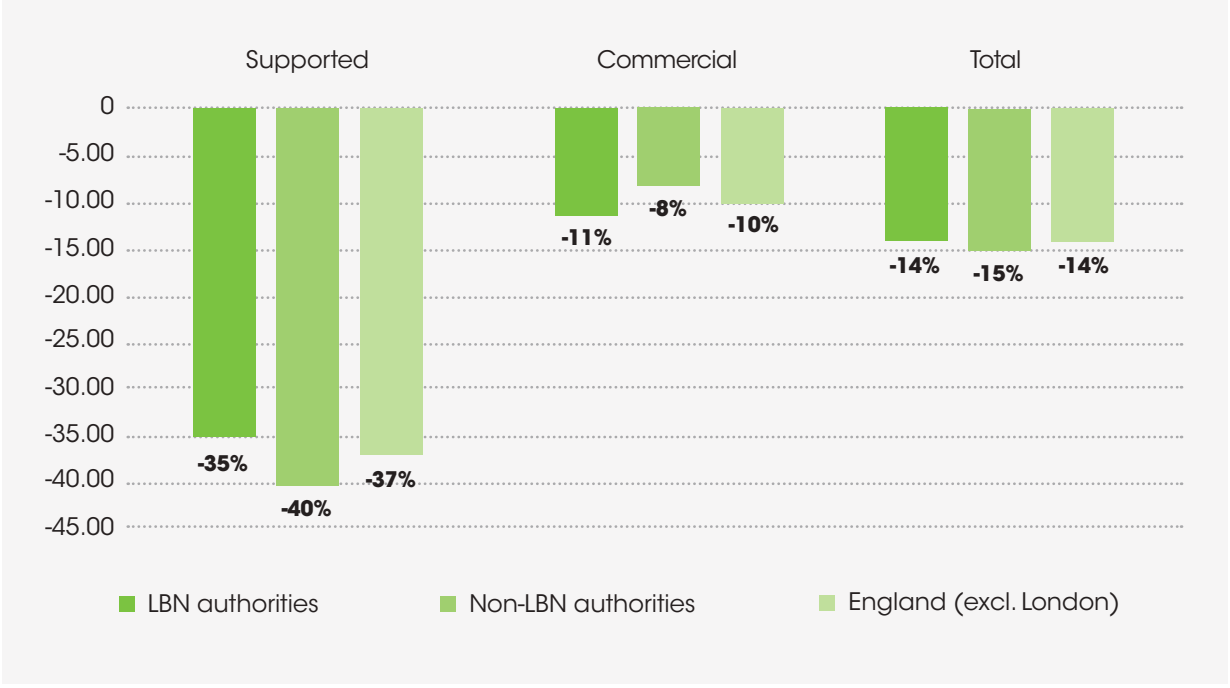
The biggest decreases in journeys per head for local authorities were in Warrington (-52%) and Stoke-on-Trent (- 48%), while usage in Bristol, which has some of the highest bus journeys per head of all authorities with 'left behind' neighbourhoods, actually increased (+30%).

Local bus services

Bus usage can decline for many reasons, one of which is the reduction of bus services. And while bus usage has been declining, so has bus provision. Outside London, buses are deregulated, meaning bus operators can run routes they see as commercially viable, whilst local authorities may fund additional routes that they consider to be socially important, to supplement the commercial provision. Since January 2014, around £43 million has been given in grants to local authorities to help maintain socially necessary bus services that would otherwise not be financially viable. As a result, bus provision is separated into commercial and local authority-supported services.

A total of 1.4 billion vehicle kilometres on local bus services were run in 2019/20, with 88 per cent (1.23 billion kilometres) of those operated commercially and 12 per cent (176 million vehicle kilometres) supported by local authorities. Across England outside London, total vehicle kilometres on local bus services declined by 14 per cent over the last six years. However, while commercial bus provision declined by ten per cent over the period 2014/15 to 2019/20, local authority-supported provision declined by 37 per cent) (DfT, 2020).

Change in vehicle kms on local bus services, by type, 2014/15-2019/20



Source: DfT, Table BUS0208, 2020

Both local authorities with 'left behind' neighbourhoods and those without such wards experienced severe cuts in both commercial and supported services. However, local authorities with 'left behind' neighbourhoods saw bigger declines in commercial bus services, which form the bulk of local bus provision, therefore disadvantaging these communities where local authorities cannot afford to replace these with subsidised services.

In three local authorities, more than a fifth of bus services are now supported by local councils: Cheshire East (31 per cent), Telford and Wrekin (25 per cent) and Warwickshire (22 per cent).

Most disconnected: decline in bus services

The majority of 'left behind' neighbourhoods have seen a reduction in both commercial and local authority supported bus provision. This was the case in Northumberland, Durham, South Yorkshire, Norfolk and Kent; counties that include some of the most poorly connected 'left behind' neighbourhoods. Some local authorities with 'left behind' wards increased their supported provision to compensate for a larger reduction of commercial services in the area. For example, Essex increased their local authority provision by nine per cent while commercial provision declined by six per cent, leading to a net service reduction of just four per cent. In other local authorities, the opposite was true. Kingston Upon Hull saw local authority supported provision decline by 94 per cent (albeit from a small base) while commercial provision increased by 10 per cent, leading to a net reduction of 10 per cent.

Case study

Ramsey Million: local influencing and saving services

For residents of Ramsey in Cambridgeshire, a journey to the job centre could mean a 24-mile-round walk if you don't own a car and can't afford the £7 bus fare. The rural community is poorly served by public transport, leaving residents who don't have private transport isolated, but with public transport services under threat, the community stepped up to fight for its continuation.

Ramsey offers less than 25 per cent of the bus service levels of similar-sized towns in South Cambridgeshire. Daytime weekday services from Ramsey are only every two hours, compared with between two and three services per hour for comparable towns, while weekday services finish by 6pm and there are no services on Sundays.

In 2017, the council deemed the number 30 bus route, which connects Ramsey to the nearby town of Huntingdon, uneconomical, and announced it would be cut. Despite its limitations, this bus provides a lifeline to opportunities and access to leisure activities outside the locality, such as transport to work or a trip to the cinema. It is also the only way in which some residents can access the nearest hospital, rail network, district council and other statutory services.

Ramsey Million, a community group funded by the Big Local programme, which gives 150 areas across England £1.15m each to transform their neighbourhood through resident-led change, took action to ensure the route could be saved. After working with its community for several years, building confidence and capacity in local people through projects such as youth clubs, regeneration schemes and heritage trails, it was well placed and ready to make the case for saving the bus route.

The group commissioned Campaign for Better Transport to assess the public transport in the area, which amongst other things, revealed that the local authority subsidy paid to the bus operator Stagecoach to run the No 30 bus is the lowest of any on the list of proposed route closures in Cambridgeshire. Ramsey Million also coordinated a public petition with town, district and county councillors to save the number 30, which gained over 1,000 signatures. Following the campaign, a local councillor raised concerns over the lack of transport in Ramsey and the council announced the number 30 bus route would be funded for another year.

As part of its campaign work, Ramsey Million has also had an impact on the work of the Peterborough and Cambridgeshire Combined Authority, inviting the Mayor to speak at its partnership meeting in 2019 to discuss Ramsey's particular transport and connectivity issues. The Mayor recognised the impact of Ramsey Million's pro-active approach and the evidence base that the group had established.

Ramsey Million subsequently used the Campaign for Better Transport document to provide evidence to the Combined Authority during its Transport Strategy consultation, with the work mentioned in 'Prospectus for Growth – Ramsey Market Town Strategy'. In addition, it was also submitted to 'Integrated Transport Planning Ltd (ITP)', contracted by the Combined Authority to devise a viable bus network that delivers a service in accordance with the community's needs.

Ramsey Million's work in promoting local connectivity has also had national influence, with its report presented as evidence at the National Federation of Women's Institutes (NFWI) 2019 conference, in support of a resolution for a national campaign to save local bus services. The resolution was passed with 97 per cent of the vote and the NFWI 'Get on Board' campaign is still active – proving local people can make a difference nationally.

As this report was released in March 2021, the number 30 was still running six services a day from Ramsey to Huntingdon it is hoped that the grassroots work that has been carried out will inform future connectivity plans at county and combined authority levels.

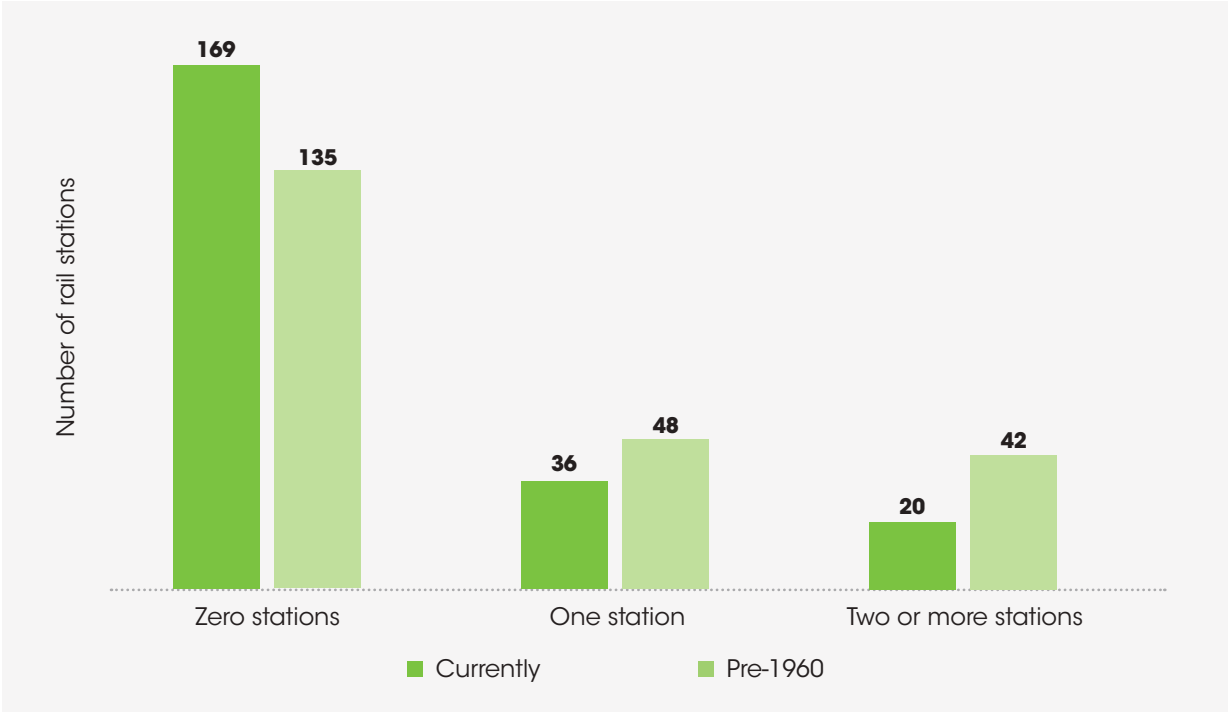
Rail connectivity in 'left behind' neighbourhoods

Big changes have also occurred to rail provision across England, the historical legacy of which has contributed to many 'left behind' neighbourhoods being disconnected. In particular, many rail routes and stations were removed from Britain's network in the 1960s under the Beeching cuts. This saw the British Railways Board, led by Dr Richard Beeching and informed by the 1963 report, The Reshaping of British Railways, close almost 2,500 stations and up to one third of Britain's railway lines. This was intended to save money delivering rail services as the use of private cars increased – as a result, only half of the stations that existed in the 1960s are still in service today, and since then there has been much comment about the misguidedness of the Beeching reforms (McKie, 2013).

In 2019 the government set up the Williams Rail Review to look at the structure of the rail network and replacing the rail franchise system, whilst the Restore Your Railway Fund has fuelled activity around rail reopenings. Many 'left behind' neighbourhoods saw large decreases in their railway provision as a result of the Beeching cuts. New research by Campaign for Better Transport used GIS analysis of the railway network prior to 1960 and as it currently exists to find out the number of rail stations within the boundaries of each 'left behind' neighbourhood as a proxy for rail connectivity.

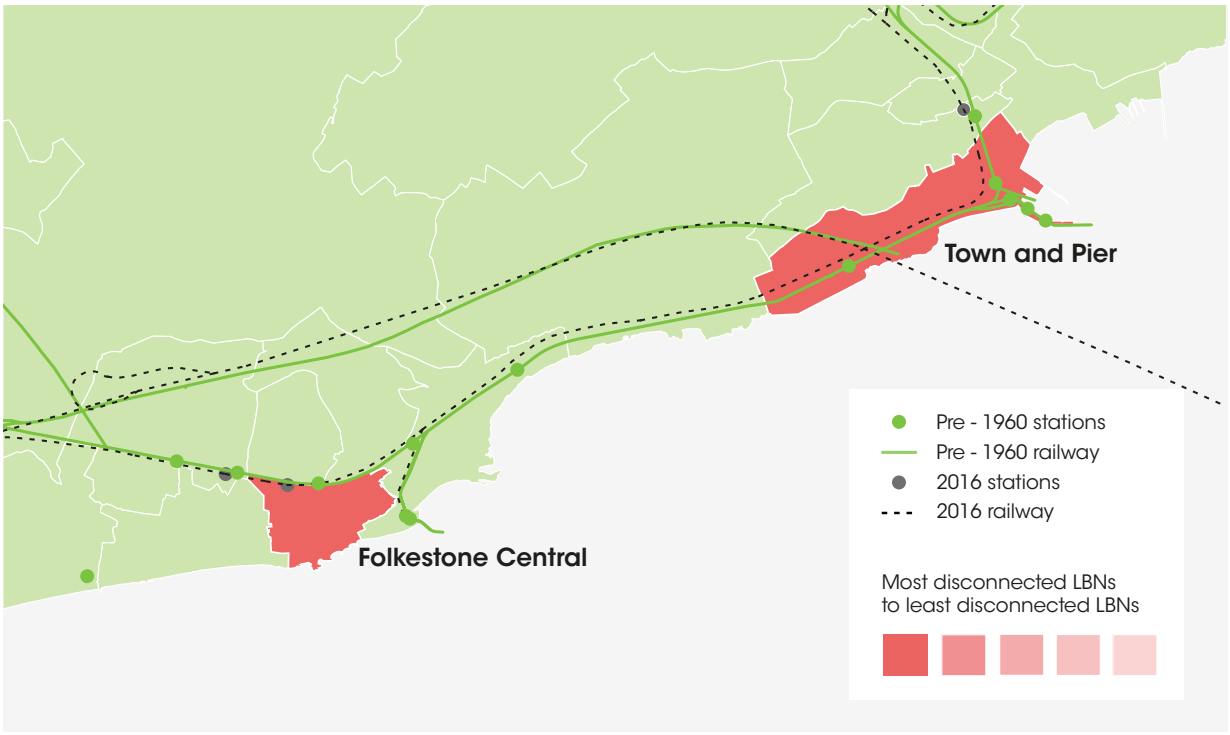
The analysis showed that more than a quarter of 'left behind' neighbourhoods lost rail stations under the cuts. Today there are just half (88) the number of stations serving 'left behind' neighbourhoods than there were before 1960 (175). A total of 63 (28 per cent) 'left behind' neighbourhoods lost railway stations during this period, and 23 of those lost two or more stations. Today, 169 'left behind' neighbourhoods do not have a rail station (74 per cent), compared to 60 per cent having no station in 1960, with 36 having one rail station, and 20 having two or more.

Number of rail stations in 'left behind' neighbourhoods, pre-1960 and present day



Source: Campaign for Better Transport analysis of railway routes and stations using GIS

Folkestone and Dover



For many communities this has had a profound effect on their physical connectivity. For example, Blackhalls in County Durham – which ranks within the 10 most poorly connected 'left behind' neighbourhoods – lost all seven stations within its boundary. This was due to the cut of a branch line and the closure of several stations within its boundary on a remaining line, which means the nearest rail station is now in neighbouring Horden or alternatively, Hartlepool. Similarly, Town and Pier, Dover – which ranks among the top 20 most poorly connected 'left behind' neighbourhoods – lost all five stations within its boundary. Those 'left behind' neighbourhoods which lost stations and services under the cuts of the 1960s should be candidates for further exploration as to whether lines can be restored.

Case study

County Durham

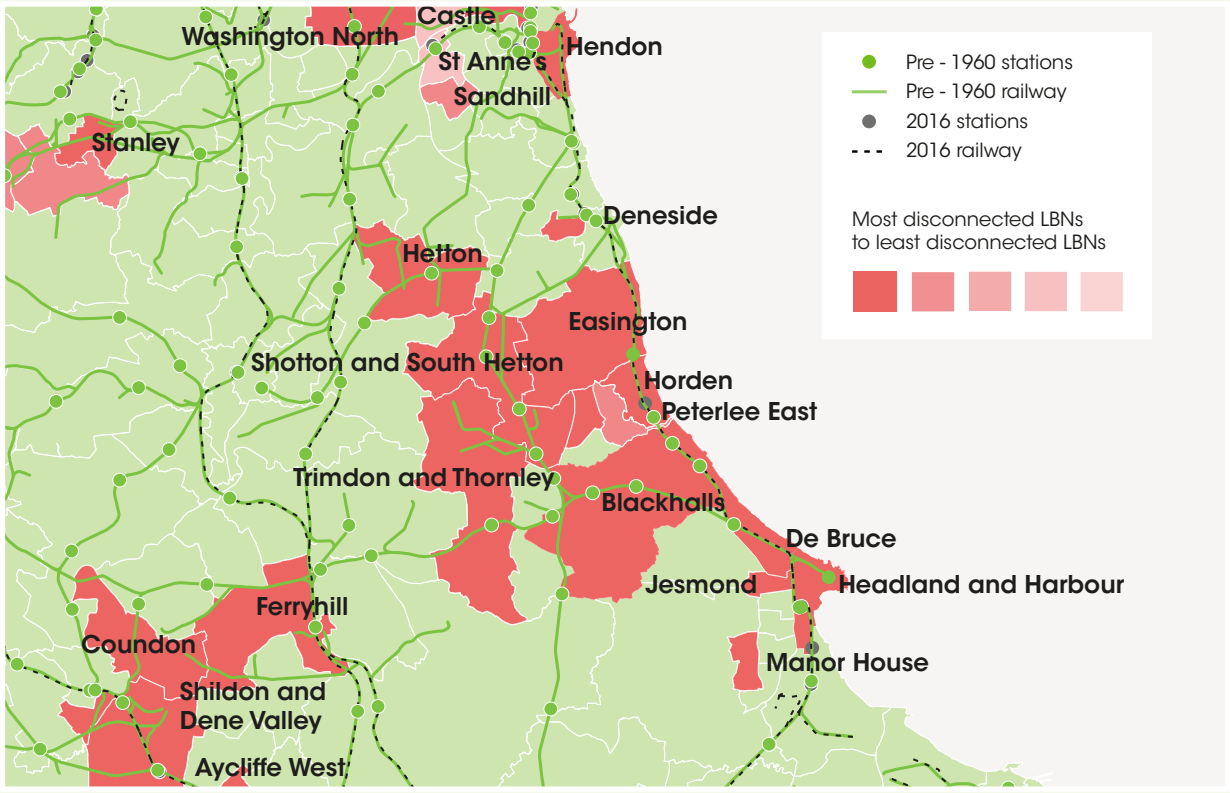
County Durham contains three of the worst connected 'left behind' neighbourhoods, including Blackhall, the 10th worst connected, with Coundon at 12th and Trimdon and Thornley at 13th.

Many of the villages in County Durham are former mining communities facing major social and economic challenges, with local people experiencing poor health and high unemployment. The area has some of the lowest levels of car ownership in England – most of the 'left behind' neighbourhoods located in county Durham have at least 30 per cent of households with no access to a car – and many people are reliant on public transport.

Many local communities used to be well-connected by rail, but several lines and stations were closed during the 1960s' Beeching cuts. Over twenty-six stations used to serve the area but today County Durham contains nine railway stations across four rail lines. For example, in Blackhalls – a former mining area between Horden and Hartlepool – all seven stations have been closed. The rail line that once intersected Blackhalls – through Hesleden and past Shotton Colliery to Haswell – has since been converted into the Hart to Haswell Walkway. Only the East Coast Mainline remains and it does not stop at Blackhalls. It also has limited capacity with a single track each way.

With buses also on the decline – bus journeys per head in County Durham were down by 12 per cent over the last decade – connectivity challenges faced by people in local communities have increased. The lack of public transport limits the distance people can travel to work, which in turn

County Durham



has limited their job opportunities. Across County Durham, 76 per cent of residents travel to work by car, six per cent by bus and only one per cent by train (ONS, 2011).

There have been two bids for rail line and station reopenings under the Reopening your Railway fund. One is to reopen the station at Ferryhill and Stillington Spur for regular passengers. The line would initially run between Ferryhill and Middlesbrough, with the hope of developing it south to York to improve the wider connectivity in the area. With support from Paul Howell MP for Sedgefield, and Durham County Council, the bid was successful in the second Ideas Fund round and is now being taken forward. The Ferryhill Station Campaign group is also actively involved and has over 600 local members who regularly engage and share information about transport issues.

There is also a campaign to reopen the Leamside Line between Ferryhill and Pelaw. Although not intersecting Blackhalls, its reopening could help County Durham residents access health services, leisure and higher education facilities. The line would also run very close to several employment centres, including the North East Technology Park, the Rainton Bridge Business Park, and the Doxford International Business Park. The campaign currently has cross-party support from local politicians, with active petitions led by Paul Howell MP, and Sharon Hodgson MP for Washington and Sunderland West, both representing local populations at either end of the Leamside line.

The impact of disconnectivity on 'left behind' neighbourhoods

> "Where connectivity is missing it negatively impacts on people's quality of life and exacerbates social disadvantage, so already depressed communities become further 'left behind'."
>
> **Silviya Barrett**, Head of Policy, Research and Projects, Campaign for Better Transport, giving evidence to the APPG

Access to private vehicles

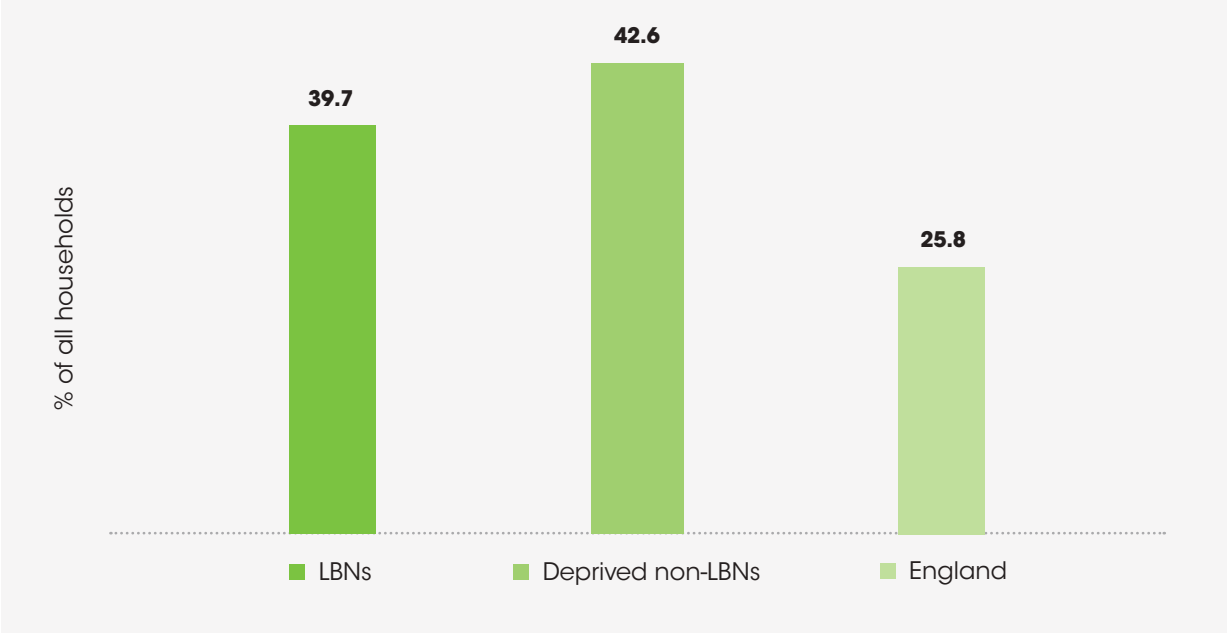
Past research by Local Trust has documented the chronic disadvantages faced by many residents in 'left behind' neighbourhoods, particularly in terms of adverse outcomes in health, employment and educational attainment (Local Trust 2019). Many of the outcomes are not just worse when compared to the national average for England, but also when compared to other deprived areas, highlighting the critical importance of social infrastructure to healthy and sustainable local communities and economies. Key findings from the new research shed further light on the impact of poor connectivity faced by people living in 'left behind' neighbourhoods.

> "The vast majority of 'left behind' neighbourhoods suffer from poor overall connectivity and car ownership is also very low, key services are further away, and they're not easily accessible without the car."
>
> **Silviya Barrett**, Head of Policy, Research and Projects, Campaign for Better Transport, giving evidence to the APPG

With poor public transport, access to a car can be a key factor in the ability of residents to access opportunities beyond the immediate neighbourhood. Levels of car ownership are generally linked to deprivation. According to the latest data, 24 per cent of all households in England do not have access to a car (DfT, 2020). However, when broken down into income brackets, 45 per cent of all households in the lowest income bracket have no access to a private vehicle as opposed to 14 per cent in the highest bracket (DfT, 2020).

As areas with higher levels of deprivation, people living in 'left behind' neighbourhoods are less likely to own a car than the English average, with 40 per cent of households having no car, compared to 26 per cent across England as a whole, according to 2011 Census data. This means that residents are more reliant on public transport to access education, employment and other key public, private and social sector services.

Proportion of households with no access to a private vehicle



Source: Census 2011

Whilst lack of access to a car is slightly higher in other deprived areas (43 per cent) than across 'left behind' neighbourhoods, this can be attributed to the more peripheral nature of 'left behind' neighbourhoods.

Access to a car also varies by age, with older people less likely to have access to a car than any other age group – just under half (47 per cent) of over-65s households in 'left behind' neighbourhoods lack access, compared to a quarter (26 per cent) in the 45-64 age groups. As 'left behind' neighbourhoods have a slightly older age profile than other deprived areas (though a lower proportion of people aged 65+ at 15.9% compared to the national average of 18.1%), this may also contribute towards differences in car ownership across these areas. Combined with a greater likelihood of poor health and mobility difficulties, this increases their reliance on accessible public transport to meet their everyday needs.

Most disconnected: car ownership

Car ownership varies widely between 'left behind' neighbourhoods: in each of the 20 most poorly connected areas, more than half of all households do not own or have access to a car. Nineteen of those areas are in the north of England: Tyne and Wear, Greater Manchester, Merseyside, Middlesbrough, Kingston upon Hull. (See Appendix B)

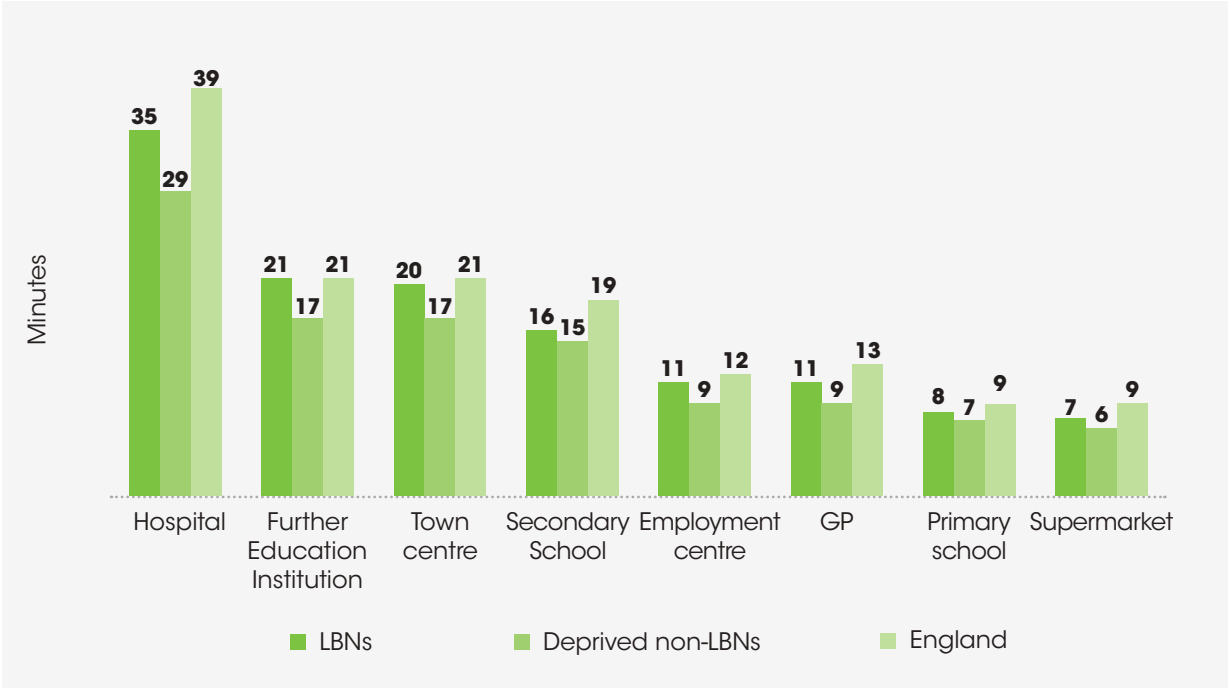
Access to key services

> "The fewer the resources you have in an area, the harder it is to recruit professional services to the area – to highlight this, we last had a dentist and dental surgery three years ago"
>
> **Chris Wainwright**, volunteer with Coastal Community Challenge, giving evidence to the APPG

In terms of average distances and travel time to key services, including health, employment, and education services, many are both further away (in terms of physical distance) and harder to reach (due to poor public transport) for people living in 'left behind' neighbourhoods than in other deprived areas. This is particularly the case for hospitals and further education institutions.

Whilst some 'left behind' areas have better access to services than the English average, these tend to be concentrated in urban areas, which often have a denser network of services for people to benefit from. However, smaller towns in coastal and former industrial communities record some of the longest travel time to reach key services.

Travel time to the nearest services by public transport/walk (minutes)



Source: DfT 2017

Case study

Sheppey East (Swale)

Sheppey East is located on the Isle of Sheppey off the northern Kent coast, at the mouth of the Thames Estuary. The area has some of the longest distances and travel times to key services of any 'left behind' neighbourhood. Reductions to the local bus service have made it even more difficult for local people to reach the services that they need.

The area has high levels of people with a limiting long-term illness and very poor access to health services, cutting off residents from the vital services they need. Twenty-two per cent of local people have a limiting long-term illness. Of all age groups, older people are the least likely to own a car and most likely to rely on public transport – 19 per cent of residents aged over 65 do not own a car.

But residents of all ages are disadvantaged by the area's lack of public transport. Of all 'left behind' neighbourhoods, Sheppey East has the longest travel times to a GP, hospital and A&E by walking and public transport. On average, it takes residents half an hour to reach their nearest GP surgery, and over ninety minutes to reach their closest hospital.

Local bus provision was reduced in 2019, with a reduction of eight per cent overall and one core route was closed – leaving a substantial gap in accessibility and making it more difficult for older people to stay independent.

A local charity, Sheppey Matters, operates Sheppey Wheels, a small community transport scheme to help plug the gap left by bus route closures in the area. Big Local Eastern Sheppey in partnership with Swale CVS also operates a Community Transport scheme, offering free transport for weekly shopping trips for people without their own vehicles or unable to access private transport.

Access to health services

> "The worse your health is in a community, the further you have to travel to get help and assistance... I think there's some real issues there about health planning and where you're putting services for people."
>
> Participant at the APPG evidence session

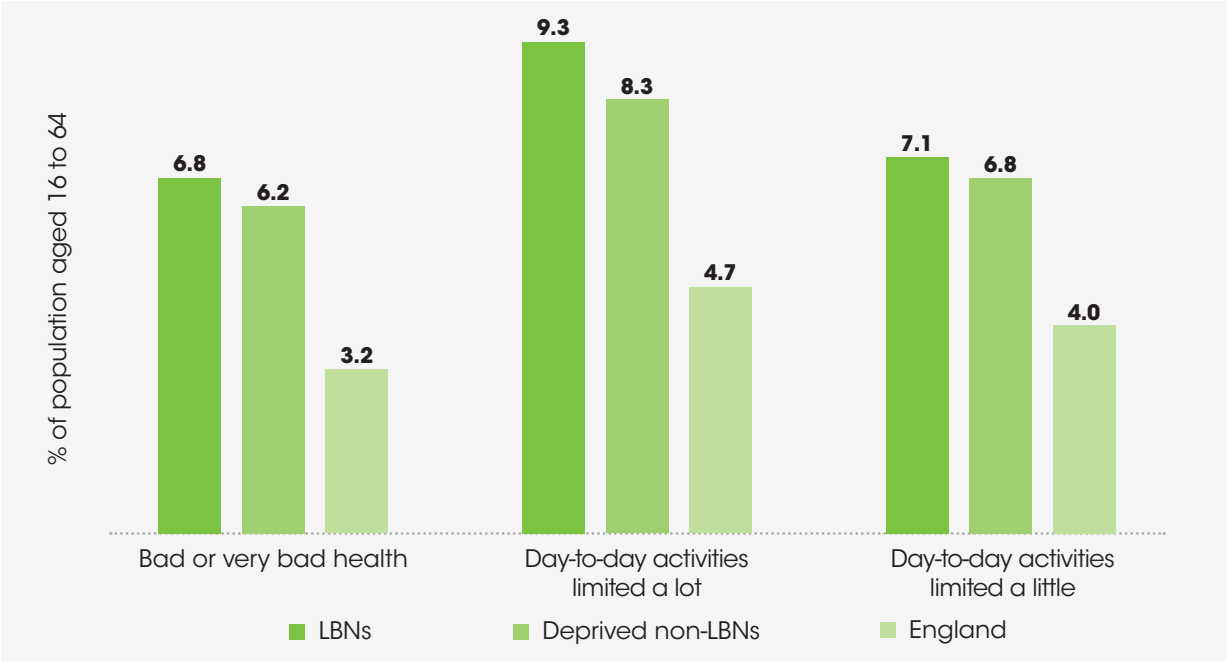
People living in 'left behind' neighbourhoods must travel longer distances to reach health services than people living in other deprived areas. On average, residents live 2km further from A&E hospitals than those living in other deprived areas.Access to health services by public transport is also poor and a significant proportion of 'left behind' neighbourhoods have longer public transport travel times than across the rest of the country. For example:

- 22 per cent record longer travel times to GP surgeries than the English average (13 minutes).
- 34 per cent have greater travel times to a hospital than the English average (39 minutes), with the five 'left behind' neighbourhoods with the longest travel times to a hospital all recording more than double the English average.

There is a familiar geographical pattern in terms of access: eight of the ten areas with the longest average travel times to the nearest hospital and 13 of the 20 with the longest travel times to the nearest GP surgery are in coastal areas.

Poor access to healthcare affects people that rely on health services the most, such as people with a chronic health condition. As well as longer distances and travel times to health services, many 'left behind' neighbourhoods have a higher proportion of people with a limiting long-term illness (see Appendix B).These areas are likely to experience both a high demand for health services and poor access. Combined with low car ownership levels (with 23 per cent of people living in 'left behind' neighbourhoods having both poor health or a disability and no access to a car, compared to 12 per cent across England), this further compounds the challenges faced by people with poor health in 'left behind' neighbourhoods.

People with poor health and no car in their household, by health status



Source: Census 2011

Most disconnected: poor health and no car

In the ten 'left behind' neighbourhoods with the highest proportions of working-age people with no access to a car who are limited a lot in their day-to-day activities due to ill-health, the figure is more than three times the England average. These are concentrated around Merseyside, Middlesbrough, and Newcastle.

Employment

> "People in households in 'left behind' neighbourhoods are nearly twice as likely to be unemployed or economically inactive and with no access to a car."
>
> **Silviya Barrett**, Head of Policy, Research and Projects, Campaign for Better Transport, giving evidence to the APPG

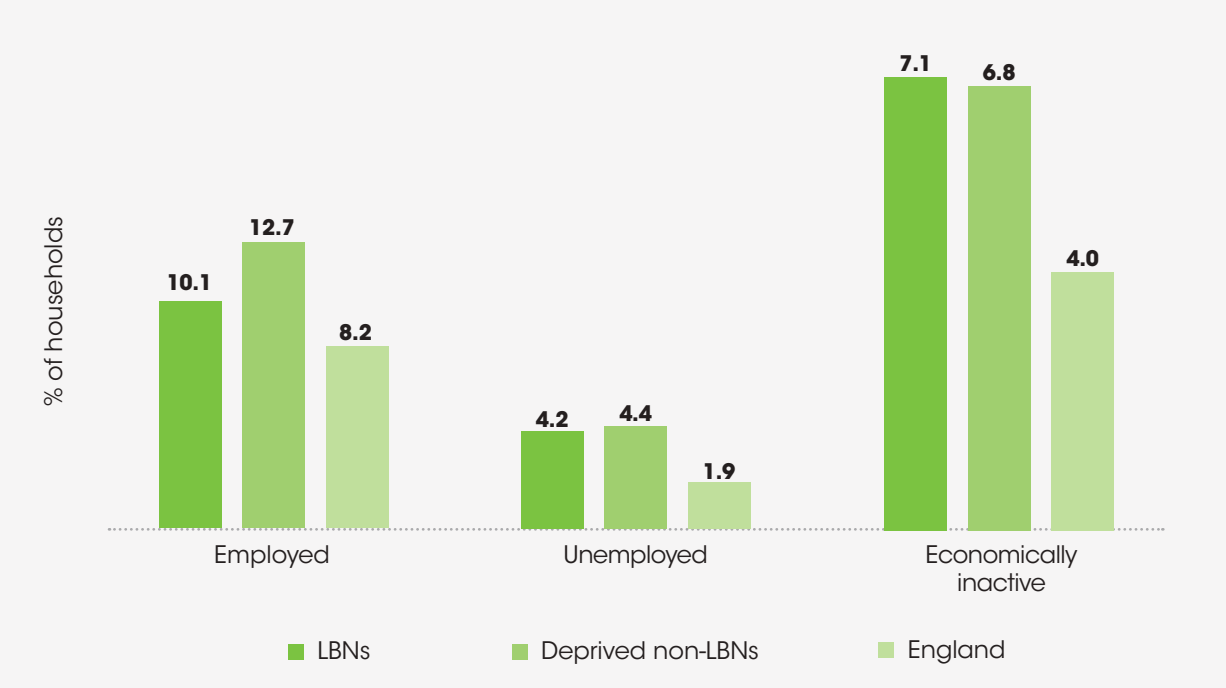
People living in 'left behind' neighbourhoods face higher unemployment, fewer local jobs and longer travel times to reach employment centres than the rest of England. On average, 10.6 per cent of people in 'left behind' neighbourhoods are in receipt of unemployment benefits, compared with 6.6 per cent in England as a whole (DWP 2020). They also have, on average, fewer local employment opportunities, with 52 jobs per 100 working age people, compared to 88 across England as a whole (BRES 2018).

Combined with longer travel times to employment centres (38 per cent of 'left behind' neighbourhoods have longer travel times by public transport than the national average of 12 minutes), this leads to people facing persistent barriers to accessing job opportunities. Due to poor access to employment by public transport, a lack of access to a private car increases the likelihood of being unemployed.

Households in 'left behind' neighbourhoods are nearly twice as likely to be out of work (unemployed or economically inactive)[1] and with no access to a car (24.3 per cent), compared to England as a whole (13.3 per cent). Almost all 'left behind' neighbourhoods (over 98 per cent) have a higher proportion of people with no car who are also unemployed compared to the England average (of 1.9 per cent). In addition, those out of work can struggle to access support, with 15 per cent of 'left behind' neighbourhoods having greater distances to a Job Centre than the England average (0.7 kilometres).

[1] Economically inactive refers to people who are out of work but not actively seeking work. This includes those with long-term illness and caring responsibilities but excludes those who are unemployed.

Proportion of households that have no access to a car, by employment status



Source: Census 2011

Most disconnected: access to key services

Education: 22 per cent of 'left behind' neighbourhoods have longer travel times by public transport and walking to secondary schools than the English average (19 minutes). The five areas with the longest travel times to secondary schools are all in coastal locations. Gainsborough East has the longest travel times to further education institutions (approximately three times the national average), which may be why fewer young people continue on to further education in the area after they leave school.

Supermarkets: only 17 'left behind' neighbourhoods have longer travel times by walking or public transport to a supermarket than the English average (9 minutes), but three of the five 'left behind' neighbourhoods with the longest travel times are in Knowsley on the outskirts of Liverpool.

Post offices: just over a fifth (21 per cent) of 'left behind' neighbourhoods have longer distances to a Post Office than the English average (1.1 kilometre), predominantly located in smaller communities in Northumberland, Redcar and Cleveland, Cumbria, Kingston upon Hull, Lincolnshire.

Banks and building societies: almost a third (32 per cent) of 'left behind' neighbourhoods have greater average road distances to the nearest bank or building society than the England average (1.9 kilometres). Sheppey East in Kent is the furthest away from this particular community facility (over 21 kilometres), while four of the 20 'left behind' neighbourhoods with the greatest distances are in County Durham.

Most disconnected: access to employment

Travel times to employment centres are a particular issue along the Essex coast and in the North East of England (County Durham, Redcar and Cleveland, Northumberland). Northern England is also home to over half of the 20 'left behind' neighbourhoods with the highest proportion of people without a car who are also unemployed: six are around Teesside and five are in Kingston upon Hull.

In addition, Grangetown in Redcar and Orchard Park and Greenwood in Kingston upon Hull have both high unemployment with no car and long travel times by public transport to employment centres, meaning that poor connectivity to employment is likely to be a key driver of worklessness in these communities.

Case study

Grangetown, Redcar and Cleveland

Grangetown is a former industrial town in the borough of Redcar and Cleveland on the North Yorkshire coast, home to 5,150 people. It is four miles from Middlesbrough town centre, but many struggle to access it. More than half of households (52 per cent) have no access to a car or van, and public transport links are also poor. The closest railway station to residents in Grangetown is South Bank, which is on the Tees Valley Line and has an hourly basic service to Middlesbrough (westbound) and Saltburn (eastbound). This service has run since 2013. Before that, there were just three trains in each direction each weekday.

Unemployed people in Grangetown are more likely not to have access to a car than in other 'left behind' neighbourhoods (the third highest proportion of all 'left behind' neighbourhoods), and the area also has some of the longest travel times by public transport to employment centres (the eight longest of all 'left behind' neighbourhoods). The area where people look for work is shaped by their access to transport and Grangetown has a higher proportion of its working age population who are not in paid work than the English average. While workless people face more than one barrier to employment, poor transport is a key driver of worklessness in Grangetown.

However, improvements to local public transport are slowly being made, driven by central and local government, and the combined authority.

- Let's Go Tees Valley – funded by the Department for Transport's Access Fund – has been improving access to public transport, providing advice about car sharing to local residents and supporting investment in bus services and access to jobs in Teesport and Middlesbrough Riverside.
- In 2020, Redcar and Cleveland Borough Council introduced three new bus routes to help improve journeys for local residents, with services running to and from Normanby, East Cleveland and Guisborough in North Yorkshire. The extra services are being delivered by Arriva until April 2021, at which point a decision about their extension will be made.
- A new on-demand bus service – Tees Flex Bus – was also introduced in 2020 and operates across Darlington, Stockton, Hartlepool and Redcar. The pilot is funded by the Tees Valley Combined Authority and will run for three years. It served 43,000 journeys within its first year of operation. Users can request pick-up and drop off points within the serviced area, and to hospitals and train stations outside this zone.

Case study

Northumberland

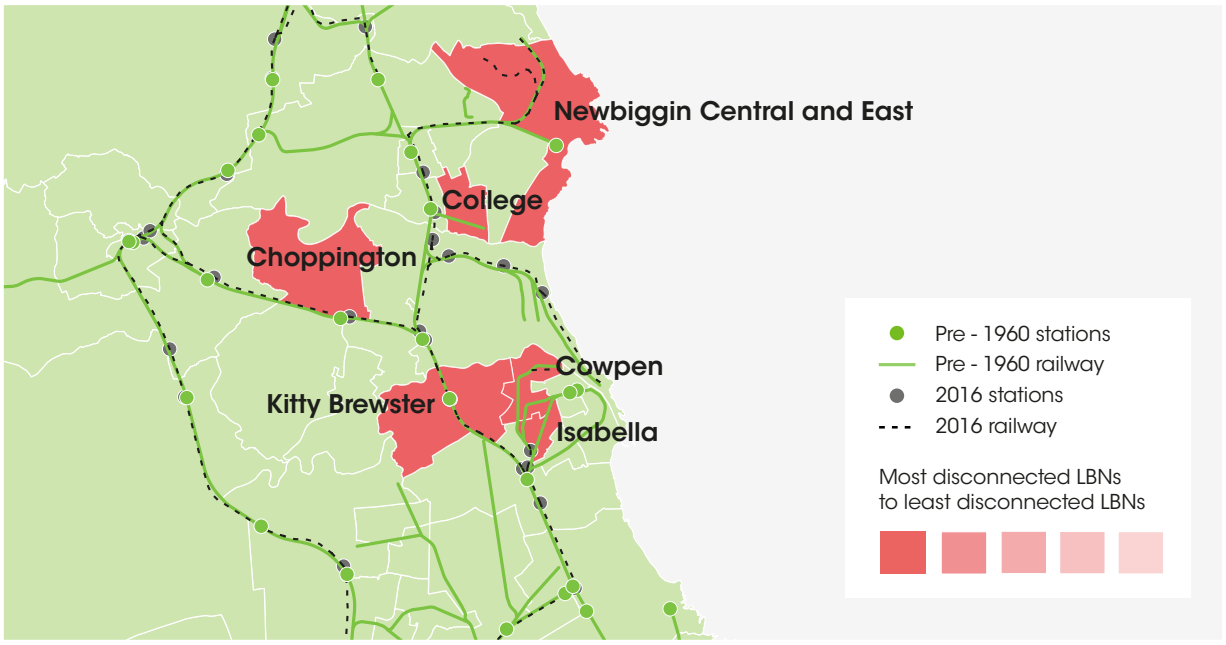
Northumberland has five wards within the 20 worst connected 'left behind' neighbourhoods:

- Isabella - 8th
- Cowpen - 9th
- Newbiggin Central and East - 11th
- Kitty Brewster - 14th
- Choppington - 18th

Newbiggin Central and East is a former mining community on the south east Northumberland coast which now has high levels of deprivation, and a wide range of connectivity issues. It is notable as having the longest travel time of all 'left behind' neighbourhoods to a primary school and to a Post Office. It takes children in the area an average of 23 minutes to reach primary school (almost three times the England average of nine minutes). Residents also need to travel for 27 minutes to reach a GP surgery, twice as long as the English average, and 28 to reach a town centre.

Newbiggin is served by three bus routes – X20, X21 and 35. The closest train station is Pegswood, on the East Coast Mainline. It is seven kilometres and 35 minutes by bus from the centre of Newbiggin. As of January 2021, the station is served by one train per day towards Alnmouth and Chathill, and two trains towards Morpeth and Newcastle.

More than one-in-three households lack access to a car or van. There are very few jobs located near where residents live, and transport connections are too limited to help people easily reach opportunities further afield. However, recent moves to reverse the Beeching cuts to passenger rail services on an 18-mile length of track in south east Northumberland, connecting communities with Newcastle, will help to boost connectivity in the area. This has been championed by the County Council, and by community organisations such as SENRUG (The South East Northumberland Rail User Group), who have campaigned to re-open the Northumberland Line since 2005. As the proposed new line runs alongside many of these communities, it will be important for local communities to work with the council and bus providers to ensure that transport interchanges and bus services are able to meet the needs of local residents.



Travel to work

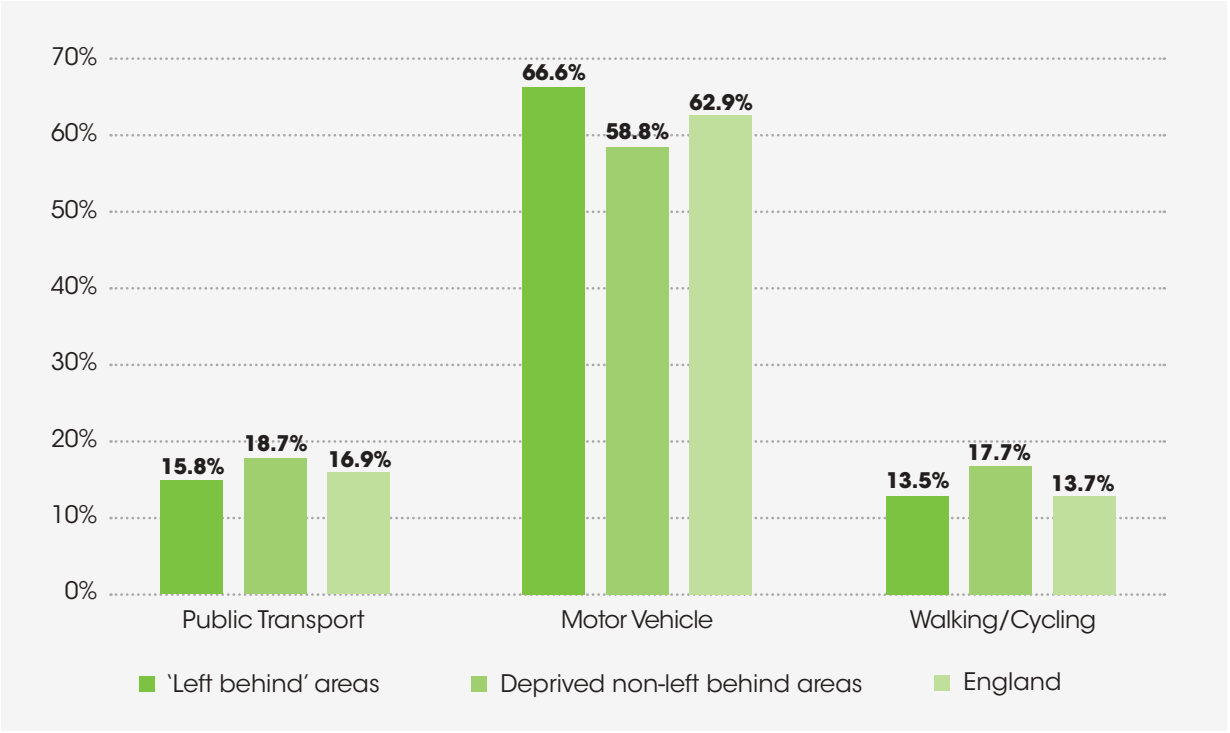
> "Our residents are 35 minutes by car from hospitals and stations and an hour by bus. These are only every two hours with none in the evenings or Sundays. [It is] very difficult to get to work by bus due to limited routes and timing. People need a car to get to work, which anecdotally leads to people driving older, more polluting cars."
>
> Participant at the APPG evidence session

Despite lower levels of car access overall, people living in 'left behind' neighbourhoods who are in work are more likely to travel there by private car or van, with 67 per cent of those in work doing so, compared with 59 per cent in other deprived areas and 63 per cent across England. By contrast, a lower proportion of people travel to work by public transport (16 per cent) than across other deprived areas (19 per cent) and England (17 per cent), again reflecting the relatively poor public transport provision in 'left behind' neighbourhoods.

However, public transport use in 'left behind' neighbourhoods varies across different modes. While a lower proportion of people travel to work by train, underground, metro, light rail, or tram (three per cent compared to six per cent in equally deprived areas and nine per cent in England), a higher proportion travel to work by bus, minibus or coach (thirteen per cent compared to 7.5 per cent across England).

Travelling by bus is one of the most affordable options but the distances passengers can travel on this mode of transport are often shorter than by rail. Transport options available to people affect where they can work, and despite the relatively low number of jobs typically available within 'left behind' neighbourhoods, most residents that are in employment work less than two kilometres from their home (56 per cent compared

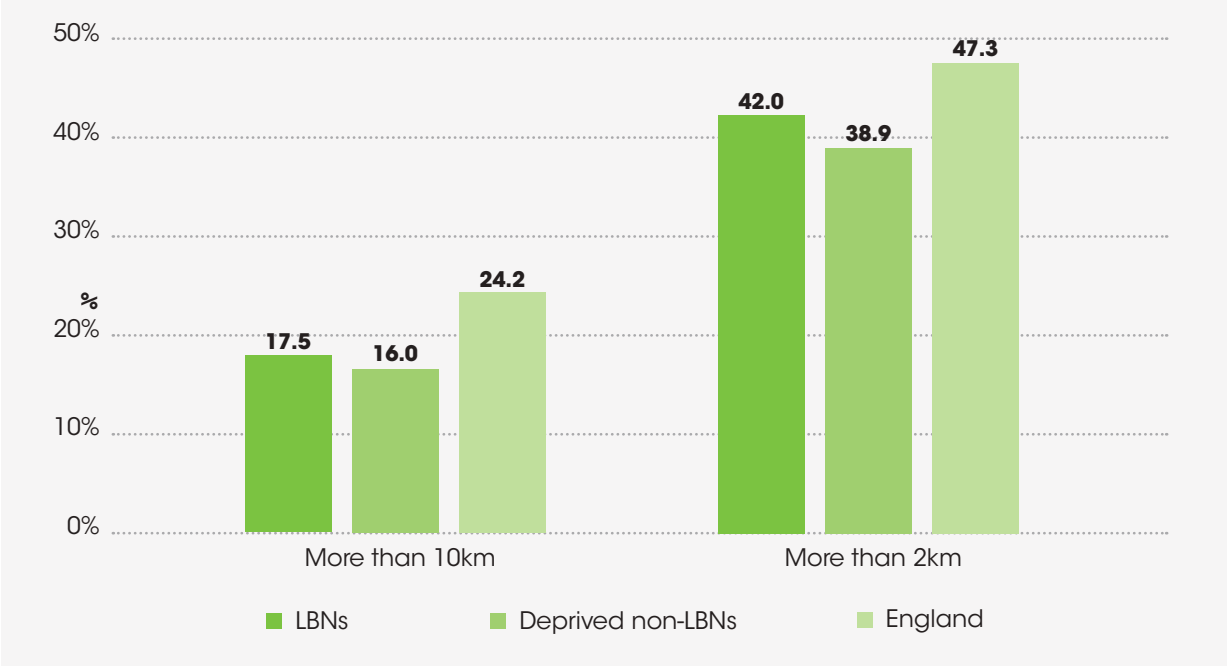
Proportion of people in employment travelling to work, by main mode



Source: Census 2011

to the English average of 47 per cent). They are also less likely to travel more than 10 kilometres to work (18 per cent compared to 24 per cent across England as a whole), which may be because 'left behind' neighbourhoods are typically less likely to be in rural areas, or in the London commuter belt (with its higher numbers of long-distance commuters).

Proportion of people in employment, by distance travelled to work



Source: Census 2011

Most disconnected: travel to work

The four 'left behind' neighbourhoods with the highest proportion of people travelling to work by private transport are located in County Durham, reflecting the relatively poor public transport provision in this area.

Three of the five areas with the lowest proportion of people traveling by public transport are in Wisbech in Fenland – one of the largest towns in the UK with no railway station. A further seven were located in County Durham, three in Tendring, and five in the East Midlands.

Conclusion and recommendations

As this report has demonstrated, reliable connectivity is essential for people to access opportunities such as employment and education, as well as essential services such as healthcare. Where this physical connectivity is missing, it has a serious negative impact on people's quality of life and exacerbates social disadvantage. The result is already deprived communities becoming further 'left behind'.

Due to low levels of car ownership, combined with poor public transport services, many 'left behind' neighbourhoods suffer from very poor physical connectivity. People living in these communities are effectively cut off from a number of vital public services, resulting in worse social, economic and health outcomes, as well as missing out on many of the things that those living in more prosperous and connected communities often take for granted. A higher proportion are out of work and struggling to access health and employment support. These circumstances risk creating a reinforcing cycle of disconnection, leading to worse outcomes across a range of metrics.

That is why, as a priority for a government committed to the 'levelling up' agenda, it should take a 'least first' approach in terms of investment, ensuring that 'left behind' neighbourhoods do not miss out on the targeted resources and support they need to overcome the connectivity and other challenges they face. To ensure transformational change over the long term, this investment should also extend to support for local social infrastructure.

Investing in communities to boost connectivity

Community engagement is key to revitalising 'left behind' neighbourhoods. Those communities with the necessary levels of capacity and confidence are better equipped to engage with local and regional government, to lobby their elected representatives, and to work on the ground to identify and implement solutions that are tailored to meeting local needs. From the combined experience of Local Trust and Campaign for Better Transport working with Big Local communities, such as the work in Ramsey, there are many actions that communities with poor levels of connectivity such as 'left behind' neighbourhoods can consider, to help focus attention on their specific needs and boost local connectivity. For example:

- working with their local authorities to develop and feed into local transport action plans
- working with their MPs and local authorities to identify rail services and stations for restoration under the Restoring Your Railway Fund

- working with local leaders to submit bids to the Levelling Up Fund and other suitable funding pots
- working with local schools and businesses to support students and employees with journey planning
- commissioning community transport schemes and running them as social enterprises
- setting up lift-sharing platforms

Meaningful, patient investment at the neighbourhood level is needed to help boost communities' ability to advocate for the transport links they need, giving them the confidence and capacity to work to address the connectivity challenges they face, and build greater community resilience in the face of adverse outcomes as a result of this disconnection.

Supporting local government to deliver locally

A key priority for government should be investment in public transport that helps bridge these serious connectivity issues – reconnecting lost rail links and reinstating cut bus routes. Post pandemic, government must ensure that public transport survives and thrives, with 'left behind' communities benefitting from access to an integrated local bus network, offering reliable, high-quality and affordable services.

Local and combined authorities are central actors in making change happen, having direct responsibility for the wellbeing of their communities and acting as transport authorities. With good links into their areas, they are best placed to review and address local transport needs, in conjunction with local communities, and work with operators and other partners to deliver the services required. Some of the solutions they can consider (Campaign for Better Transport, 2020) include:

- commissioning detailed local travel surveys to better understand how people currently travel, what affects their choices and whose needs are currently not served;
- better integration between modes and ensuring bus, rail, community and other forms of transport form a coherent network, servicing the places people want to go;
- better coordination between different types of provision, including commercial and subsidised bus services, community transport, as well as school, hospital and social care transport through pooling funding and resources together;
- supporting lift sharing platforms and shared mobility solutions, such as car clubs, bike hire and micro-mobility;
- improved pavements, public realm and segregated cycle lanes to encourage active travel.

Government must also ensure that local and combined authorities have the funds and skills to provide the transport that local communities need to travel in a way that is fair and sustainable.

The National Bus Strategy rightly places more responsibility in the hands of local authorities. However, it also recognised that local authorities' current capacity and capability to meet these expectations varies significantly. The Strategy dedicated funding specifically to boosting local authority capabilities and committed to establishing a Bus Centre for Excellence as a repository for various types of support. But this needs to be shaped to target the specific needs of different types of authorities.

Alongside these additional responsibilities, local authorities also need firm funding commitments to deliver local transport priorities. The National Bus Strategy proposes to fundamentally reform how local bus services in England are funded. While there is little clarity yet what shape exactly this will take, the government needs to provide long-term certainty and clear commitments for sustained future local bus funding channelled directly through local authorities.

The way rail gets funded and operated has also been completely reshaped since the pandemic, and the forthcoming Williams review is expected to outline a vision of the industry going forward. In the short term, while services have been reduced to save money during lockdown, it is crucial not to allow train lines to close completely. The plight of 'left behind' neighbourhoods since the Beeching cuts and the slow progress on restoring railway connectivity through the Restoring Your Railway Fund demonstrate it is much harder to restore services once they are lost.

Recommendations

The government should:

1. Invest in social infrastructure (community groups, meeting places, social networks and civic assets) at the neighbourhood level to give 'left behind' communities a voice, boost their capacity and confidence to advocate for local needs, and strengthen community resilience.
2. Support local authorities and strengthen their ability to better identify and respond to local transport needs, to plan for how the gaps can best be plugged, apply for relevant funding and deliver solutions that best support their communities.
3. Provide clear commitments for future local bus funding, alongside that promised in the National Bus Strategy and move to a single, ring-fenced, multi-year funding framework for Local Transport Authorities, to provide increased certainty.
4. Ensure that rail services operating at reduced capacity because of the pandemic can be restored and examine how rail reopening and investment in new capacity and community rail lines can be expedited, particularly in those neighbourhoods 'left behind' as a result of the Beeching cuts.

Case study

Knottingley (Wakefield, West Yorkshire)

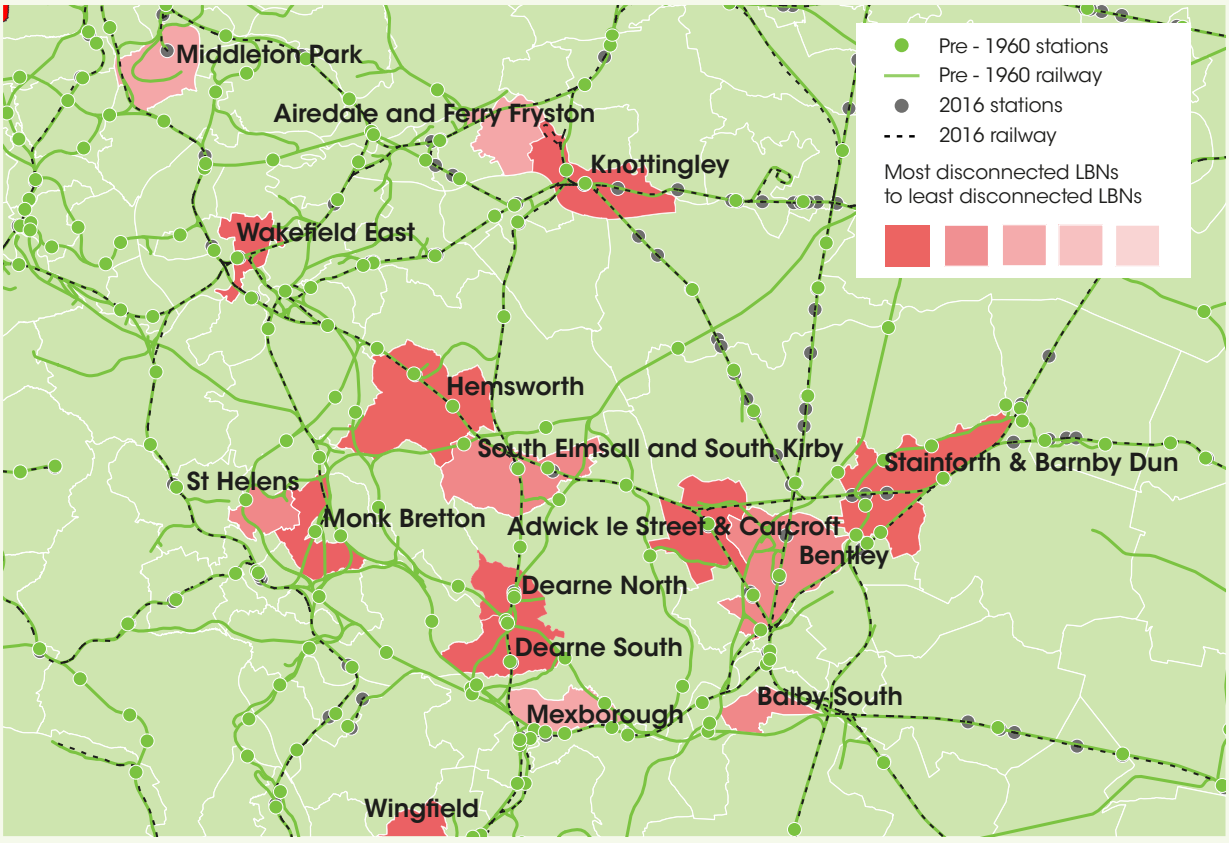
***Warwick Ahead*, a community group centred around the Warwick Estate in Knottingley, was one of the Big Local partnerships that Campaign for Better Transport worked with, as part of the Local Trust-supported Big Local programme. They sought support to provide insight that would help them advocate for improved local transport services.**

There were issues with both the local bus and train services. There was only one route serving the community, which is a commercial one, but it did not serve the estate after approximately 6pm. From Monday to Saturday there are two services an hour, while on Sundays there is only one bus an hour. The lack of an evening bus service worsens social isolation and contributes to low level crime.

And while there is a train station less than half a kilometre away, there is no easy, direct route to it, because the station entrance is on the 'other side' of the tracks. This means that residents must walk a full kilometre, or an extra 15 minutes, to access the station via the main road. There is also no level access at the station – the only way to get to one of the platforms is via overline stairs, which poses a problem for those who are less mobile.

Knottingley has a population of 14,300 and ranks among the 10 per cent most deprived in England, and people in the area have lower qualifications and are more reliant on benefits than the average population across the wider region. A significant proportion (15 per cent) of all residents

Yorkshire



are elderly, while a third of households (and 41 per cent of over-65 households) have no access to a car. Knottingley has a combined connectivity needs score of 84 and local authority-supported bus services have declined by 23 per cent. Although basic estate amenities, including a post office, a medical centre and GP surgery, are available within relatively short distances, larger retail centres, schools and bank branches are further away. This leaves residents with no cars reliant on an unreliable local transport provision.

Campaign for Better Transport supported the community group to find suitable solutions. These included:

- liaising with the local authority and the bus operator to ask them to consider extending the bus timetable;
- establishing a community transport service;
- approaching the local authority and Network Rail about creating a 'back entrance' from the estate to the station.

The residents are now taking an action plan forward.

Case study

Tendring

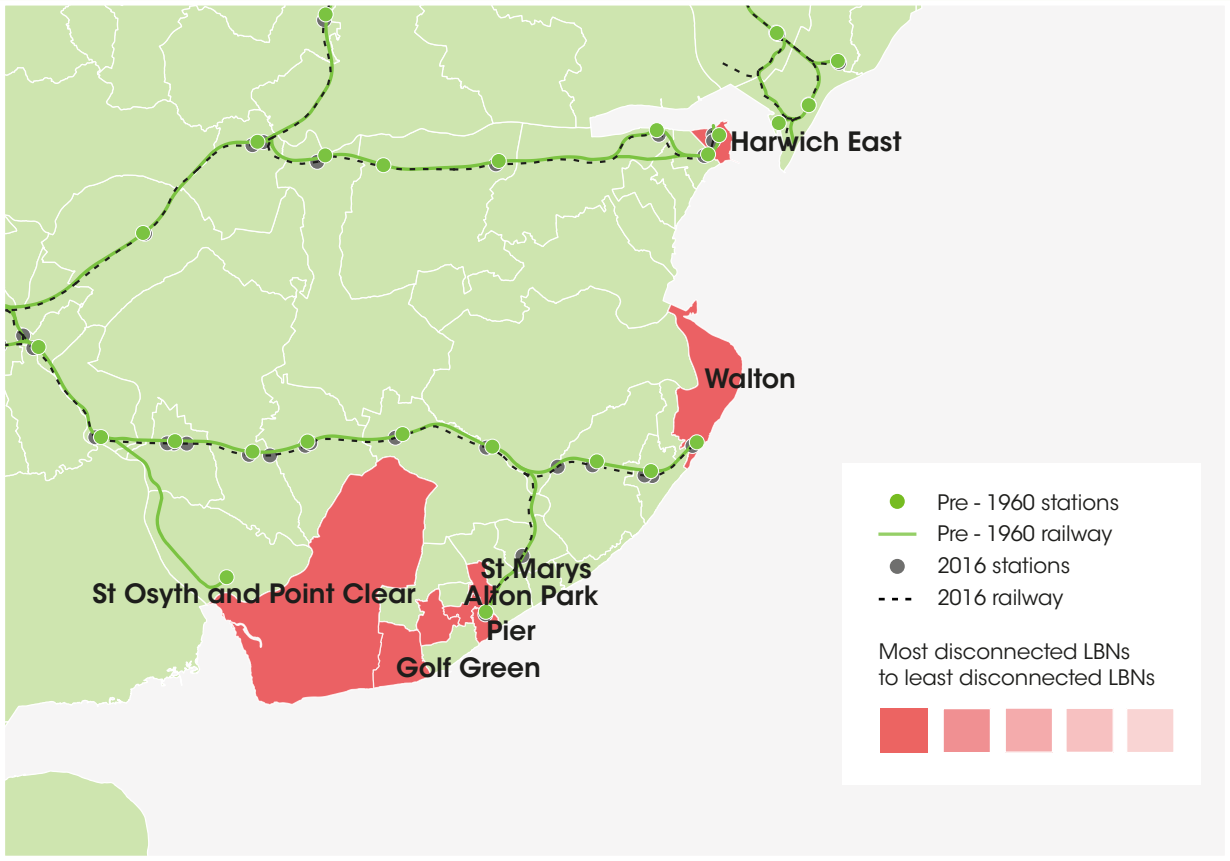
Tendring in north east Essex contains a cluster of five of the ten most disconnected 'left behind' areas along its coastline, including the three worst connected neighbourhoods: Rush Green, Walton, and St Osyth and Point Clear. Harwich East and Golf Green are the sixth and seventh worst connected 'left behind' neighbourhoods respectively. The disconnected and 'left behind' neighbourhoods in Tendring reflect many of the three main elements of physical connectivity, from depleted bus services, a lack of access to rail stations and low levels of car ownership.

St Osyth and Point Clear and Golf Green in particular are isolated from the more populous areas in Tendring such as Clacton, and therefore from the denser public transport network. The so-called "Sunshine Coast" rail line between Colchester and Clacton-on-Sea/Walton-on-the-Naze does not reach St Osyth and Golf Green. St Osyth, which has a population of 4,750, is only served by one bus route, the 77 and 77A to and from Colchester, which only runs five services a day (not including dedicated school drop-off and pick-up services) and these do not all call at all bus stops.[2]

Limited connectivity means that access to employment is also a big challenge for residents along the Essex coast. People living in St Osyth and Point Clear have poor access to jobs and employment centres (with the longest travel times by walking and public transport) and a higher than average unemployment rate. The local economy has suffered from an ongoing loss of tourism which has reduced opportunities for entry level jobs, particularly for young people. The area also has the longest travel times by walking and public transport to a GP and to a hospital.

[2] http://www.essexbus.info/map.html

Tendring



The Golf Green ward, home to 5,300 people, contains the village of Jaywick near the seaside resort of Clacton. Ranked as the most deprived area in England in 2019, with a lower than average employment rate and an above average share of working age adults on benefits and low earnings, it has poor public transport and low levels of car ownership (MHCLG 2019). The relationship between connectivity and poor health outcomes can be seen in the area having the third highest proportion of people without a car and a limiting long-term illness, and the fourth longest travel time to a hospital by walking and public transport (and primary and secondary school).

The local community response has ensured that improving connectivity remains a live local issue. Due to a decline in provision, organisations like Essex and South Suffolk Community Rail Partnership and ONTRACK Rail Users' Association promote rail use locally, with ONTRACK campaigning for service enhancements, such as increased frequency, more fast, direct trains to London, and improved late evening and Sunday services. The community response to problems caused by poor connectivity has also involved directly providing transport services to help overcome major gaps in provision, with Tendring Community Transport providing a number of transport services, including Dial-a-Ride and a Hospitals Hopper Bus service.

Appendix A: Combined connectivity measure ranking of 'left behind' neighbourhoods

	'Left behind' neighbourhood	Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
1.	**Rush Green**	Tendring	Essex	137.80	1
2.	**Walton**	Tendring	Essex	137.45	2
3.	**St Osyth and Point Clear**	Tendring	Essex	134.48	4
4.	**Dearne North**	Barnsley	Sheffield City Region CA	131.73	5
5.	**Headland and Harbour**	Hartlepool	Tees Valley CA	130.04	6
6.	**Harwich East**	Tendring	Essex	128.50	7
7.	**Golf Green**	Tendring	Essex	127.61	8
8.	**Isabella**	Northumberland	North of Tyne CA	126.93	10
9.	**Cowpen**	Northumberland	North of Tyne CA	123.67	14
10.	**Blackhalls**	County Durham	North East CA	121.69	16
11.	**Newbiggin Central and East**	Northumberland	North of Tyne CA	120.76	19
12.	**Coundon**	County Durham	North East CA	116.66	33
13.	**Trimdon and Thornley**	County Durham	North East CA	116.27	34
14.	**Kitty Brewster**	Northumberland	North of Tyne CA	115.98	35
15.	**Alton Park**	Tendring	Essex	114.87	41
16.	**Orchard Park and Greenwood**	Kingston upon Hull, City of		111.55	61
17.	**Meir North**	Stoke-on-Trent		111.37	63
18.	**Choppington**	Northumberland	North of Tyne CA	110.26	72

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
19.	**Stainforth & Barnby Dun**	Doncaster	Sheffield City Region CA	110.06	74
20.	**Nelson**	Great Yarmouth	Norfolk	109.65	81
21.	**Newington**	Thanet	Kent	109.24	82
22.	**Hetton**	Sunderland	North East CA	108.65	87
23.	**Town and Pier**	Dover	Kent	107.07	98
24.	**St Marys**	Tendring	Essex	104.99	118
25.	**St Andrew's**	Kingston upon Hull, City of		104.88	119
26.	**Bloomfield**	Blackpool		104.67	120
27.	**Bidston and St James**	Wirral	Liverpool City Region CA	104.31	127
28.	**Pier**	Tendring	Essex	104.22	129
29.	**Deneside**	County Durham	North East CA	103.59	139
30.	**Manor House**	Hartlepool	Tees Valley CA	103.28	142
31.	**Tong**	Bradford	West Yorkshire CA	103.12	146
32.	**Adwick le Street & Carcroft**	Doncaster	Sheffield City Region CA	101.91	158
33.	**Easington**	County Durham	North East CA	100.55	176
34.	**Shildon and Dene Valley**	County Durham	North East CA	99.91	184
35.	**Sidley**	Rother	East Sussex	99.28	193
36.	**Dane Valley**	Thanet	Kent	99.20	194
37.	**Marfleet**	Kingston upon Hull, City of		97.59	218
38.	**Rock Ferry**	Wirral	Liverpool City Region CA	97.30	224
39.	**Byker**	Newcastle upon Tyne	North of Tyne CA	97.27	225
40.	**Stockton Town Centre**	Stockton-on-Tees	Tees Valley CA	95.48	251
41.	**Miles Platting and Newton Heath**	Manchester	Greater Manchester CA	95.45	252
42.	**Cliftonville West**	Thanet	Kent	94.92	261

	'Left behind' neighbourhood	Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
43.	**Shotton and South Hetton**	County Durham	North East CA	93.76	280
44.	**Eastcliff**	Thanet	Kent	93.12	288
45.	**College**	Northumberland	North of Tyne CA	92.88	294
46.	**Folkestone Central**	Shepway	Kent	91.94	311
47.	**Ferryhill**	County Durham	North East CA	91.38	331
48.	**Loundsley Green**	Chesterfield	Derbyshire	91.08	337
49.	**Dearne South**	Barnsley	Sheffield City Region CA	90.85	342
50.	**Woodhouse Close**	County Durham	North East CA	90.38	352
51.	**De Bruce**	Hartlepool	Tees Valley CA	89.88	364
52.	**Hendon**	Sunderland	North East CA	89.87	365
53.	**Jesmond**	Hartlepool	Tees Valley CA	89.78	371
54.	**Sheppey East**	Swale	Kent	89.58	379
55.	**Wingfield**	Rotherham	Sheffield City Region CA	87.73	421
56.	**Walker**	Newcastle upon Tyne	North of Tyne CA	87.63	424
57.	**Barrow Island**	Barrow-in-Furness	Cumbria	85.88	468
58.	**Northwood**	Thanet	Kent	85.76	472
59.	**Staithe**	Fenland	Cambridgeshire and Peterborough CA	85.60	480
60.	**Stockbridge**	Knowsley	Liverpool City Region	85.10	495
61.	**Aycliffe West**	County Durham	North East CA	85.04	500
62.	**Fenside**	Boston	Lincolnshire	84.96	505
63.	**Meir South**	Stoke-on-Trent		84.65	514
64.	**Sandwith**	Copeland	Cumbria	84.15	532
65.	**Peterlee West**	County Durham	North East CA	84.14	533
66.	**Knottingley**	Wakefield	West Yorkshire CA	83.94	540
67.	**Smallbridge and Firgrove**	Rochdale	Greater Manchester CA	83.69	546

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
68.	**Hemsworth**	Wakefield	West Yorkshire CA	83.38	555
69.	**North Ormesby**	Middlesbrough	Tees Valley CA	83.22	562
70.	**Longhill**	Kingston upon Hull, City of		82.75	578
71.	**Horden**	County Durham	North East ca	82.73	579
72.	**Monk Bretton**	Barnsley	Sheffield City Region CA	82.35	594
73.	**Moorclose**	Allerdale	Cumbria	81.95	611
74.	**Seacombe**	Wirral	Liverpool City Region CA	81.46	633
75.	**Stanley**	County Durham	North East CA	80.78	657
76.	**Maltby**	Rotherham	Sheffield City Region CA	80.03	682
77.	**Wakefield East**	Wakefield	West Yorkshire CA	79.71	700
78.	**Peterlee East**	County Durham	North East CA	79.23	716
79.	**Bentley**	Doncaster	Sheffield City Region CA	78.74	727
80.	**Waterlees Village**	Fenland	Cambridgeshire and Peterborough CA	78.49	738
81.	**East Park**	Wolverhampton	West Midlands CA	78.39	739
82.	**Sandhill**	Sunderland	North East CA	76.06	823
83.	**Redhill**	Sunderland	North East CA	75.77	839
84.	**Rother**	Chesterfield	Derbyshire	75.73	840
85.	**Bilston East**	Wolverhampton	West Midlands CA	75.45	847
86.	**Harpurhey**	Manchester	Greater Manchester CA	75.45	848
87.	**Grangetown**	Redcar and Cleveland	Tees Valley CA	75.26	853
88.	**Craghead and South Moor**	County Durham	North East CA	75.14	861
89.	**Moorside**	West Lancashire	Lancashire	74.75	875
90.	**Valley**	Rotherham	Sheffield City Region CA	74.68	876

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
91.	**Southwick**	Sunderland	North East CA	74.43	891
92.	**Shirebrook North West**	Bolsover	Derbyshire	74.04	902
93.	**Eston**	Redcar and Cleveland	Tees Valley CA	73.82	917
94.	**Bransholme West**	Kingston upon Hull, City of		73.45	932
95.	**Bloxwich West**	Walsall	West Midlands CA	72.98	952
96.	**South Elmsall and South Kirkby**	Wakefield	West Yorkshire CA	72.94	956
97.	**Sheerness**	Swale	Kent	72.58	971
98.	**Gainsborough East**	West Lindsey	Lincolnshire	72.05	991
99.	**Southcoates East**	Kingston upon Hull, City of		71.68	1,014
100.	**Moss Bay**	Allerdale	Cumbria	71.15	1,039
101.	**Mandale and Victoria**	Stockton-on-Tees	Tees Valley CA	70.46	1,069
102.	**Stacksteads**	Rossendale	Lancashire	70.40	1,072
103.	**Bransholme East**	Kingston upon Hull, City of		70.33	1,074
104.	**Warndon**	Worcester	Worcestershire	70.07	1,086
105.	**Gorse Hill**	Worcester	Worcestershire	69.79	1,100
106.	**Clover Hill**	Pendle	Lancashire	69.76	1,102
107.	**Kirkleatham**	Redcar and Cleveland	Tees Valley CA	69.28	1,131
108.	**Washington North**	Sunderland	North East CA	68.78	1,158
109.	**St Helens**	Barnsley	Sheffield City Region CA	68.73	1,161
110.	**Princes End**	Sandwell	West Midlands CA	68.62	1,165
111.	**Balby South**	Doncaster	Sheffield City Region CA	68.55	1,173
112.	**Gamesley**	High Peak	Derbyshire	66.67	1,281

	'Left behind' neighbourhood	Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
113.	**Woolsington**	Newcastle upon Tyne	North of Tyne CA	66.38	1,299
114.	**Boscombe West**	Bournemouth	Dorset	66.22	1,306
115.	**Langley**	Sandwell	West Midlands CA	66.19	1,308
116.	**Simonside and Rekendyke**	South Tyneside	North East CA	66.04	1,316
117.	**Brambles & Thorntree**	Middlesbrough	Tees Valley CA	65.90	1,328
118.	**Bestwood**	Nottingham	Nottinghamshire	65.68	1,343
119.	**Oak Tree**	Mansfield	Nottinghamshire	65.42	1,358
120.	**Kingswood & Hazel Leys**	Corby	Northamptonshire	65.38	1,363
121.	**Annfield Plain**	County Durham	North East CA	65.00	1,385
122.	**Hateley Heath**	Sandwell	West Midlands CA	64.85	1,395
123.	**Charlestown**	Manchester	Greater Manchester CA	64.80	1,398
124.	**Hemlington**	Middlesbrough	Tees Valley CA	64.72	1,401
125.	**Speke-Garston**	Liverpool	Liverpool City Region CA	64.68	1,403
126.	**Stockland Green**	Birmingham	West Midlands CA	64.31	1,430
127.	**Southcoates West**	Kingston upon Hull, City of		64.10	1,449
128.	**Belle Vale**	Liverpool	Liverpool City Region CA	63.81	1,469
129.	**Southey**	Sheffield	Sheffield City Region CA	63.05	1,518
130.	**Longford**	Coventry	West Midlands CA	62.13	1,577
131.	**Balderstone and Kirkholt**	Rochdale	Greater Manchester CA	60.01	1,720
132.	**Castle**	Sunderland	North East CA	59.81	1,733
133.	**Park End & Beckfield**	Middlesbrough	Tees Valley CA	59.67	1,742
134.	**Bentilee and Ubberley**	Stoke-on-Trent		59.58	1,749

	'Left behind' neighbourhood	Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
135.	**Northwood**	Knowsley	Liverpool City Region CA	59.33	1,778
136.	**Darlaston South**	Walsall	West Midlands CA	58.87	1,809
137.	**Irwell**	Rossendale	Lancashire	58.52	1,835
138.	**Halewood South**	Knowsley	Liverpool City Region CA	58.11	1,863
139.	**Hodge Hill**	Birmingham	West Midlands CA	58.01	1,868
140.	**Binley and Willenhall**	Coventry	West Midlands CA	57.93	1,872
141.	**Clarkson**	Fenland	Cambridgeshire and Peterborough CA	57.82	1,883
142.	**Halton Castle**	Halton	Liverpool City Region CA	57.65	1,893
143.	**Farnworth**	Bolton	Greater Manchester CA	56.24	1,991
144.	**West Middleton**	Rochdale	Greater Manchester CA	56.05	2,005
145.	**Middleton Park**	Leeds	West Yorkshire	55.94	2,013
146.	**Queensway**	Wellingborough	Northamptonshire	55.90	2,020
147.	**Mexborough**	Doncaster	Sheffield City Region CA	55.51	2,055
148.	**Yew Tree**	Liverpool	Liverpool City Region CA	55.40	2,063
149.	**Shepway South**	Maidstone	Kent	55.32	2,070
150.	**Pitsea South East**	Basildon	Essex	55.22	2,077
151.	**Tunstall**	Stoke-on-Trent		55.09	2,087
152.	**Longdendale**	Tameside	Greater Manchester CA	54.51	2,146
153.	**Brunshaw**	Burnley	Lancashire	54.39	2,161
154.	**Woodhouse Park**	Manchester	Greater Manchester CA	54.33	2,167
155.	**Berwick Hills & Pallister**	Middlesbrough	Tees Valley CA	54.15	2,183
156.	**Magdalen**	Great Yarmouth	Norfolk	54.02	2,196

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
157.	**St Anne's**	Sunderland	North East CA	53.83	2,217
158.	**Hardwick and Salters Lane**	Stockton-on-Tees	Tees Valley CA	53.27	2,279
159.	**Hyde Godley**	Tameside	Greater Manchester CA	52.86	2,308
160.	**Biddick and All Saints**	South Tyneside	North East CA	52.83	2,311
161.	**Crewe St Barnabas**	Cheshire East		52.70	2,318
162.	**Shard End**	Birmingham	West Midlands CA	52.37	2,357
163.	**Norris Green**	Liverpool	Liverpool City Region CA	52.25	2,371
164.	**Blurton West and Newstead**	Stoke-on-Trent		51.94	2,402
165.	**Airedale and Ferry Fryston**	Wakefield	West Yorkshire CA	50.91	2,494
166.	**Bartley Green**	Birmingham	West Midlands CA	50.51	2,527
167.	**Becontree**	Barking and Dagenham	Greater London	50.44	2,534
168.	**Abbey Hulton and Townsend**	Stoke-on-Trent		50.16	2,561
169.	**Stainsby Hill**	Stockton-on-Tees	Tees Valley CA	50.15	2,564
170.	**St Michaels**	Knowsley	Liverpool City Region CA	50.03	2,575
171.	**Norton South**	Stockton-on-Tees	Tees Valley CA	49.86	2,593
172.	**Bitterne**	Southampton		49.65	2,614
173.	**Lee Chapel North**	Basildon	Essex	49.64	2,615
174.	**Cherryfield**	Knowsley	Liverpool City Region CA	49.64	2,616
175.	**Roseworth**	Stockton-on-Tees	Tees Valley CA	49.00	2,670
176.	**Pitsea North West**	Basildon	Essex	48.37	2,731
177.	**Yarmouth North**	Great Yarmouth	Norfolk	48.17	2,750
178.	**Stechford and Yardley North**	Birmingham	West Midlands CA	48.05	2,765

	'Left behind' neighbourhood	Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
179.	**Vange**	Basildon	Essex	47.83	2,783
180.	**Newgate**	Mansfield	Nottinghamshire	47.82	2,784
181.	**Shevington**	Knowsley	Liverpool City Region CA	47.79	2,791
182.	**Camp Hill**	Nuneaton and Bedworth	Warwickshire	47.19	2,856
183.	**Appleton**	Halton	Liverpool City Region CA	46.64	2,909
184.	**Kings Norton**	Birmingham	West Midlands CA	46.54	2,922
185.	**Halton Lea**	Halton	Liverpool City Region CA	45.82	2,993
186.	**Little Hulton**	Salford	Greater Manchester CA	45.03	3,060
187.	**Bede**	South Tyneside	North East CA	44.82	3,082
188.	**Weoley**	Birmingham	West Midlands CA	44.80	3,084
189.	**Henley**	Coventry	West Midlands CA	44.34	3,136
190.	**Bondfields**	Havant	Hampshire	44.04	3,172
191.	**Page Moss**	Knowsley	Liverpool City Region CA	44.02	3,175
192.	**Grange**	Gosport	Hampshire	44.00	3,177
193.	**Gawthorpe**	Burnley	Lancashire	43.56	3,236
194.	**Norton South**	Halton	Liverpool City Region CA	42.68	3,348
195.	**St Oswald**	Sefton	Liverpool City Region CA	42.42	3,376
196.	**West Heywood**	Rochdale	Greater Manchester CA	42.19	3,401
197.	**Clifton South**	Nottingham	Nottinghamshire	42.14	3,409
198.	**Kingshurst and Fordbridge**	Solihull	West Midlands CA	41.91	3,426
199.	**Harper Green**	Bolton	Greater Manchester CA	41.79	3,441
200.	**Kingstanding**	Birmingham	West Midlands CA	41.53	3,464

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
201.	**Leigh West**	Wigan	Greater Manchester CA	41.32	3,490
202.	**Whiteleas**	South Tyneside	North East CA	41.10	3,521
203.	**Longbridge**	Birmingham	West Midlands CA	40.80	3,559
204.	**Fieldway**	Croydon	Greater London	40.77	3,563
205.	**Greenhill**	North West Leicestershire	Leicestershire	40.67	3,573
206.	**Mersey**	Halton	Liverpool City Region CA	40.29	3,621
207.	**Poplars and Hulme**	Warrington		39.85	3,672
208.	**Pemberton**	Wigan	Greater Manchester CA	38.54	3,824
209.	**Paulsgrove**	Portsmouth	Hampshire	38.43	3,835
210.	**Smith's Wood**	Solihull	West Midlands CA	38.16	3,871
211.	**Central & New Cross**	Ashfield	Nottinghamshire	38.14	3,874
212.	**Brookside**	Telford and Wrekin		37.60	3,943
213.	**Littlemoor**	Weymouth and Portland	Dorset	36.83	4,038
214.	**Avondale Grange**	Kettering	Northamptonshire	36.47	4,078
215.	**Breightmet**	Bolton	Greater Manchester CA	36.09	4,130
216.	**Windy Nook and Whitehills**	Gateshead	North East CA	35.93	4,153
217.	**Kings Heath**	Northampton	Northamptonshire	35.43	4,209
218.	**Parr**	St. Helens	Liverpool City Region CA	35.34	4,225
219.	**Hough Green**	Halton	Liverpool City Region CA	32.13	4,691
220.	**Warren Park**	Havant	Hampshire	31.73	4,748
221.	**Atherton**	Wigan	Greater Manchester CA	31.33	4,796

'Left behind' neighbourhood		Local Authority	County or combined authority (CA), unless a unitary authority	Score (higher = greater need)	Rank (across all wards in England*)
222.	**Halton Brook**	Halton	Liverpool City Region CA	30.45	4,897
223.	**Grange**	Halton	Liverpool City Region CA	29.92	4,950
224.	**Hartcliffe and Withywood**	Bristol, City of		27.70	5,216
225.	**Talavera**	Northampton	Northamptonshire	22.93	5,795

*Out of a total of 7,433 wards in England

Appendix B: 'left behind' neighbourhoods ranking by indicator

'Left behind' neighbourhoods with the highest proportions of households with no access to a private car

'Left behind' neighbourhood	Local Authority	County	Households with no car
Stockton Town Centre	Stockton-on-Tees		64.0
Walker	Newcastle upon Tyne	Tyne and Wear	63.7
Bloomfield	Blackpool		63.4
Byker	Newcastle upon Tyne	Tyne and Wear	61.8
North Ormesby	Middlesbrough		61.3
St Andrew's	Kingston upon Hull, City of		60.0
Harpurhey	Manchester	Greater Manchester	58.3
Hendon	Sunderland	Tyne and Wear	56.7
Miles Platting and Newton Heath	Manchester	Greater Manchester	56.1
Berwick Hills & Pallister	Middlesbrough		55.8
Brambles & Thorntree	Middlesbrough		55.6
Orchard Park and Greenwood	Kingston upon Hull, City of		55.2
Nelson	Great Yarmouth	Norfolk	54.9
Northwood	Knowsley	Merseyside	54.7
Simonside and Rekendyke	South Tyneside	Tyne and Wear	52.9
Grangetown	Redcar and Cleveland		52.4
Norris Green	Liverpool	Merseyside	52.1
Page Moss	Knowsley	Merseyside	52.1
Stockbridge	Knowsley	Merseyside	52.1
Speke-Garston	Liverpool	Merseyside	52.0

Source: Census 2011

'Left behind' neighbourhoods with a combination of higher proportions of people with a limiting long-term illness and longer distances and travel times to health services

'Left behind' neighbourhood	Local Authority	% with a limiting long-term illness (aged 16-64)	Distance to GP surgeries (km)	Distance to A&E Hospitals (km)	Travel time to a GP surgery (mins)	Travel time to a hospital (mins)
Oak Tree	Mansfield	28.7	2.8	9.2	23	44
Rush Green	Tendring	25.4	1.8	28.4	15	74
Trimdon and Thornley	County Durham	23.6	3.7	15.0	16	36
Hemsworth	Wakefield	23.5	1.8	10.8	13	41
Moss Bay	Allerdale	23.3	2.6	14.9	18	54
Hetton	Sunderland	22.8	1.8	12.7	15	50
Sheppey East	Swale	22.3	8.8	35.7	30	97
England		12.7	1.6	10.7	13	39

Source: OCSI, 2020

'Left behind' neighbourhoods with a combination of higher proportions of people on unemployment benefits and longer distances and travel times to employment services

'Left behind' neighbourhood	Local Authority	Travel time to employment centre (mins)	Distance (metres) to a Job Centre	Unemployment claimants (%) (Sept-2020)
Orchard Park and Greenwood	Kingston upon Hull, City of	18	5,623.6	13.1
Bransholme East	Kingston upon Hull, City of	17	6,998.3	12.5
Fieldway	Croydon	15	6,638.1	12.4
St Osyth and Point Clear	Tendring	32	7,300.0	11.6
Hemlington	Middlesbrough	17	4,661.7	11.1
'Left-behind' areas		11	3164.4	10.6
Deprived non-left behind areas		9	2248.4	11.0
England		12	4636.6	6.6

Source: OCSI, 2020

'Left behind' neighbourhoods with a combination of lower participation in higher education and longer travel times to further education institutions

'Left behind' neighbourhood	Local Authority	Travel time to further education institution (mins)	% participation in higher education
Gainsborough East	West Lindsey	63	17.1
Sandwith	Copeland	39	16.9
Shepway South	Maidstone	35	18.6
Waterlees Village	Fenland	34	15.4
Bentilee and Ubberley	Stoke-on-Trent	32	16.3
England		21	40.3

Source: OCSI, 2020

'Left behind' neighbourhoods with a combination of higher income deprivation and distances to banking services

'Left behind' neighbourhood	Local Authority	Distance to the nearest ATM (meters)	Distance to the nearest Bank or Building Society (meters)	ID 2019 Income Score (rate) (higher = more deprived)
Manor House	Hartlepool	756.6	3,114.1	35.0
Sandwith	Copeland	965.3	2,367.9	30.3
Hemlington	Middlesbrough	787.6	3,015.0	29.6
Belle Vale	Liverpool	913.9	2,411.6	29.2
Brookside	Telford and Wrekin	942.5	2,206.4	26.1
Sheppey East	Swale	843.2	21,239.4	25.5
Greenhill	North West Leicestershire	779.5	3,556.9	21.8
Left-behind areas		441.4	1,742.4	26.7
Deprived (non-LBNs)		346.2	1,233.2	25.9
England		748.6	1,980.5	12.9

Source: OCSI, 2020

Appendix C: Methodology

This section summarises the methodology used to produce the combined connectivity measure 2020.

The combined connectivity measure 2020 is a composite measure of connectedness which measures connectivity both in terms of physical connectivity – how easy it is to access key services and employment and wider connectivity measures of access to private transport, social isolation and digital connectivity.

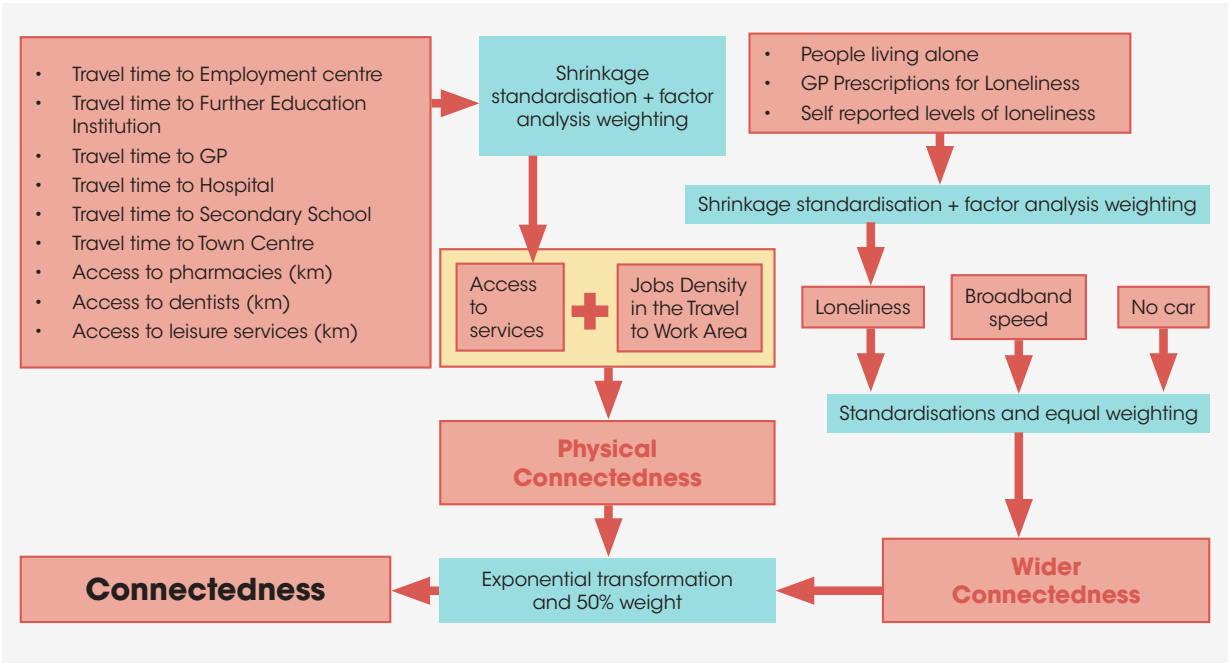
'Left behind' neighbourhoods by their nature tend to have low levels of connectivity, as this is used as an indicator for the CNI. Yet within the 225 areas identified as being 'left behind' there are some that are more disconnected than others. Under the combined connectivity measure that was used in this research each LBN is assigned a combined score, which measures overall connectivity need, and a relative rank, ranking each LBN relative to all wards in England. The higher the connectivity needs score, the greater the connectivity issues faced by local communities. And the higher the connectivity need rank, the worse connected an LBN is related to other areas.

A number of steps are applied to weight and combine these indicators to produce an overall measure.

1. Shrinkage has been applied to improve the reliability of small area estimates. Shrinkage estimation is used to 'borrow strength' from larger areas to increase the reliability of small area data; the impact of shrinkage will tend to move a ward's score towards that of their parent higher-level area (but generally only by a very small amount)
2. Maximum Likelihood Factor Analysis has been used to determine the weights of the indicators. Factor Analysis has the advantage of eliminating double counting in the index – as it picks out where indicators within a domain exert an influence on one another. And it produces statistical weights which reflect the extent to which each of the indicators explain the factor in the domain they are intending to measure.
3. Indicators have been grouped into two subdomains to ensure that indicators which share a common factor are weighted alongside each other. This has been done in order to make it possible to apply factor analysis weighting (see point 2) above.

The process for combining the indicator is summarised in the Flow Chart Below:

Combined connectivity measure



The table below lists the component indicators in the combined connectivity measure

Indicator	Details	Source	Date
Travel time to key services by public transport/ walk	Travel times in minutes to key services by public transport/walking and cycling. The following services are included: • Primary School • Employment centre (LSOA with more than 500 jobs) • Further Education Institution • GP • Hospital • Secondary School • Town Centre These statistics are derived from the analysis of spatial data on public transport timetables; road, cycle and footpath networks; population and key local services.	Department for Transport (DfT) https://www.gov.uk/government/collections/journey-time-statistics	2017
Jobs density in the Travel to Work Area	The number of jobs located in the area as a percentage of the working-age population in that area. Data are taken from the Business Register and Employment Survey (BRES) of approximately 80,000 businesses, weighted to represent all sectors of the UK economy. The BRES definition of an employee is anyone aged 16 years or over at the time of the survey, whom the employer pays directly from its payroll(s) in return for carrying out a full-time or part-time job or for being on a training scheme. This indicator will be calculated at travel-to-work-area (TTWA) level rather than at community-geography level, to reflect the fact that people typically commute outside of their local ward to work. TTWAs are a geography created to approximate labour-market areas. In other words, they are designed to reflect self-contained areas in which most people both live and work. The current ONS criteria for defining TTWAs are that at least 75% of the area's resident workforce work in the area, and at least 75% of people who work in the area also live in the area. The area must also have an economically active population of at least 3,500.	Business Register and Employment Survey (BRES) https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=57	2018

Indicator	Details	Source	Date
Access to health services	Access to the following key health services • Pharmacies • Dentists • Leisure services Access is measured as mean road distance to these services calculated as the mean distance (km) by car travel route of postcodes within a LSOA to nearest health-related service.	CDRC – Access to H ealth Assets and Ha zards https://data.cdrc.a c.uk/dataset/ahah2	2017
Households with no car	The proportion of households who do not have a car or van. Figures are based on responses to the 2011 Census car ownership question, which asks for information on the number of cars or vans owned or available for use by one or more members of a household. It includes company cars and vans available for private use.	Census 2011 https:/ /www.nomisweb.co. uk/query/construct/ summary.asp?mode =construct&version= 0&dataset=621	2011
CN3: Broadband speeds	Average broadband download line-speed (Mbit/s) for connections in the area.	OfCom	2017
CN4a: Loneliness (People living alone)	Shows the proportion of households that comprise one person living alone (as a proportion of all households). Figures are self-reported and taken from the household composition questions in the 2011 census.	Census 2011 https:/ /www.nomisweb.co. uk/query/construct/ summary.asp?mode =construct&version= 0&dataset=605	2011

Indicator	Details	Source	Date
CN4b: Loneliness (Loneliness Index – GP Prescriptions for Loneliness)	An outcome-based loneliness index using open prescription data. Open prescription data lists medicines, dressings and appliances prescribed by NHS England primary care facilities, including General Practices (GPs), each month. Loneliness Index is created by using GP prescription data to find areas with above-average prescriptions for five conditions where loneliness has been shown to be a risk factor: Alzheimer's, depression, high blood pressure, anxiety and insomnia. An index was created for each condition by standardising the proportion of a practices prescriptions that were given for the condition relative to the levels in other practices (into z scores). The loneliness index is generated by summing together these standardised-scores for each condition. These data do not include any information about the person it was prescribed to and are averaged for a whole GP practice.	Office for National Statistics' Data Science Campus /NHS England/ Red Cross https://github.com/matthewgthomas/loneliness	2019
CN4c: Loneliness (Self-reported levels of loneliness)	People who have self-reported that they 'feel lonely always or often' in the 2015/16 and 2016/17 Community Life Survey. Note, data are apportioned down to Output Area level from the Community Life Survey (based on response rates by Output Area Classification Group). Caution should be applied when interpreting these results at small-area level because of the small sample size of the survey. To improve the sample size, two years of data are used.	Community Life Survey: DCMS/Output Area Classification 2011: ONS Licensed data – access via UK data archive https://www.data-archive.ac.uk/	2016 and 2017

Bibliography

APPG for 'left behind' neighbourhoods & OCSI (2020) Communities at risk: the early impact of COVID-19 on 'left behind' neighbourhoods. https://www.appg-leftbehindneighbourhoods.org.uk/wp-content/uploads/2020/07/Communities-at-risk-the-early-impact-of-COVID-19-on-left-behind-neighbourhoods.pdf (accessed December 2020)

Business Register and Employment Survey (2018), 2018, Nomis Labour Market Statistics: https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=189 (accessed March 2021)

Campaign for Better Transport (2020) COVID-19 Recovery. Renewing the transport system https://bettertransport.org.uk/sites/default/files/research-files/Covid_19_Recovery_Renewing_the_Transport_System.pdf (accessed December 2020)

Campaign for Better Transport (2020b) Transport deserts. The absence of transport choice in England's small towns.

https://bettertransport.org.uk/sites/default/files/research-files/transport-deserts-2020.pdf (accessed January 2021)

Campaign for Better Transport (2020c) Local transport accelerator programme: interim report. Local-Transport-Accelerator-Interim-Report.pdf (bettertransport.org.uk) (accessed March 2021).

Department of Transport (2021) Bus back better: national bus strategy for England. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/969205/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf (accessed March 2021)

Department of Transport (2020a) BUS01: Local bus passenger journeys. Local bus passenger journeys (BUS01) - GOV.UK (www.gov.uk) (accessed March 2021).

Department of Transport (2020b) BUS0208: Vehicle distance travelled on local bus services by service type and local authority: England, latest available year. Local bus vehicle distance travelled (BUS02) - GOV.UK (www.gov.uk) (accessed March 2021).

Department of Transport (2020c) A better deal for bus users. https://www.gov.uk/government/publications/a-better-deal-for-bus-users/a-better-deal-for-bus-users#national-bus-strategy (accessed January 2021)

Department of Transport (2020d) Transport statistics Great Britain: 2020. Transport Statistics Great Britain: 2020 - GOV.UK (www.gov.uk) (accessed March 2021).

Department of Transport (2019) The Williams Rail Review https://www.gov.uk/government/collections/the-williams-rail-review (accessed December 2020)

Department for Work and Pensions (2020) Nomis Labour Market Statistics

https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=162 (accessed March 2021)

HM Treasury (2020) National Infrastructure Strategy: Faster, Fairer, Greener. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938049/NIS_final_web_single_page.pdf (accessed December 2020)

HM Treasury (2020) Spending Review 2020. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938052/SR20_Web_Accessible.pdf (accessed December 2020)

Huntingdonshire District Council (2020) Ramsey: a prospectus for growth. Document.ashx (cmis.uk.com)

Johnson.B (2020) PM's skills speech: 29 September 2020. https://www.gov.uk/government/speeches/pms-skills-speech-29-september-2020 (accessed December 2020)

Local Trust (2019) Left Behind? Understanding communities on the edge. https://localtrust.org.uk/wp-content/uploads/2019/08/local_trust_ocsi_left_behind_research_august_2019.pdf (accessed January 2021)

McKinsey & Co (2020) Reimagining the office and work life after COVID-19 https://www.mckinsey.com/~/media/McKinsey/Business%20Functions/Organization/Our%20Insights/Reimagining%20the%20office%20and%20work%20life%20after%20COVID%2019/Reimagining-the-office-and-work-life-after-COVID-19-final.pdf (accessed December 2020)

McKie. R (2013) How Beeching got it wrong about Britain's railways https://www.theguardian.com/uk/2013/mar/02/beeching-wrong-about-britains-railways (accessed December 2020)

MHCLG (2019) The English Indices of Deprivation 2019, https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019 (accessed March 2021)

OCSI (2020) Connectivity data dive report. https://www.appg-leftbehindneighbourhoods.org.uk/session/buses-broadband-and-beeching/ (accessed January 2021)

ONS (2011) Detailed characteristics on travel to work in England and Wales. 2011 Census: Detailed characteristics on travel to work and car or van availability for local authorities in England and Wales - Office for National Statistics (ons.gov.uk) (accessed February 2021).

Survation (2020) Red Wall Voters Like Where They Live, Want More Places to Meet and Support for the Young. https://www.survation.com/red-wall-voters-like-where-they-live-want-more-places-to-meet-and-support-for-the-young/ (accessed March 2021)

Transport Committee (2019) Bus services in England outside of London. https://publications.parliament.uk/pa/cm201719/cmselect/cmtrans/1425/142502.htm (accessed 2020)

Urban Transport Group (2018) About Towns, How Transport can help towns thrive. https://www.urbantransportgroup.org/system/files/general-docs/UTG%20About%20Towns%20AW_web.pdf (accessed December 2020)

Urban Transport Group (2017) Rail Devolution Works https://www.urbantransportgroup.org/system/files/general-docs/UTG%20%E2%80%93%20Rail%20Devolution%20Works.pdf (accessed December 2020)

Wakefield. J (2021) COVID-19: The challenges of home-schooling https://www.bbc.com/news/amp/technology-55573803 (accessed January 2021)

appg Left Behind Neighbourhoods

Local Trust

OCSI

Campaign for Better Transport