



# **TRANTEL**

**Integrated transport and  
technological solutions for  
increasing access to jobs and  
training opportunities for the young  
rural unemployed**

**David Banister**

**The Bartlett School of Planning**

**University College London**

## The Argument

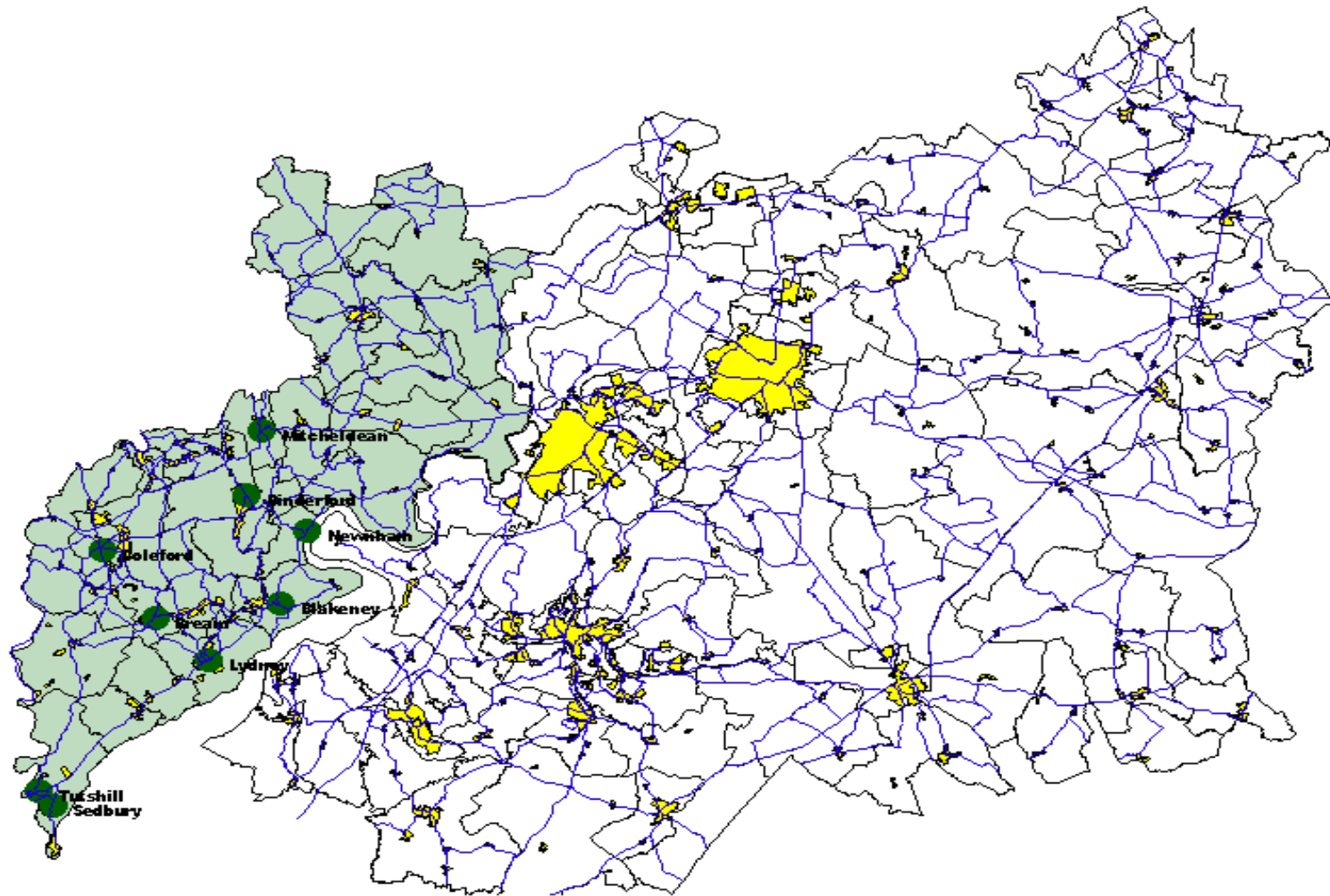


Not only a transport problem for the young rural unemployed, but one of information and knowledge of available opportunities, and of levels of skills and motivation.

### Forest of Dean in Gloucestershire – July 2001

Density of population	152.24 pers/sq km
SMEs (1-10 employees)	87.5%
Unemployment rate	4.75%
Claimants in age group 16-24yrs	26.3%
Travel to Work (1991)	69.3% by car
[60% live more than	11.4% by walk
5 kilometres from their	7.8% work at home
workplace]	5.1% by bus
	3.1% by cycle

# Access to Employment Opportunities in the Forest





## **The Aims and Objectives**

1. Market analysis of three initiatives
2. Current levels and use of training and job opportunities in Gloucestershire
3. Identify locations in Gloucestershire with poor access to training and employment opportunities
4. Transferability of three initiatives to the Forest of Dean, together with an evaluation methodology

**Partners** – Gloucestershire Development Agency, Royal Forest of Dean College, Home Office Partnership, TPK Consultants and the TAS Partnership



## Progress

- Focused on 4 schemes – the the market analysis
  1. Forest of Dean – Jump Start Wheels to Work
  2. North Lincolnshire – Interconnect 6 Project
  3. Powys – Telecottage Powys
  4. East Devon – Centre for Ottery St Mary Internet Café (COSMIC)
  
- Carried out series of interviews and focus groups within the Forest of Dean to ascertain levels of use of training facilities and job opportunities



- Developing a GIS based accessibility model that includes type of job opportunity and skills levels as additional constraints
- Developing an evaluation framework that combines economic costs and benefits with other factors such as the learning capacity, the value of participation in the labour market, savings in job seekers allowance, and the long term implications of unemployment



## **Preliminary conclusions**

1. Transport is important – both to acquire a job and to have independence – high levels of transport dependency
2. Much of the training and support is contingent upon the ability to drive a car
3. Need to engage young people in identifying opportunities – very few schemes are targeted at young people
4. Public transport is not attractive and needs to be “sold” to young people
5. Feeling that they are a rural underclass – can always rely on parents and others – high levels of driving licences.