

# Accessibility

- Being able to access key services is important in terms of benefiting from that service, but also in terms of social exclusion.
- Generally, **people living in rural settlements have lower overall accessibility to key services** compared with people living in urban settlements, and those people living in rural areas in a sparse setting usually have the lowest overall accessibility.
- The percentage of users with 'reasonable' access by cycling to shops that sell groceries was lowest for users living in *rural villages & hamlets in a sparse setting* at 27 per cent, compared with 59 per cent of users in *all rural town & fringe settlements* and 62 per cent in *all urban settlements*.
- The percentage of children living in rural settlements with 'reasonable' access by cycling to a secondary school was 28 per cent, compared with 56 per cent of children in all urban settlements.

## Measuring accessibility

'Accessibility' has been calculated from Department for Transport's (DfT's) accessibility indicators for eight key services: employment centres, primary and secondary schools, further education colleges, GPs, hospitals, town centres and shops selling groceries. These are vital services which offer health services, job and education opportunities and basic retail services. For each service DfT calculate the percentage of target users within the resident area for the relevant service (for example for primary schools the target users would be children aged 5 to 10) who have 'reasonable' access to the given service by different modes of transport. 'Reasonable access' is a measure of accessibility which takes into account the sensitivity of users to the travel time for each service. It therefore takes into account how likely they are to travel to the given service by different modes of transport, given the time it will take and the user's willingness to undertake the journey. This gives an estimate of the accessibility of services from any given type of area.

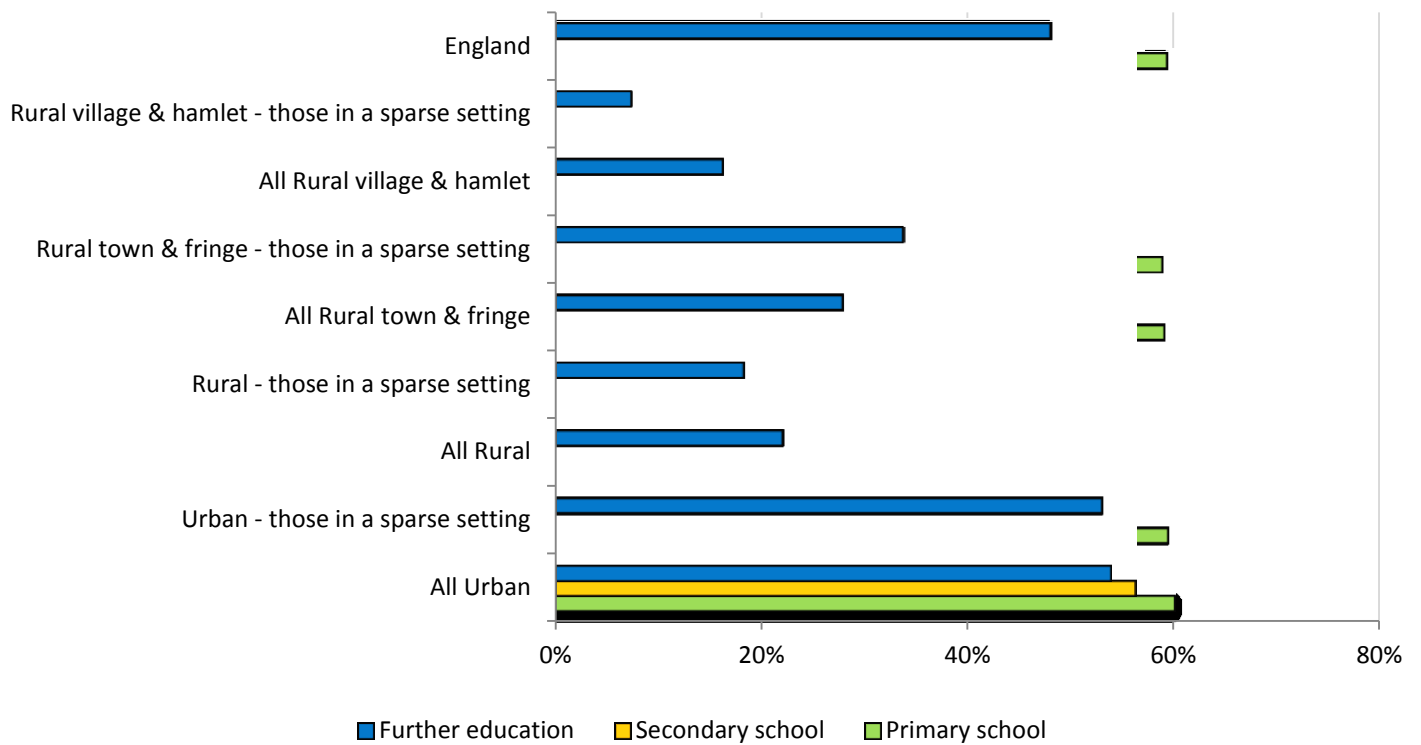
**The accessibility figures in this publication are for travel by cycling. The Department for Transport have not produced updated figures for walking or using public transport for 2012. The latest rural accessibility statistics for walking and public transport can be found at <https://www.gov.uk/government/publications/rural-accessibility>.**

The calculations used in this section are based on the actual travel time multiplied by a factor which indicates how likely someone is to make the journey. People are generally more willing to undertake a longer journey for essential services that they need to access, such as for their work. Services in rural settlements are likely to serve a larger geographical area than for those in urban settlements, in part due to the fact that rural areas have low population densities. This in turn is likely to impact on travel time and the likelihood that people are to make journeys to the services.

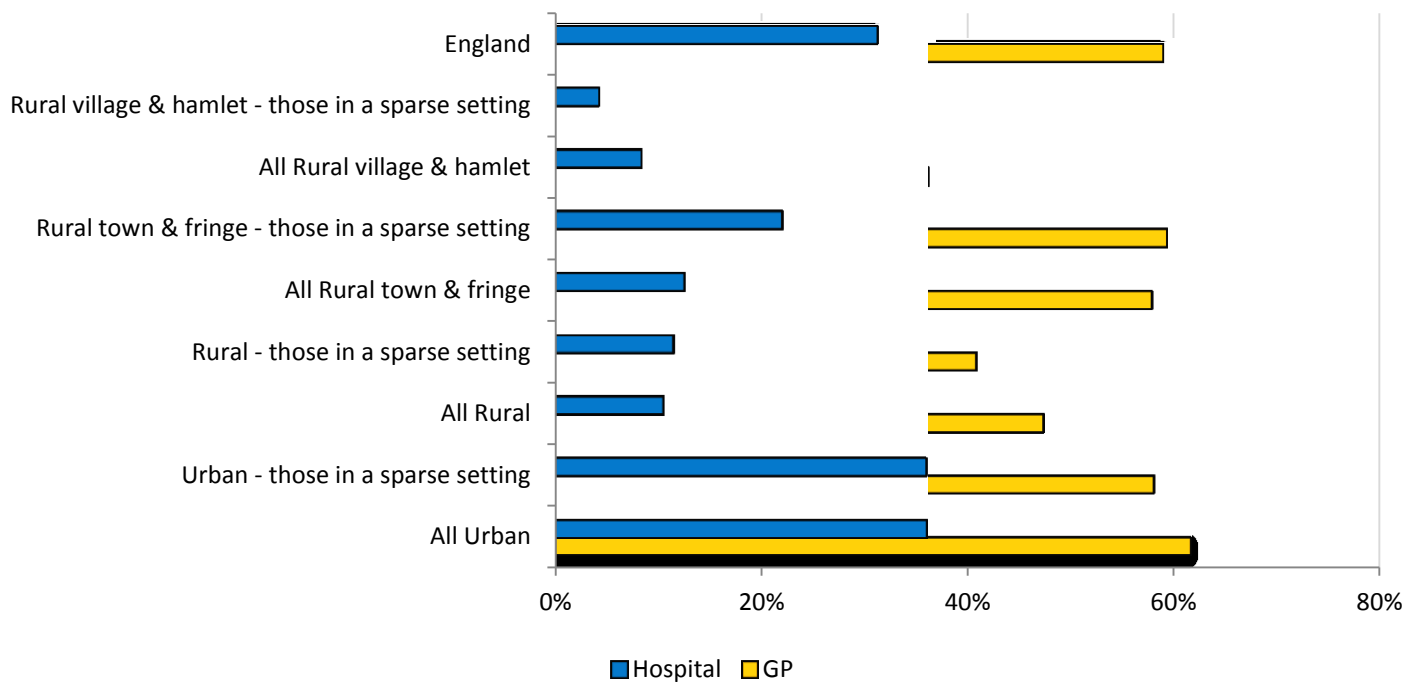
The composite measure of 'overall accessibility' has been calculated by taking the number of users willing to access the services divided by the relevant populations for each service. This gives a broad indication of the overall accessibility of a place.

# Service Accessibility

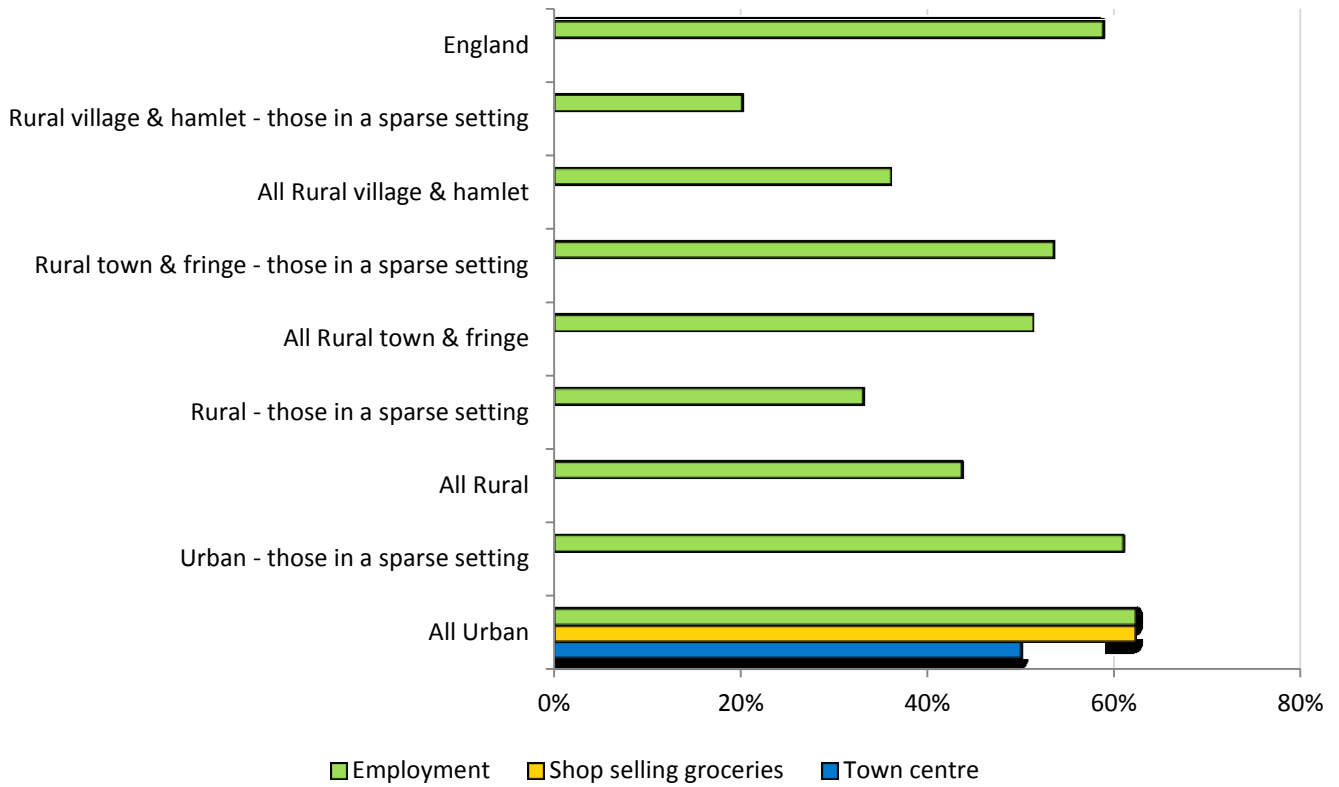
Percentage of target population with 'reasonable' access to education services by cycle, 2012



Percentage of target population with 'reasonable' access to health services by cycle, 2012



**Percentage of target population with 'reasonable' access to employment centres, towns and shops that sell groceries by cycle, 2012**



- People living in rural settlements generally have lower accessibility to key services than those living in urban settlements, but that level of accessibility varies from service to service.
- In rural settlements for example, 55.5 per cent of the target population have 'reasonable' access to primary schools by cycling, compared with 60 per cent in urban settlements, an 'accessibility gap' of 4.5 percentage points. The 'accessibility' gap widens for other services such as for access to shops that sell groceries (14 percentage points); employment centres (18.6 percentage points) and further education (38.1 percentage points).

Percentage of the target population with 'reasonable' access by cycling to schools and further education, health services, employment centres, shops selling groceries and town centres, by settlement type, 2012

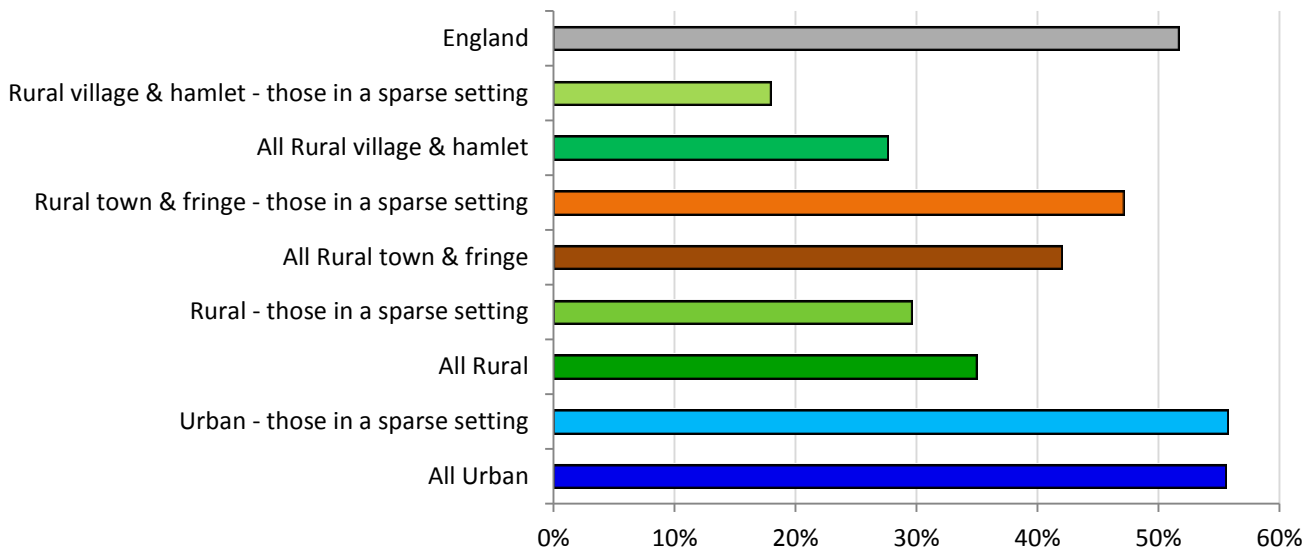
	Primary School	Secondary School	Further Education	GP	Hospital	Employment centres	Shops that sell groceries	Town centres
<b>All Urban</b>	<b>60.0</b>	<b>56.2</b>	<b>53.8</b>	<b>61.6</b>	<b>35.9</b>	<b>62.2</b>	<b>62.2</b>	<b>49.9</b>
those in a sparse setting	59.4	51.6	53.0	58.0	35.9	60.9	62.1	58.8
<b>All Rural</b>	<b>55.5</b>	<b>28.4</b>	<b>22.0</b>	<b>47.3</b>	<b>10.5</b>	<b>43.6</b>	<b>48.0</b>	<b>18.1</b>
those in a sparse setting	50.7	25.8	18.2	40.8	11.4	33.0	40.3	19.2
All rural town & fringe	59.0	36.4	27.8	57.8	12.5	51.2	58.6	23.2
those in a sparse setting	58.8	46.0	33.7	59.3	21.9	53.4	59.7	37.6
All rural village & hamlet	51.5	19.4	16.2	36.1	8.3	36.0	36.7	12.8
those in a sparse setting	45.0	11.8	7.3	28.1	4.2	20.1	27.0	6.7
<b>England</b>	<b>59.2</b>	<b>51.2</b>	<b>48.0</b>	<b>58.9</b>	<b>31.2</b>	<b>58.7</b>	<b>59.6</b>	<b>44.0</b>

Source: DfT core accessibility indicators at LSOA level (tables ACS0501-0508) at <http://www.dft.gov.uk/statistics/releases/accessibility-statistics-2012>. For further methodological information and guidance see <http://www.dft.gov.uk/statistics/series/accessibility>.

The RUC01 has been applied to the data at LSOA level.

# Average Overall Accessibility

Proportion of target population with 'reasonable' access to all services by cycling: composite measure, 2012



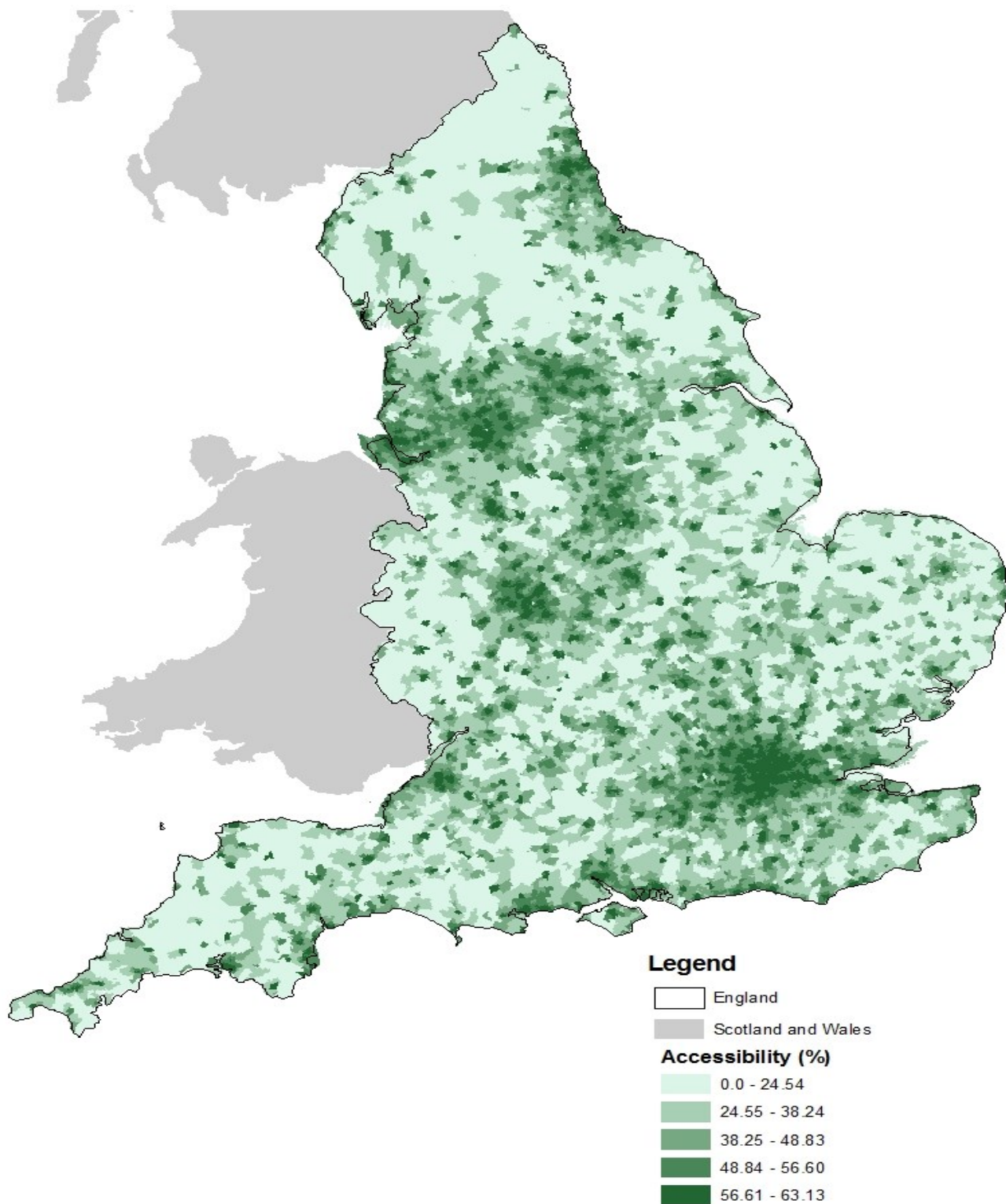
This indicator gives a statistical estimate of the general accessibility by cycling for target populations living in different settlement types rather than being a measure of actual accessibility to any one particular service.

- Nationally, around 51.6 per cent of the target population live within 'reasonable' access of key services. For people living in urban settlements this figure is slightly higher at 55.5 per cent, however for people living in rural settlements it is 34.9 per cent. Accessibility is lowest in *rural villages & hamlets in a sparse setting* at 17.8 per cent.
- This means that people living in rural settlements, particularly those living in a sparse setting, may have to choose other alternative methods of transport to access key services where long travel times and long distances prove prohibitive for cycling as the chosen method of transport.

Percentage of the target population with 'reasonable' access to a range of services by cycling: composite measure of accessibility, 2012

	Average accessibility
<b>All Urban</b>	<b>55.5</b>
those in a sparse setting	55.7
<b>All Rural</b>	<b>34.9</b>
those in a sparse setting	29.6
All rural town & fringe	41.9
those in a sparse setting	47.1
All rural village & hamlet	27.5
those in a sparse setting	17.8
<b>England</b>	<b>51.6</b>

Composite measure of Accessibility, by cycling, 2012



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