

Accessibility

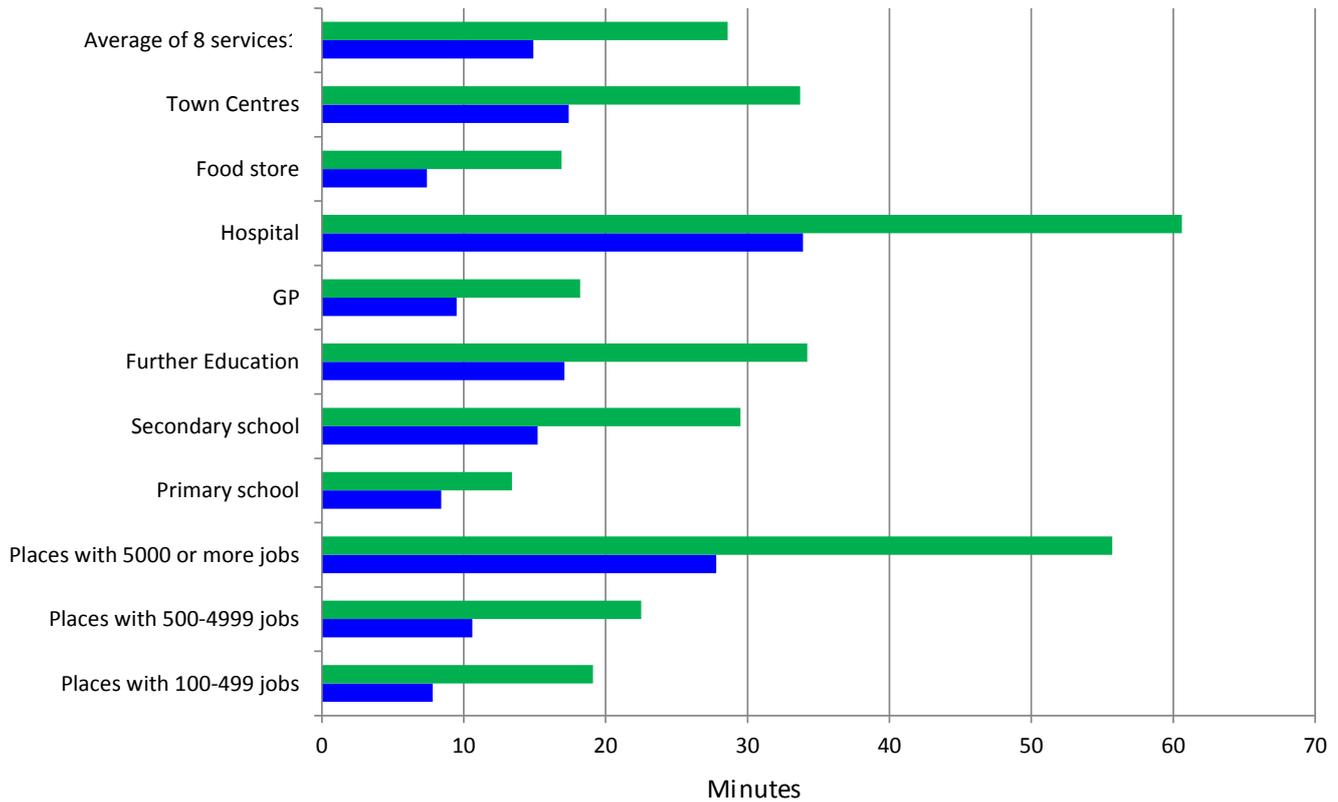
- Monitoring accessibility is important because it can help identify who has access to and therefore benefits from services and who might be disadvantaged. One way of measuring accessibility is the time taken to travel to particular service locations.
- Generally, people living in *rural* settlements have lower overall levels of accessibility to key service locations compared with people living in *urban* settlements, while people living in *rural areas in a sparse setting* have the lowest overall accessibility.
 - The average minimum travel times to reach the nearest key services was longer for people living in *rural* areas for all services, compared with people living in *urban* areas.
 - More services were available on average for people living in *urban* areas for all service types and all journey times compared with those for people living in *rural* areas.
 - **For travel by public transport or walking:**
 - the average minimum travel time to a hospital was one hour in *rural* areas, compared with around half an hour in *urban* areas.
 - fewer than half the users living in *rural* areas have access to places with 5000 or more jobs within 45 minutes, compared with around 90 per cent of users living in *urban* areas.
 - around 41 per cent of users living in *rural* areas do not have access to their nearest hospital within an hours travel, compared with around 6 per cent of users living in *urban* areas.
 - the average number of key service locations accessible to people living in *rural* areas was highest for primary schools and food stores with around 9 available within a 60 minute journey time.
 - the services with the least average number of service locations available to people living in *rural* areas within a 60 minute journey time were hospitals (with one) and places with 5000 or more jobs available (with two).
 - **For travel by car:**
 - for people living in *rural hamlets and isolated dwellings in a sparse setting*, average minimum journey times to centres of employment with 5000 or more jobs was over 48 minutes and it took on average over half an hour to travel to the nearest hospital.
 - small proportions of users in *rural* areas do not have access to places with over 5000 jobs, GPs, hospitals, food stores or town centres within an hours travel by car.
 - people living in *rural* areas had on average over four GPs available within a 15 minute journey compared with over nine GPs available for people living in *urban* areas.

Average minimum travel times

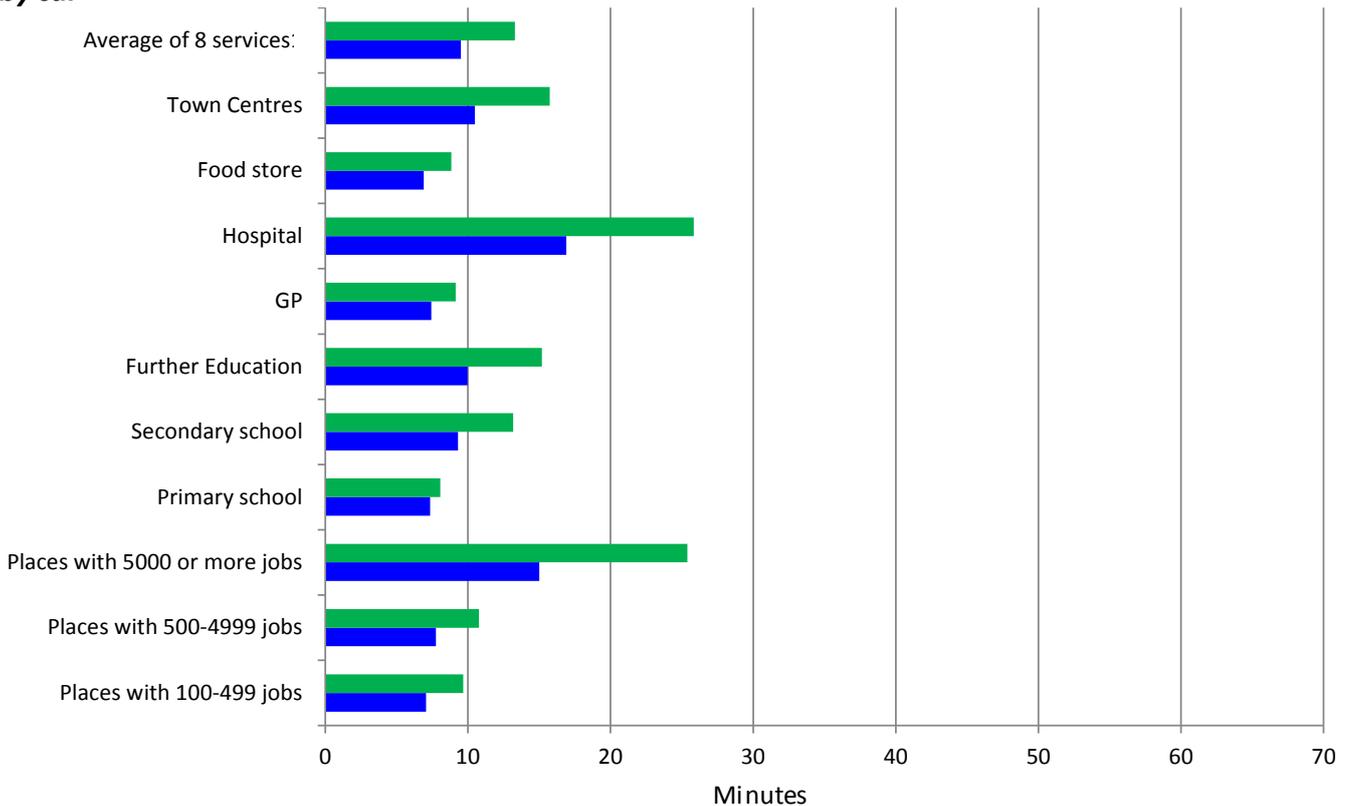
- For travel by public transport or walking, cycling and by car, the **average minimum travel time** to reach the nearest key services was longer for people living in *rural* areas for all services, compared with people living in *urban* areas.
- **For travel by public transport or walking:** In *rural* areas the services with the lowest level of accessibility were hospitals and centres of employment with 5000 or more jobs. The average minimum travel time to a hospital was around one hour in *rural* areas, compared with around half an hour in *urban* areas. The average travel time to places with 5000 or more jobs was 56 minutes in *rural* areas compared with 28 minutes in *urban* areas. For all key service types the average minimum *rural* travel times were around double the average minimum *urban* travel times.
- **For travel by car:** For people living in *rural* areas, making the same journey by car compared with using public transport or walking, had the effect of halving the average minimum journey times. *Urban* areas also saw a reduction in travel times when comparing travel by car with public transport or walking but the difference was less pronounced. The average minimum travel time across all 8 services was 40 per cent higher in *rural* areas compared with *urban* areas overall. For people living in *rural hamlets and isolated dwellings in a sparse setting*, average minimum journey times by car to centres of employment with 5000 or more jobs was over 48 minutes and over half an hour to travel to the nearest hospital.

Average minimum travel time to reach the nearest key services by mode of travel, rural and urban areas, England, 2015

by public transport or walking



by car



Note: The average of 8 services is calculated from the minimum journey times to medium sized centres of employment (500-4999 jobs), primary and secondary schools, further education, GPs, hospitals, food stores and town centres.

Average minimum travel time to reach the nearest key services by mode of travel, by rural urban classification 2011, England, 2015

Minutes

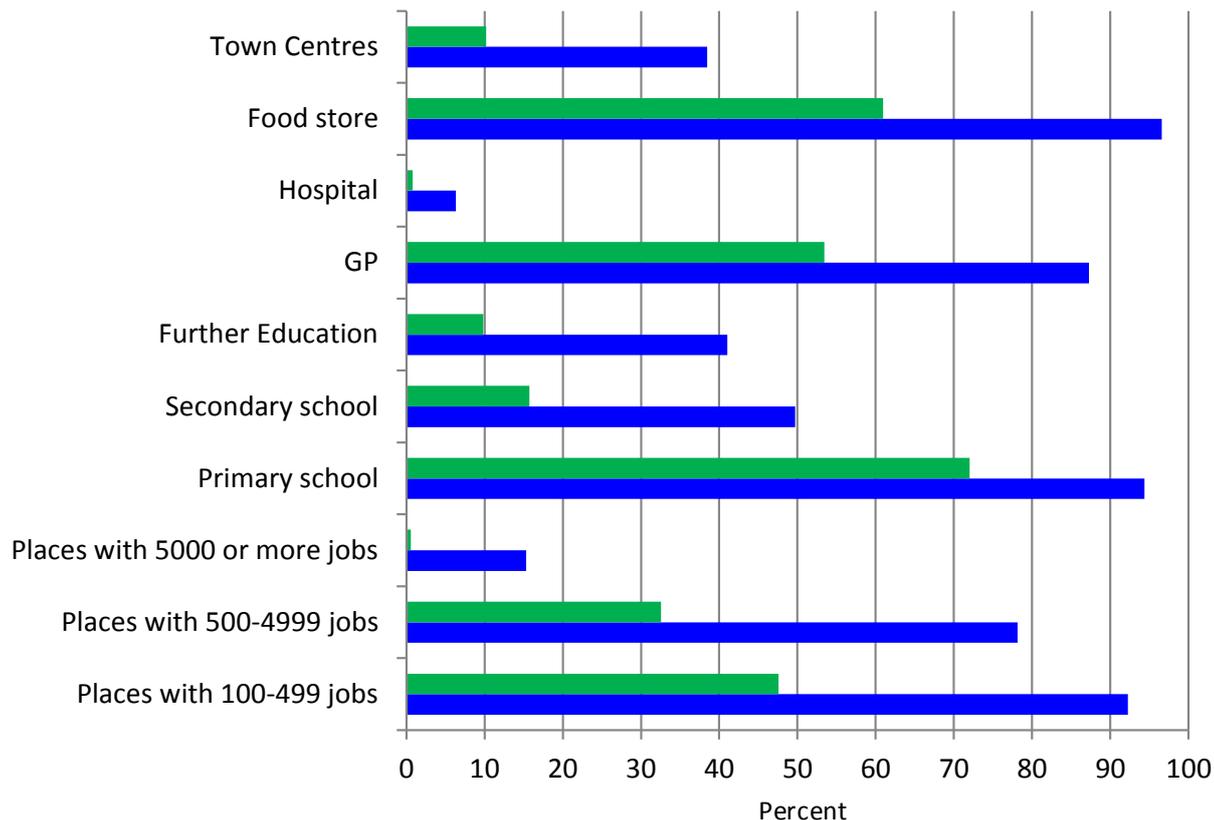
Mode	Rural urban classification	Key services											
		Centre of employment											
		Places with 100 to 499 jobs	Places with 500 to 4999 jobs	Places with 5000+ jobs	Primary school	Secondary school	Further Education	GP	Hospital	Food store	Town Centres	Average of 8 services	
Public transport / walking	Rural town & fringe	11.4	15.4	45.4	9.9	21.4	26.1	10.9	51.6	8.9	26.0	21.3	
	Rural town & fringe in a sparse setting	17.1	13.8	85.3	10.4	17.7	26.6	10.4	64.6	7.4	24.0	21.9	
	Rural village	23.0	25.7	58.7	13.6	33.3	37.4	21.6	64.6	20.8	36.8	31.7	
	Rural village in a sparse setting	36.8	39.6	101.0	16.7	45.9	55.9	29.3	86.9	31.2	54.1	45.0	
	Rural hamlets & isolated dwellings	29.6	32.7	67.4	21.1	41.7	46.6	29.6	72.2	28.7	45.7	39.8	
	Rural hamlets & isolated dwellings in a sparse setting	52.9	59.1	106.2	33.0	65.6	75.9	50.2	96.1	51.2	72.7	63.0	
	All Urban	7.8	10.6	27.8	8.4	15.2	17.1	9.5	33.9	7.4	17.4	14.9	
	All Rural	19.1	22.5	55.7	13.4	29.5	34.2	18.2	60.6	16.9	33.7	28.6	
Cycle	Rural town & fringe	10.6	14.1	55.7	8.9	20.4	26.7	9.8	56.8	9.0	29.6	21.9	
	Rural town & fringe in a sparse setting	15.2	14.6	112.5	8.8	17.3	32.4	9.0	88.6	8.0	33.0	26.5	
	Rural village	17.9	20.9	60.3	11.4	28.4	33.0	17.9	61.3	18.0	34.7	28.2	
	Rural village in a sparse setting	26.0	32.2	112.9	13.7	36.6	49.7	21.0	88.7	24.8	50.3	39.6	
	Rural hamlets & isolated dwellings	18.8	21.3	61.4	13.9	28.0	33.0	19.0	61.2	18.8	33.7	28.6	
	Rural hamlets & isolated dwellings in a sparse setting	28.9	36.7	111.5	18.0	39.9	57.1	27.1	91.1	29.0	54.8	44.2	
	All Urban	8.0	9.3	26.2	8.3	11.7	13.2	8.7	28.9	7.8	14.1	12.8	
	All Rural	14.8	18.0	60.9	10.7	24.6	30.6	14.2	60.6	13.9	32.6	25.6	
Car	Rural town & fringe	8.1	9.5	23.5	7.6	11.9	14.0	7.7	24.9	7.2	14.9	12.2	
	Rural town & fringe in a sparse setting	10.1	9.2	46.6	7.6	10.6	15.0	7.5	32.1	6.8	14.5	12.9	
	Rural village	10.7	11.8	24.7	8.1	14.3	15.9	10.2	25.8	10.1	16.2	14.0	
	Rural village in a sparse setting	14.8	15.3	49.1	9.8	16.4	21.7	11.2	34.9	13.3	21.6	18.0	
	Rural hamlets & isolated dwellings	11.1	12.0	25.3	9.1	14.4	16.0	10.8	26.0	10.5	16.1	14.4	
	Rural hamlets & isolated dwellings in a sparse setting	15.6	17.1	47.7	10.6	18.1	23.7	13.7	35.6	14.0	22.5	19.4	
	All Urban	7.1	7.8	15.0	7.3	9.3	10.0	7.4	16.9	6.9	10.5	9.5	
	All Rural	9.7	10.8	25.4	8.1	13.2	15.2	9.1	25.8	8.8	15.7	13.3	

Access to key services

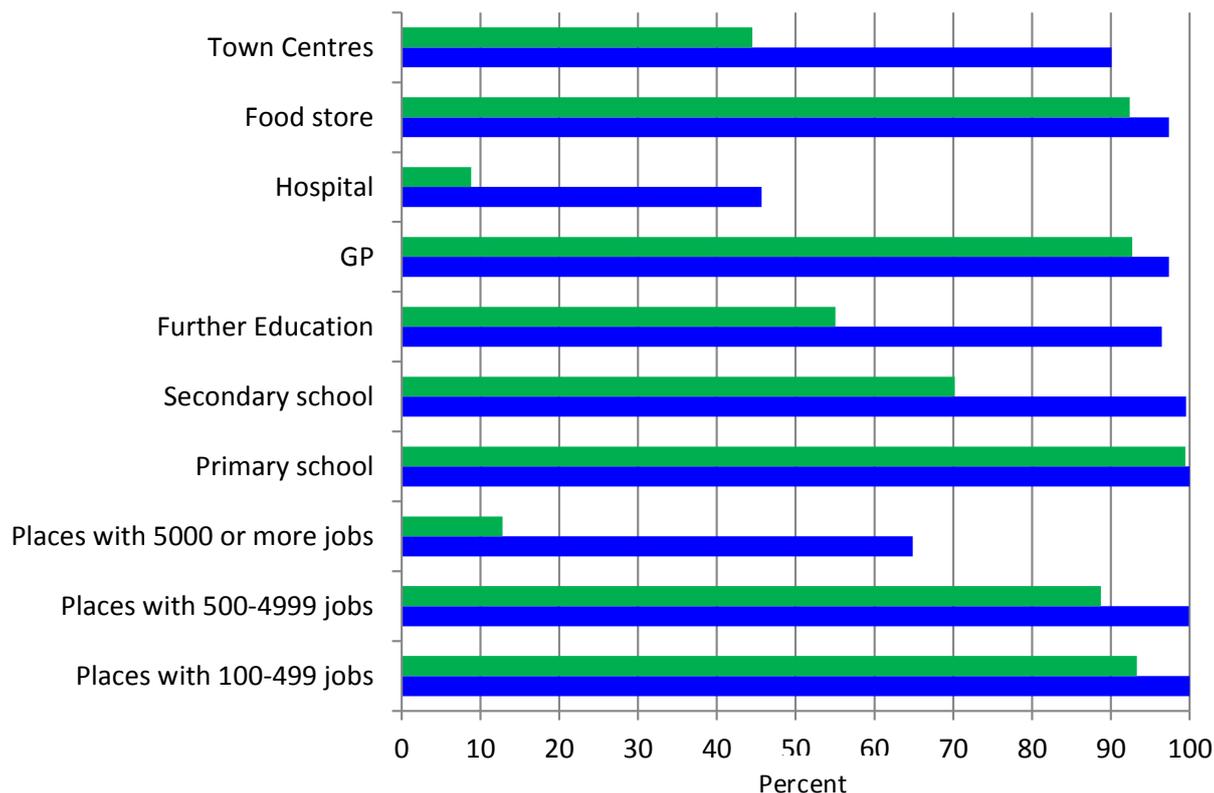
- **For travel by public transport or walking:** Fewer than half the users living in *rural* areas have access to places with 5000 or more jobs within 45 minutes, compared with around 90 per cent of users living in *urban* areas. Around 41 per cent of users living in *rural* areas do not have access to their nearest hospital within an hours travel.
- **For travel by car:** All service users living in *rural* areas overall had access to places with 100 to 499 jobs and 500 to 4999 job, and key places of education. However small proportions of users in *rural* areas do not have access to places with over 5000 jobs, GPs, hospitals, food stores or town centres within an hours travel by car. Travelling by car is important where public transport links are limited, which can be especially true of *rural* areas.

Percentage of service users with access to key services within selected journey times by mode of travel, rural and urban classification 2011, England, 2015

by public transport or walking for journey times within 15 minutes



by car for journey times within 15 minutes



Percentage of service users with access to key services within selected journey times by mode of travel, rural and urban classification 2011, England, 2015

Percentage

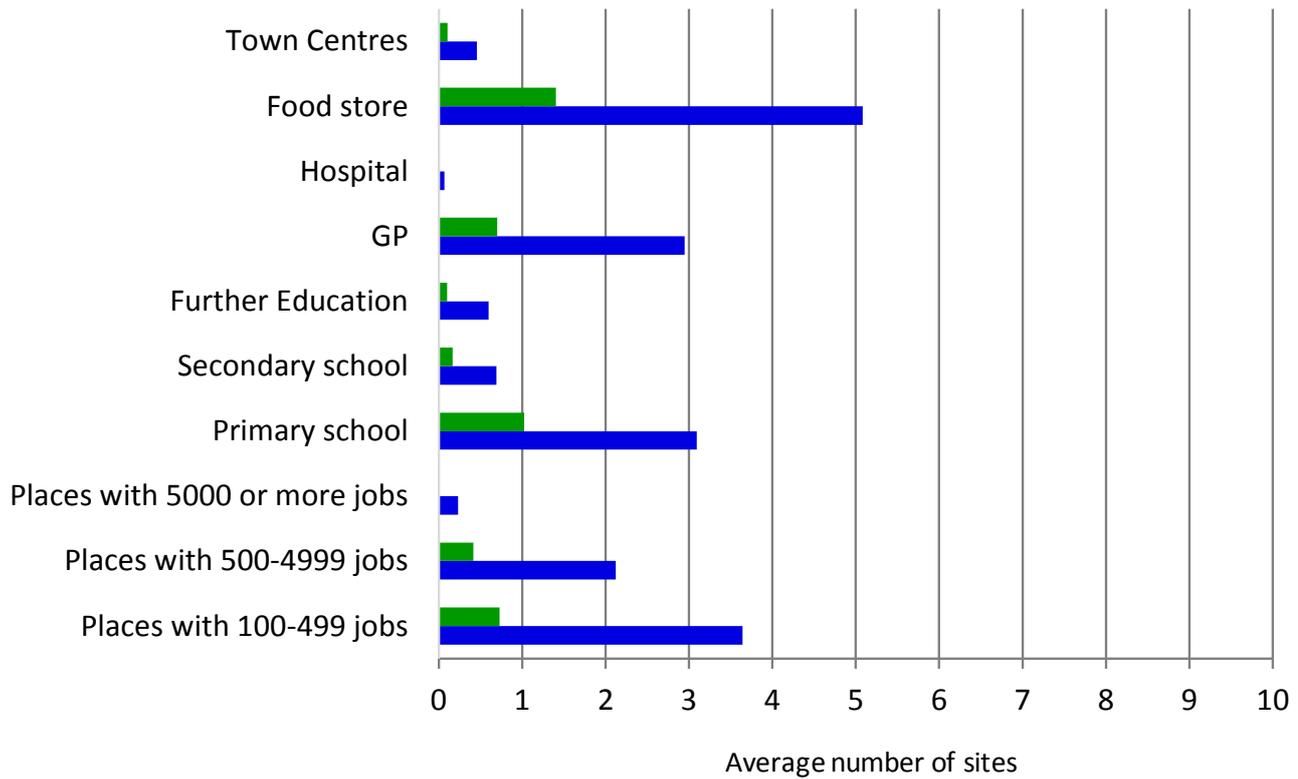
Rural urban classification	Mode	Journey time (within 15, 30, 45 or 60 minutes)	Key services									
			Centre of employment									
			Places with 100-499 jobs	Places with 500-4999 jobs	Places with 5000+ jobs	Primary school	Secondary school	Further Education	GP	Hospital	Food store	Town Centres
Public Transport / Walking	Urban	15 minutes	92.3	78.1	15.3	94.4	49.7	41.0	87.3	6.3	96.6	38.5
		30 minutes	99.9	99.8	65.0	100.0	98.7	95.2	100.0	45.6	100.0	95.4
		45 minutes	100.0	100.0	89.3	100.0	100.0	99.7	100.0	80.5	100.0	99.9
		60 minutes	100.0	100.0	96.8	100.0	100.0	99.9	100.0	93.8	100.0	100.0
	Rural	15 minutes	47.6	32.6	0.5	72.0	15.7	9.8	53.4	0.8	61.0	10.2
		30 minutes	85.2	81.6	14.5	94.5	66.8	54.2	88.0	9.9	89.2	55.3
		45 minutes	94.2	93.1	45.3	97.8	88.9	83.4	94.5	32.8	94.6	85.1
		60 minutes	96.8	96.1	66.9	99.1	93.7	91.5	96.6	58.7	96.6	92.1
Cycle	Urban	15 minutes	99.2	96.0	34.5	99.8	86.2	75.6	96.0	18.8	97.1	64.4
		30 minutes	100.0	100.0	76.6	100.0	99.9	98.3	97.4	66.7	97.4	95.3
		45 minutes	100.0	100.0	87.7	100.0	100.0	99.5	97.4	83.6	97.4	97.0
		60 minutes	100.0	100.0	92.8	100.0	100.0	99.8	97.4	89.8	97.4	97.4
	Rural	15 minutes	61.4	45.6	1.2	86.0	25.4	16.9	60.8	1.2	63.3	11.8
		30 minutes	93.9	88.4	16.0	99.6	70.9	57.2	91.8	11.3	90.8	45.8
		45 minutes	99.2	98.0	37.9	99.9	94.3	84.3	96.0	32.1	95.7	77.6
		60 minutes	99.8	99.5	57.1	100.0	99.2	95.4	96.3	53.0	96.2	91.4
Car	Urban	15 minutes	100.0	99.9	64.8	100.0	99.5	96.5	97.4	45.7	97.4	90.1
		30 minutes	100.0	100.0	95.1	100.0	100.0	99.9	97.4	92.4	97.4	97.4
		45 minutes	100.0	100.0	98.6	100.0	100.0	100.0	97.4	96.8	97.4	97.4
		60 minutes	100.0	100.0	99.8	100.0	100.0	100.0	97.4	97.1	97.4	97.4
	Rural	15 minutes	93.3	88.7	12.8	99.5	70.2	55.0	92.7	8.8	92.4	44.5
		30 minutes	99.9	99.9	73.0	100.0	99.9	99.0	96.4	70.0	96.3	95.3
		45 minutes	100.0	100.0	94.2	100.0	100.0	99.9	96.4	93.2	96.4	96.3
		60 minutes	100.0	100.0	99.2	100.0	100.0	100.0	96.4	95.7	96.4	96.4

Average number of key services available

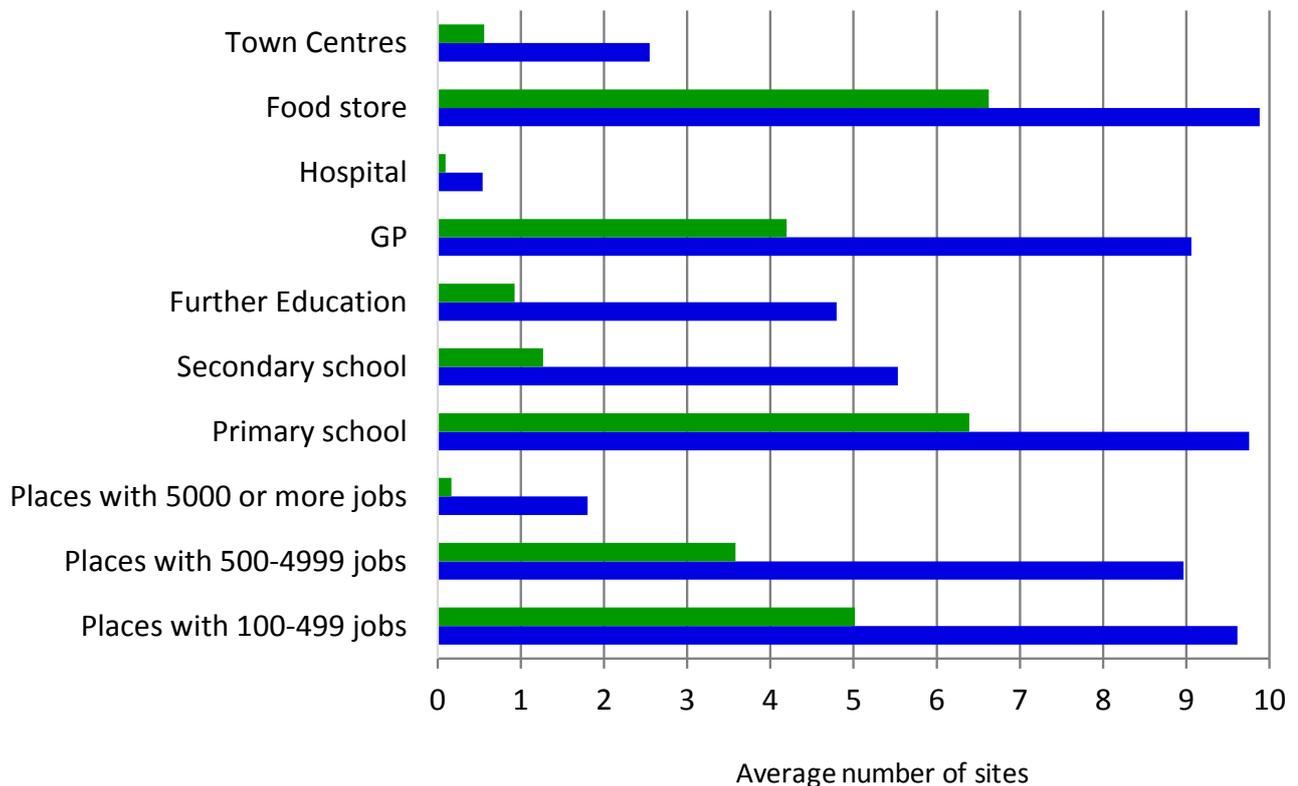
- **For travel by public transport or walking:** The average number of key service locations accessible to people living in *rural* areas was highest for primary schools and food stores, with around 9 available within a 60 minute journey time. The services with the least average number of service locations available were hospitals and centres of employment with 5000 or more jobs, with none available for either service within a 15 minute journey time, and one hospital and two places with 5000 or more jobs available within a 60 minute journey time.
- More services were available on average for people living in *urban* areas for all service types and all journey times compared with those for people living in *rural* areas.
- **For travel by car:** Similar availability of services can be observed for travel by car. For people living in *rural* areas the number of GPs available within a 15 minute journey time by public transport or walking was less than one, however by car this increased to an average of over four. For people living in *urban* areas, the number of GPs available within a 15 minute journey time by public transport or walking was nearly three and this increased to over nine GPs when travelling by car.

Average number of sites available within selected journey times, by mode of travel, rural urban classification 2011, England, 2015

by public transport or walking for journey times within 15 minutes



by car for journey times within 15 minutes



Average number of sites available within selected journeytimes, by mode of travel, rural urban classification 2011, England, 2015

Number

Rural urban classification	Mode	Journey time (within 15, 30, 45 or 60 minutes)	Key services									
			Centre of employment									
			Places with 100-499 jobs	Places with 500-4999 jobs	Places with 5000+ jobs	Primary school	Secondary school	Further Education	GP	Hospital	Food store	Town Centres
Public Transport / Walking	Urban	15 minutes	3.6	2.1	0.2	3.1	0.7	0.6	2.9	0.1	5.1	0.5
		30 minutes	9.4	8.5	1.8	9.5	4.9	4.4	8.9	0.6	9.9	3.0
		45 minutes	9.9	9.9	4.5	10.0	8.5	7.8	9.9	1.8	10.0	6.1
		60 minutes	10.0	10.0	7.0	10.0	9.7	9.3	10.0	3.5	10.0	8.4
	Rural	15 minutes	0.7	0.4	0.0	1.0	0.2	0.1	0.7	0.0	1.4	0.1
		30 minutes	4.2	3.1	0.2	5.3	1.2	0.9	4.0	0.1	6.3	0.7
		45 minutes	7.5	7.0	0.9	8.4	3.7	3.1	7.4	0.4	8.7	2.0
		60 minutes	8.7	8.6	2.2	9.2	6.3	5.5	8.7	0.9	9.2	3.9
Cycle	Urban	15 minutes	7.4	5.3	0.7	7.0	2.2	1.9	6.0	0.2	8.3	1.1
		30 minutes	9.7	9.4	3.0	9.8	7.2	6.4	9.3	1.1	9.9	4.0
		45 minutes	9.9	9.8	4.9	10.0	8.8	8.2	9.8	2.3	10.0	6.0
		60 minutes	10.0	10.0	6.3	10.0	9.4	9.0	9.9	3.4	10.0	7.3
	Rural	15 minutes	1.1	0.7	0.0	1.4	0.3	0.2	0.9	0.0	1.7	0.1
		30 minutes	5.2	3.9	0.2	6.3	1.6	1.2	4.1	0.1	6.2	0.6
		45 minutes	8.3	7.4	0.9	9.3	4.1	3.3	7.5	0.4	8.9	1.7
		60 minutes	9.5	9.1	1.9	9.9	6.4	5.4	9.2	0.8	9.7	3.2
Car	Urban	15 minutes	9.6	9.0	1.8	9.8	5.5	4.8	9.1	0.5	9.9	2.5
		30 minutes	10.0	10.0	6.7	10.0	9.8	9.4	10.0	3.4	10.0	8.2
		45 minutes	10.0	10.0	8.9	10.0	10.0	9.9	10.0	6.9	10.0	9.8
		60 minutes	10.0	10.0	9.6	10.0	10.0	10.0	10.0	8.7	10.0	10.0
	Rural	15 minutes	5.0	3.6	0.2	6.4	1.3	0.9	4.2	0.1	6.6	0.6
		30 minutes	9.8	9.7	2.9	10.0	8.4	7.3	9.8	1.3	9.9	5.1
		45 minutes	10.0	10.0	6.7	10.0	9.9	9.6	10.0	4.0	10.0	9.0
		60 minutes	10.0	10.0	8.5	10.0	10.0	9.9	10.0	6.8	10.0	9.8

Notes: Technical information on Journey Time Statistics can be found at www.gov.uk/government/publications/journey-time-statistics-guidance
 Source: DfT Journey Time Statistics: www.gov.uk/government/collections/journey-time-statistics#data-tables (files JTS0102, JTS0202, JTS0302)