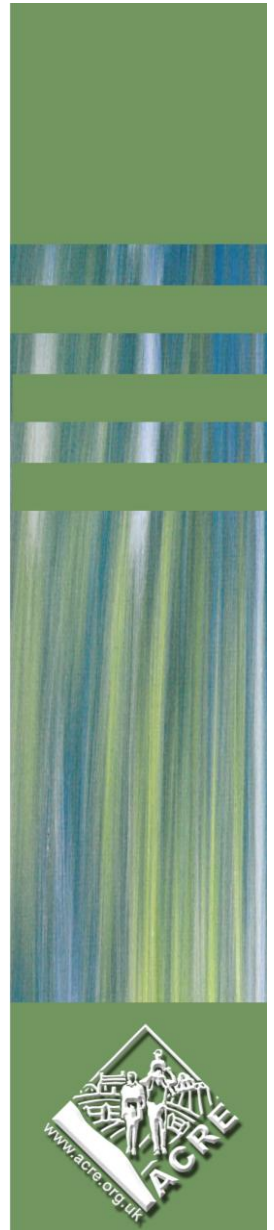


Access to services in Suffolk Coastal

Final Report v1.1

March 2011





About the Evidencing Rural Need resource

Evidencing Rural Need

Evidencing Rural Need is a new resource that shows the real picture of socio-economic issues across rural areas of England, and will enable organisations to influence decisions about policies and services more effectively. Building on the pioneering work with the Rural Community Action Network, ACRE commissioned Oxford Consultants for Social Inclusion (OCSI) to further develop a set of the reports for all rural areas across England.

Evidencing Rural Need comprises a series of reports, prepared for a range of geographies, initially highlighting the incidence of deprivation in rural communities throughout England but now including the rural economy and access to services. Although there is a great deal of data available for villages, hamlets and smaller towns, this information has not been brought together so succinctly in a single resource for all settlements in rural England.

The reports are available through RCAN members but the full range and background information can be viewed at www.rural-evidence.org.uk.

Acknowledgements

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Oxford Consultants for Social Inclusion (OCSI)

Address 15-17 Middle St, Brighton, BN1 1AL
Tel: +44 1273 201 345
Email: info@ocsi.co.uk
Web: www.ocsi.co.uk

1 Introduction

Background

The Coalition government has emphasised the importance of greater local influence on services and decisions¹. Although it is not yet clear how (and at what level) this influence will operate in practice, robust evidence can help partners demonstrate the importance of rural issues to local authorities, local enterprise partnerships and other service commissioners operating in a climate of scarce resources.

What does this access to rural services profile contain?

- Section 2 explores distance to services in rural Suffolk Coastal, including key themes such as health and education.
- Section 3 looks at travel times to key services by walking and public transport, highlighting hotspots with the greatest travel times to key services.
- Section 4 highlights rural areas with high proportions of households lacking access to private transport (cars or vans). Breakdowns of car ownership for key equalities groups is also included.
- Appendix A lists the data sources and indicators used in the report (including details of the methodology).
- Appendix B outlines the different geographies for which data is available.
- Appendix C is a “help” resource, showing how to read the tables and charts in the report.

¹ For example, see the 2011 Localism Bill.

2 Distance to services in rural Suffolk Coastal

Good access to services is a major factor in quality of life for people and communities. People are at risk from social exclusion where necessary services such as food shops and post offices are not easily accessible. This is especially likely to present difficulties for people whose mobility is limited, are unable to drive, or in areas where public transportation is poor.

Access to services remains a key policy measure for rural areas. Research has indicated that, whereas a lack of transport can *contribute* to social exclusion in urban areas, in rural areas a lack of transport can be the *cause* of social exclusion².

The national context

At national level there has been a continuing fall in the number of service outlets in rural areas. This in turn has reduced the overall levels of services accessible to people living in rural areas. The Commission for Rural Communities has identified appreciable falls in the number of NHS dentists, banks and building societies, job centres and petrol stations in rural areas in recent years³. The reduction in access to financial institutions has been acutely felt, and there are now an estimated 233,000 people in non-urban areas with no bank, post office, or cash-point nearby⁴.

The lack of access to suitable employment opportunities, education and training, advice provision, business support and other key services is likely to contribute towards poor outcomes for those most at risk of experiencing deprivation. Poor access to services is likely to be a particular issue for groups

² Department of Transport, (2000) and Social Exclusion Unit (2005). Making the Connections.

³ *State of the Countryside 2007*, Commission for Rural Communities, 2007

⁴ Where nearby is defined as being within 4km for banks or cash-points and 2km for post offices. Cited in *State of the Countryside (2007) Commission for Rural Communities (2007)*.

including lone parents, older groups, people whose mobility is limited or for those who live in areas where public transportation is poor.

The local picture

This section aims to quantify access to services issues in Suffolk Coastal by:

- Comparing distance to services across rural Suffolk Coastal and other rural areas
- Identifying hotspots and rural settlements that are the greatest distances from key services, to highlight the most “geographically remote” areas across Suffolk Coastal

See the dataset box below and Appendix A for details of the data

Commission for Rural Communities: Rural Services Data Series

Service availability and accessibility has been a key rural policy issue for many years. In order to monitor changing levels of service availability, these datasets combine information on service localities, together with postcode level information on the distribution of households, to calculate numbers of households within distance of key service indicators. “Crow flies” distance from households to various services is presented as the proportion of households living within specified distances (2km bands) of these services. This data is developed at Output Area level (areas covering 150 to 300 people) and therefore enables finer grained analysis of individual pockets and small settlements. This dataset was collected for 2009 so provides an up-to-date picture of accessibility issues. Data is presented for the following key services: banks and building societies, cash-points, dentists, GP surgeries, job centres, petrol stations, post offices, primary schools, public houses, secondary schools and supermarkets. For more information see <http://www.data4nr.net/resources/820>.

Access to financial services in rural Suffolk Coastal

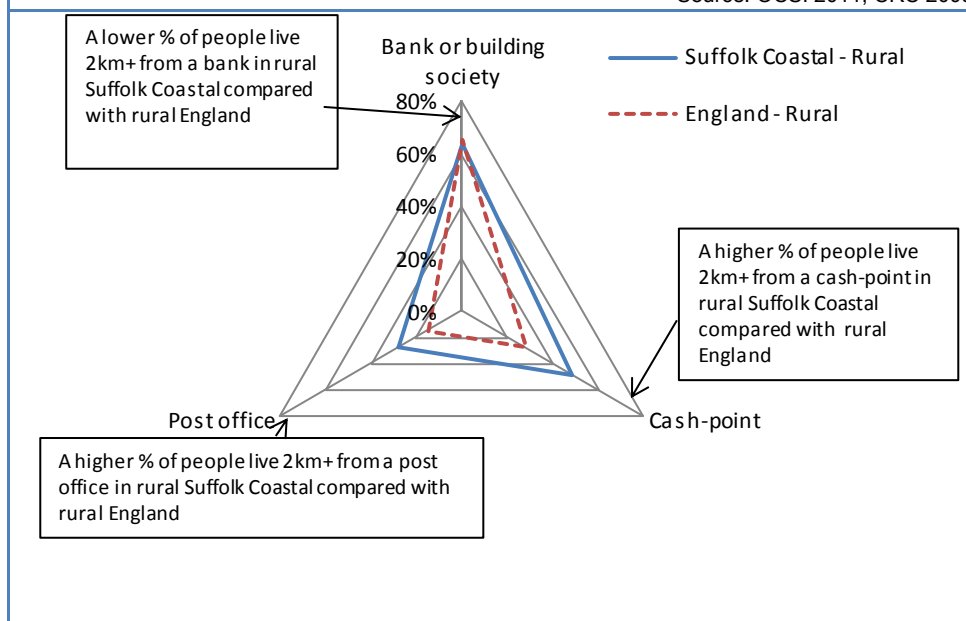
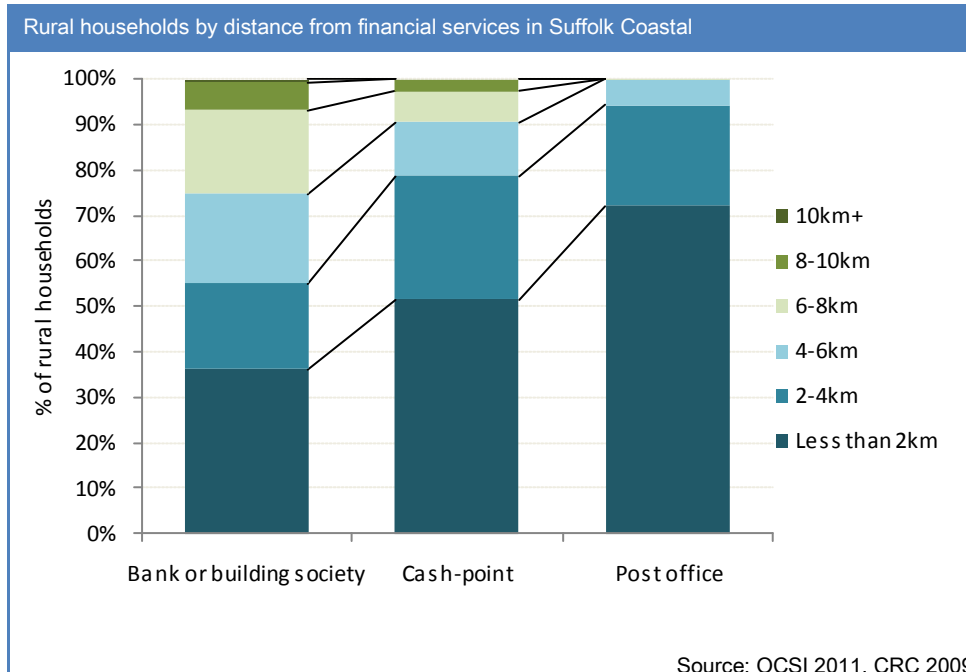
The tables and charts on this page compare the access to financial services in rural Suffolk Coastal. The stacked bar chart shows the breakdown of households in terms of distance from key financial services. The spider chart compares the proportion of people living more than 2km from key financial amenities across rural Suffolk Coastal, and in rural areas across England as a whole.

Banks and building societies

- 36% of households (9,940 households) in rural areas in Suffolk Coastal live within 2km of the nearest bank or building society; by contrast, 150 households are 10km or more from the nearest bank or building society.
- A lower proportion of people live more than 2km from a bank or building society in rural areas in Suffolk Coastal (64%) compared with rural areas in England as a whole (65%).

Households more than 2km from key financial amenities						
	Bank or building society		Cash-point		Post office	
	N	%	N	%	N	%
Local area	23,100	41.2%	13,370	23.8%	8,060	14.4%
- rural	17,550	63.8%	13,320	48.5%	7,690	28.0%
- urban	5,550	19.4%	50	0.2%	380	1.3%
East of England	710,060	29.4%	257,110	10.6%	126,140	5.2%
- rural	512,400	69.9%	250,460	34.2%	116,090	15.8%
- urban	197,650	11.7%	6,650	0.4%	10,050	0.6%
England	4,499,540	20.6%	1,203,070	5.5%	681,580	3.1%
- rural	2,683,710	65.1%	1,158,700	28.1%	619,400	15.0%
- urban	1,815,840	10.2%	44,370	0.3%	62,190	0.4%

Source: OCSI 2011, Commission for Rural Communities (CRC) 2009



Cash-point

- 52% of households (14,160 households) in rural areas in Suffolk Coastal live within 2km of the nearest cash-point; by contrast, 710 households (3% of households) are 8km or more from the nearest cash-point.
- A higher proportion of people live more than 2km from a cash-point in rural areas in Suffolk Coastal (48.5%) than across rural areas in England as a whole(28%).

Post office

- 72% of households (19,800 households) in rural areas in Suffolk Coastal live within 2km of the nearest post office; by contrast, 10 households are 6km or more from the nearest post office.
- A higher proportion of people live more than 2km from a post office in rural areas in Suffolk Coastal (28.0%) than across rural areas in England as a whole (15%).

LSOAs in Suffolk Coastal with the highest % of households more than 8km from a bank or building society		
LSOA Code	8km+ from a bank	
	N	%
Hollesley with Eyke E01030177	463	100.0%
Hollesley with Eyke E01030178	310	65.0%
Rendlesham E01030202	399	34.0%
Otley E01030200	282	30.2%
Orford and Tunstall E01030199	231	21.5%

LSOAs in Suffolk Coastal with the highest % of households more than 8km from a cash-point		
LSOA Code	8km+ from a cash-point	
	N	%
Hollesley with Eyke E01030177	386	83.4%
Hollesley with Eyke E01030178	89	18.7%
Otley E01030200	169	18.1%
Sutton E01030213	33	3.3%
Orford and Tunstall E01030199	21	2.0%

LSOAs in Suffolk Coastal with the highest % of households more than 4km from a Post Office		
LSOA Code	4km+ from a Post Office	
	N	%
Rendlesham E01030202	636	54.2%
Hollesley with Eyke E01030178	151	31.7%
Hacheston E01030176	275	29.6%
Orford and Tunstall E01030199	233	21.7%
Peasenhall E01030201	170	17.1%

Which areas within Suffolk Coastal are the greatest distance from financial services?

The tables on this page show the Lower Layer Super Output Areas (LSOAs) in Suffolk Coastal with the highest proportion of households living specified distances from key financial services.

- Hollesley with Eyke E01030177 has the highest proportion of households more than 8km from a bank or building society, with every household living more than 8km from a bank or building society.
- Hollesley with Eyke E01030177 has the highest proportion of households more than 8km from a cash-point, 83% of households.
- Rendlesham E01030202 has the highest proportion of households more than 4km from a Post Office, 54% of households.

Access to health services in rural Suffolk Coastal

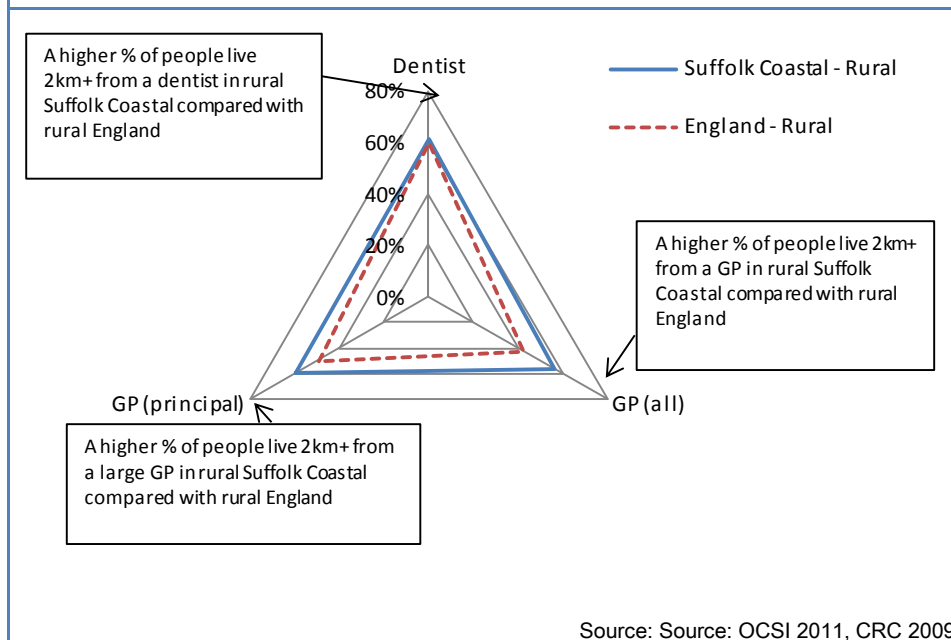
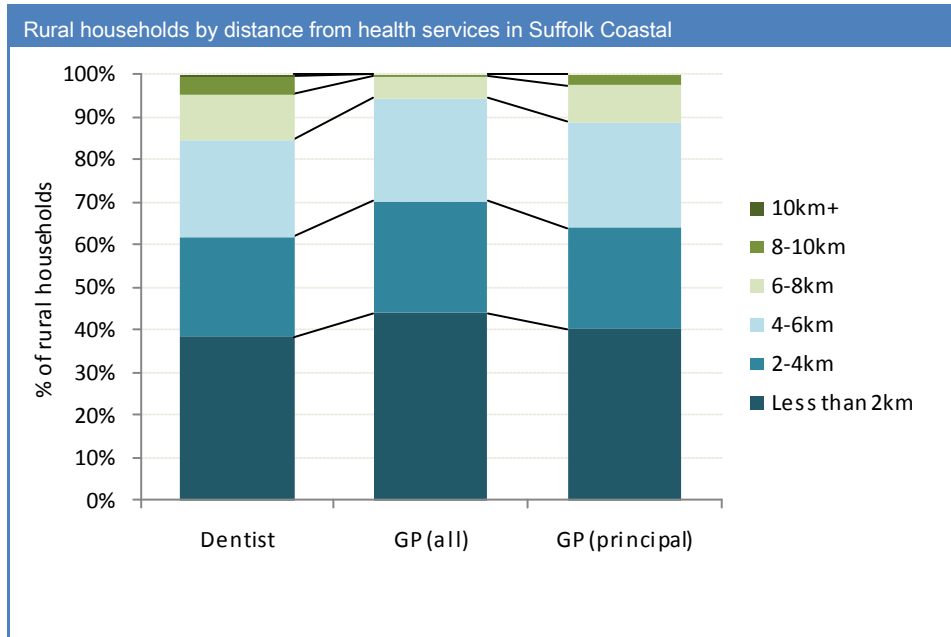
The tables and charts on this page compare the access to health services in rural Suffolk Coastal. The stacked bar chart shows the breakdown of households in terms of distance from key health services. The spider chart compares the proportion of people living more than 2km from key health services across rural Suffolk Coastal, and in rural areas across England as a whole.

Dentist surgeries

- 38% of households (10,560 households) in rural areas in Suffolk Coastal live within 2km of the nearest dental practice; by contrast, 110 households (0.4% of households) are 10km or more from the nearest dental practice.
- A higher proportion of people live more than 2km from a dentist surgery in rural areas in Suffolk Coastal (62%) than across rural England as a whole (60%).

Households more than 2km from key health amenities						
	Dentist		GP (all)		GP (principal)	
	N	%	N	%	N	%
Local area	18,270	32.6%	16,790	29.9%	17,780	31.7%
- rural	16,920	61.6%	15,410	56.1%	16,410	59.7%
- urban	1,350	4.7%	1,380	4.8%	1,380	4.8%
East of England	538,370	22.3%	367,960	15.2%	436,220	18.1%
- rural	469,290	64.0%	328,400	44.8%	380,240	51.9%
- urban	69,080	4.1%	39,560	2.4%	55,980	3.3%
England	3,020,090	13.8%	2,049,570	9.4%	2,464,590	11.3%
- rural	2,456,660	59.6%	1,748,870	42.4%	2,036,380	49.4%
- urban	563,430	3.2%	300,700	1.7%	428,200	2.4%

Source: OCSI 2011, Commission for Rural Communities (CRC) 2009



GP surgeries (all)

- 44% of households (12,070 households) in rural areas in Suffolk Coastal live within 2km of the nearest GP surgery; by contrast, 120 households (0.4% of households) are 8km or more from the nearest GP surgery.
- A higher proportion of people live more than 2km from a GP surgery in rural areas in Suffolk Coastal (56%) than rural England as a whole (42%).

Principal GP surgeries⁵

- 40% of households (11,080 households) in rural areas in Suffolk Coastal live within 2km of the nearest large GP surgery; by contrast, 120 households (0.4% of households) are 8km or more from the nearest GP surgery.
- A higher proportion of people live more than 2km from a large GP surgery in rural areas in Suffolk Coastal (60%) than rural England as a whole (49%).

LSOAs in Suffolk Coastal with the highest % of households more than 8km from a dentist		
LSOA Code	8km+ from a dentist	
	N	%
Hollesley with Eyke E01030177	463	100.0%
Hollesley with Eyke E01030178	281	58.9%
Otley E01030200	278	29.8%
Peasenhall E01030201	118	11.9%
Sutton E01030213	76	7.6%

LSOAs in Suffolk Coastal with the highest % of households more than 2km from a principal GP		
LSOA Code	2km+ from a principal GP	
	N	%
Hollesley with Eyke E01030178	148	31.0%
Orford and Tunstall E01030199	261	24.3%
Otley E01030200	140	15.0%
Peasenhall E01030201	145	14.6%
Yoxford E01030222	1	0.1%

Which areas within Suffolk Coastal are the greatest distance from health services?

The tables on this page show the LSOAs in Suffolk Coastal with the highest proportion of households living specified distances from key health services.

- Hollesley with Eyke E01030177 has the highest proportion of households more than 8km from a dentist, with every household living more than 8km from a dentist.
- Hollesley with Eyke E01030178 has the highest proportion of households more than 2km from a principal GP, 31% of households.

⁵ Principal GP surgeries are surgeries with a permanent member of staff.

Access to schools in rural Suffolk Coastal

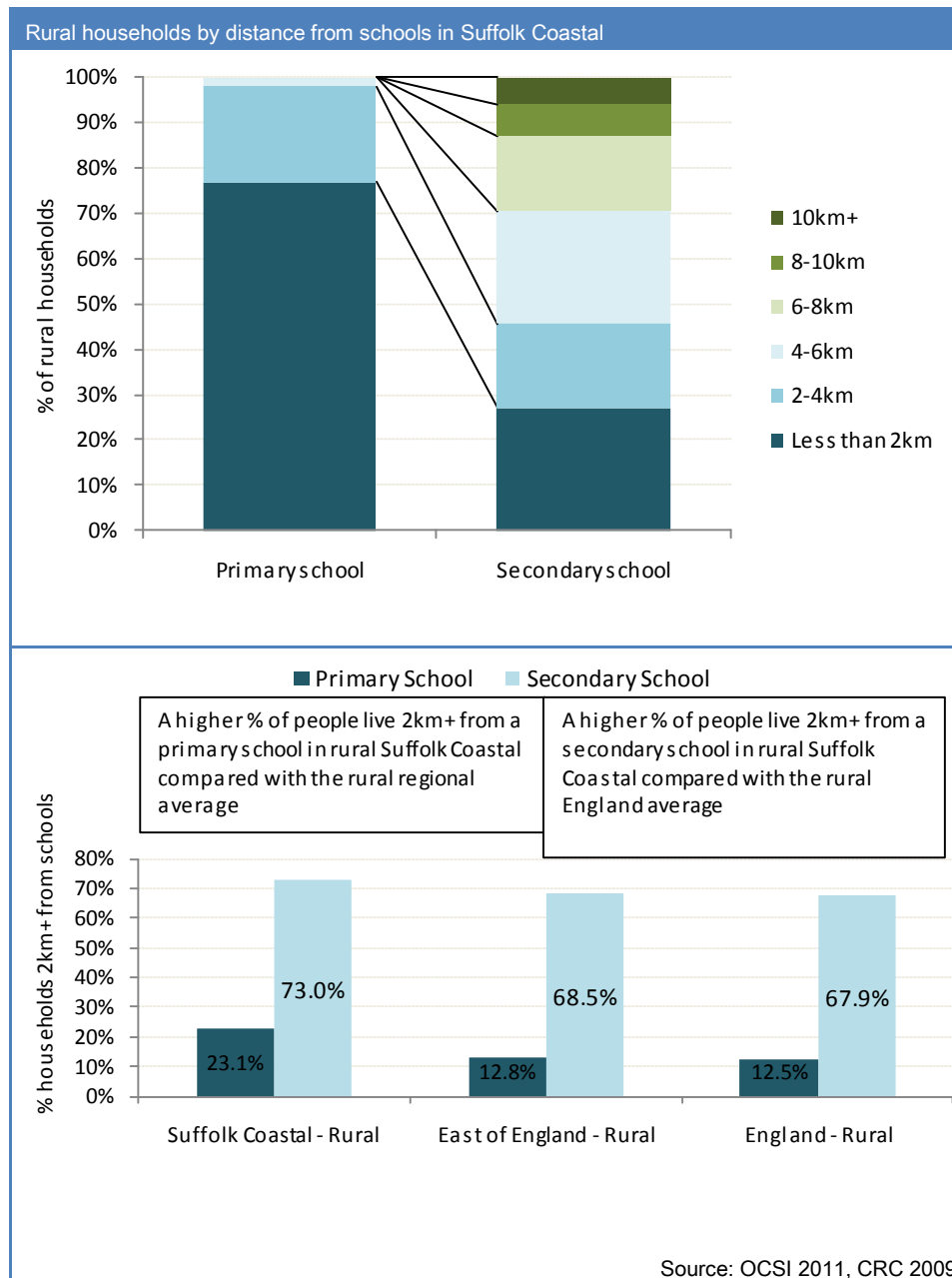
The tables and charts on this page compare the access to primary and secondary schools in rural Suffolk Coastal. The stacked bar chart shows the breakdown of households in terms of distance from primary and secondary schools. The bar chart compares the proportion of people living more than 2km from primary and secondary schools across rural Suffolk Coastal, and in rural areas across England as a whole.

Primary school

- 77% of households (21,130 households) in rural areas in Suffolk Coastal live within 2km of the nearest primary school; by contrast, 490 households (0% of households) are 4km or more from the nearest primary school.
- A higher proportion of people live more than 2km from a primary school in rural areas in Suffolk Coastal (23.1%) than across rural England as a whole (12.5%).

More than 2km from primary and secondary schools				
	Primary school		Secondary school	
	N	%	N	%
Local area	6,400	11.4%	23,000	41.0%
- rural	6,350	23.1%	20,070	73.0%
- urban	50	0.2%	2,930	10.2%
East of England	96,640	4.0%	638,430	26.4%
- rural	93,510	12.8%	502,110	68.5%
- urban	3,130	0.2%	136,320	8.1%
England	551,630	2.5%	4,160,450	19.0%
- rural	513,660	12.5%	2,798,100	67.9%
- urban	37,980	0.2%	1,362,350	7.7%

Source: OCSI 2011, Commission for Rural Communities (CRC) 2009



Secondary school

- 27% of households (7,410 households) in rural areas in Suffolk Coastal live within 2km of the nearest secondary school; by contrast, 10 households are 14km or more from the nearest secondary school.
- A higher proportion of people live more than 2km from a secondary school in rural Suffolk Coastal (73%) than across rural England as a whole (68%).

Which areas within Suffolk Coastal are the greatest distance from primary and secondary schools?

The tables on this page show the LSOAs in Suffolk Coastal with the highest proportion of households more than a given distance from primary and secondary schools.

- Hacheston E01030176 has the highest proportion of households more than 4km from a primary school, 27% of households.
- Hollesley with Eyke E01030177 has the highest proportion of households more than 8km from a secondary school, with every household living more than 8km from a secondary school.

LSOAs in Suffolk Coastal with the highest % of households more than 4km from a primary school		
LSOA Code	4km+ from a primary school	
	N	%
Hacheston E01030176	249	26.8%
Yoxford E01030222	108	9.5%
Hollesley with Eyke E01030178	37	7.8%
Peasenhall E01030201	68	6.8%
Orford and Tunstall E01030199	19	1.8%

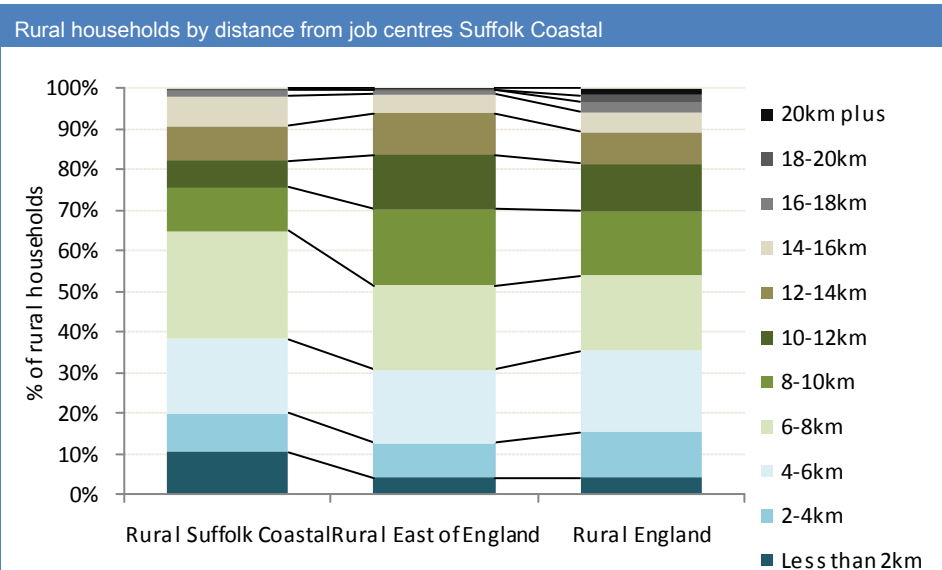
LSOAs in Suffolk Coastal with the highest % of households more than 8km from a secondary school		
LSOA Code	8km+ from a secondary school	
	N	%
Hollesley with Eyke E01030177	463	100.0%
Orford and Tunstall E01030199	834	77.7%
Rendlesham E01030202	829	70.6%
Hollesley with Eyke E01030178	318	66.7%
Walberswick and Wenhaston E01030219	350	28.8%

Access to a job centre in rural Suffolk Coastal

The tables and charts on this page compare the access to a job centre in rural Suffolk Coastal. The stacked bar chart compares the breakdown of households in terms of distance to job centres across rural Suffolk Coastal and comparators. The bar chart compares the proportion of people living more than 10km from a job centre across rural Suffolk Coastal, and comparators.

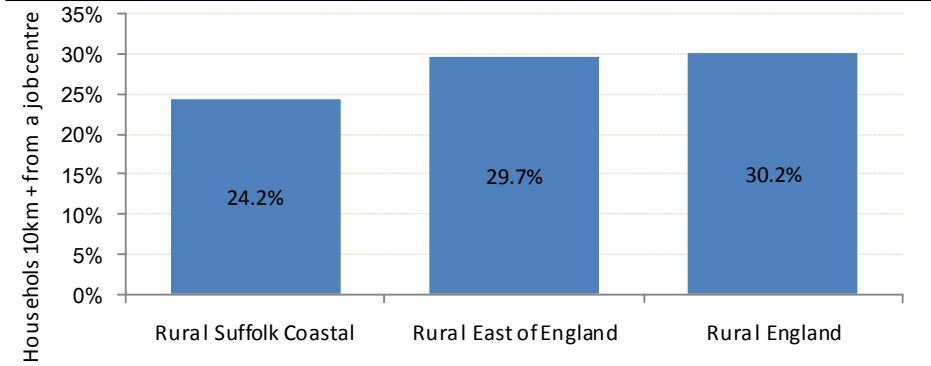
- 11% of households (2,920 households) in rural areas in Suffolk Coastal live within 2km of the nearest job centre; by contrast, 130 households are 18km or more from the nearest job centre.
- A lower proportion of people live more than 8km from a job centre in rural areas in Suffolk Coastal (24%) compared with rural England as a whole (30%).
- In Suffolk Coastal there are 6 rural LSOAs where all households are more than 8km from the nearest job centre.

	Rural Suffolk Coastal		Rural East of England		Rural England	
	N	%	N	%	N	%
Less than 2km	2,920	11%	31,700	4%	170,570	4%
2-4km	2,570	9%	62,260	8%	467,340	11%
4-6km	5,070	18%	131,490	18%	824,410	20%
6-8km	7,290	27%	152,770	21%	758,770	18%
8-10km	2,970	11%	137,380	19%	656,160	16%
10-12km	1,820	7%	97,920	13%	481,420	12%
12-14km	2,330	8%	75,450	10%	327,540	8%
14-16km	1,990	7%	33,990	5%	195,760	5%
16-18km	390	1%	7,970	1%	101,750	2%
18-20km	130	0%	1,590	0%	73,710	2%
20km plus	0	0%	540	0%	62,930	2%



Rural Suffolk Coastal has a lower proportion of people more than 10km from a job centre compared with the rural regional average

Rural Suffolk Coastal has a lower proportion of people more than 10km from a job centre compared with the rural England average



Source: OCSI 2011, CRC 2009

Access to other key amenities in rural Suffolk Coastal

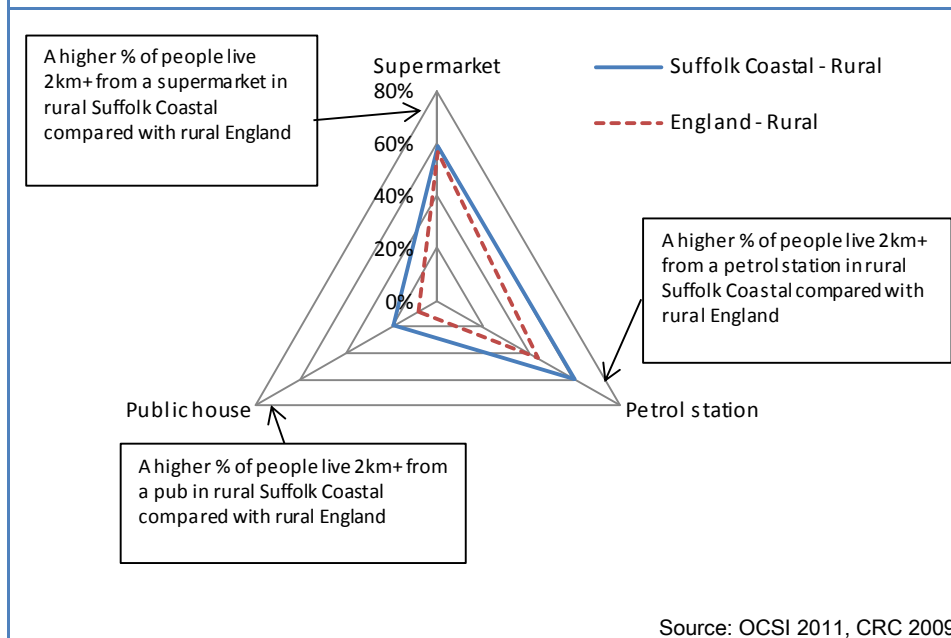
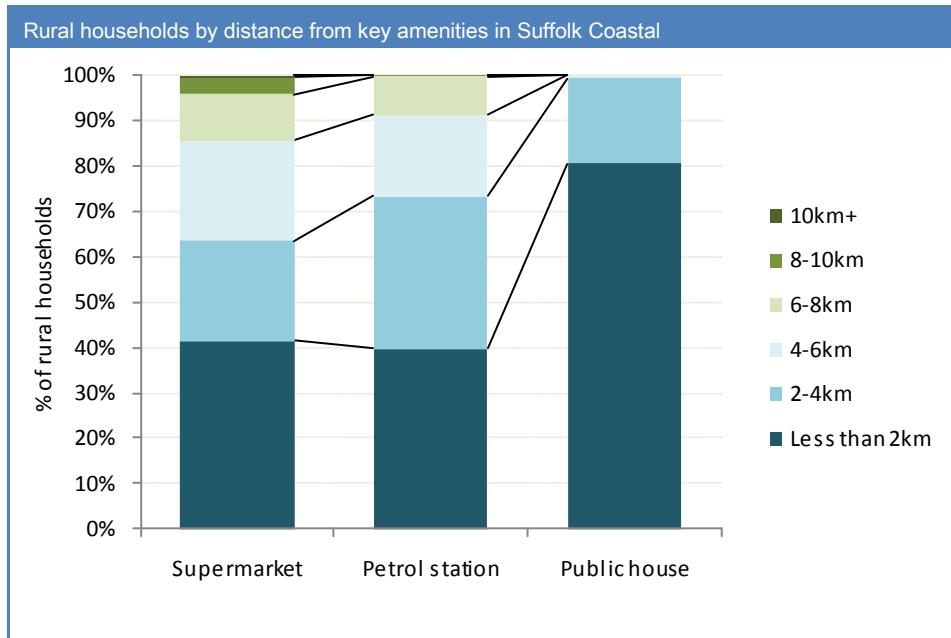
The tables and charts on this page compare the access to key amenities in rural Suffolk Coastal. The stacked bar chart shows the breakdown of households in terms of distance from supermarkets, petrol stations and public houses. The spider-chart compares the proportion of people living more than 2km from these amenities across rural Suffolk Coastal, and in rural areas across England as a whole.

Supermarket

- 42% of households (11,430 households) in rural areas in Suffolk Coastal live within 2km of the nearest supermarket or large food store; by contrast, 90 households are 10km or more from the nearest supermarket or large food store.
- A higher proportion of people live more than 2km from a supermarket in rural areas in Suffolk Coastal (58%) than across rural England as a whole (57%).

More than 2km from the nearest key amenities						
	Supermarket		Petrol station		Public house	
	N	%	N	%	N	%
Local area	17,170	30.6%	19,350	34.5%	5,530	9.9%
- rural	16,050	58.4%	16,530	60.2%	5,320	19.4%
- urban	1,110	3.9%	2,820	9.9%	210	0.7%
East of England	502,870	20.8%	399,430	16.5%	81,490	3.4%
- rural	446,100	60.9%	354,680	48.4%	78,920	10.8%
- urban	56,770	3.4%	44,760	2.7%	2,580	0.2%
England	2,842,090	13.0%	2,214,970	10.1%	380,710	1.7%
- rural	2,334,320	56.7%	1,810,400	43.9%	360,590	8.8%
- urban	507,770	2.9%	404,570	2.3%	20,110	0.1%

Source: OCSI 2011, Commission for Rural Communities (CRC) 2009



Petrol station

- 40% of households (10,950 households) in rural areas in Suffolk Coastal live within 2km of the nearest petrol station; by contrast, 30 households are 8km or more from the nearest petrol station.
- A higher proportion of people live more than 2km from a petrol station in rural areas in Suffolk Coastal (60%) than across rural England as a whole (44%).

Public house

- 81% of households (22,160 households) in rural areas in Suffolk Coastal live within 2km of the nearest public house; by contrast, 170 households are 4km or more from the nearest public house.
- A higher proportion of people live more than 2km from a public house in rural areas in Suffolk Coastal (19.4%) than across rural England as a whole (8.8%).

LSOAs in Suffolk Coastal with the highest % of households more than 6km from a petrol station		
LSOA Code	6km+ from a petrol station	
	N	%
Hollesley with Eyke E01030177	393	84.9%
Aldeburgh E01030153	768	63.0%
Sutton E01030213	360	36.2%
Hollesley with Eyke E01030178	126	26.4%
Witnesham E01030221	176	21.1%

LSOAs in Suffolk Coastal with the highest % of households more than 8km from a Supermarket		
LSOA Code	8km+ from a Supermarket	
	N	%
Hollesley with Eyke E01030177	463	100.0%
Hollesley with Eyke E01030178	278	58.3%
Otley E01030200	217	23.2%
Peasenhall E01030201	98	9.9%
Sutton E01030213	41	4.1%

LSOAs in Suffolk Coastal with the highest % of households more than 2km from a public house		
LSOA Code	2km+ from a public house	
	N	%
Hollesley with Eyke E01030177	463	100.0%
Wickham Market E01030220	972	98.7%
Rendlesham E01030202	915	77.9%
Sutton E01030213	596	59.9%
Framlingham E01030174	255	43.9%

Which areas within Suffolk Coastal are the greatest distance from key amenities?

The tables on this page show the LSOAs in Suffolk Coastal with the highest proportion of households living more than 8km from a petrol station and supermarket and 4 km from a pub.

- Hollesley with Eyke E01030177 has the highest proportion of households more than 6km from a petrol station, 85% of households.
- Hollesley with Eyke E01030177 has the highest proportion of households more than 8km from a supermarket, with every household living more than 8km from a supermarket.
- Hollesley with Eyke E01030177 has the highest proportion of households more than 2km from a public house, with every household living more than 2km from a public house.

3 Travel time to services in rural Suffolk Coastal

The local picture

Perhaps not surprisingly, analysis from the State of the Countryside⁶ identifies that on average people in rural areas travel further than people in urban areas.

This section highlights the travel time to services in rural Suffolk Coastal:

- Households with long travel times from key services
- Which areas within Suffolk Coastal are the greatest travel times from key services?

See the “Department for Transport Core Accessibility Indicators” box below and Appendix A for details of the data.

Department for Transport Core Accessibility Indicators

These indicators were designed to help Local Authorities build up an evidence base for accessibility strategies. They provide estimated travel times (in minutes) to a range of key services by walking or public transport.

The following services are included: employment centre (LSOAs with more than 500 jobs), Further Education college, hospital, secondary school, supermarket, town centre.

The data is available down to LSOA level and provides breakdowns for at risk populations e.g. households with no access to cars or vans. Data was last updated in 2009

For more information see <http://www.data4nr.net/resources/841> .

⁶ Commission for Rural Communities (2010). State of the Countryside 2010. Available from <http://ruralcommunities.gov.uk/2010/07/06/state-of-the-countryside-2010/>.

Households with long travel times from key services

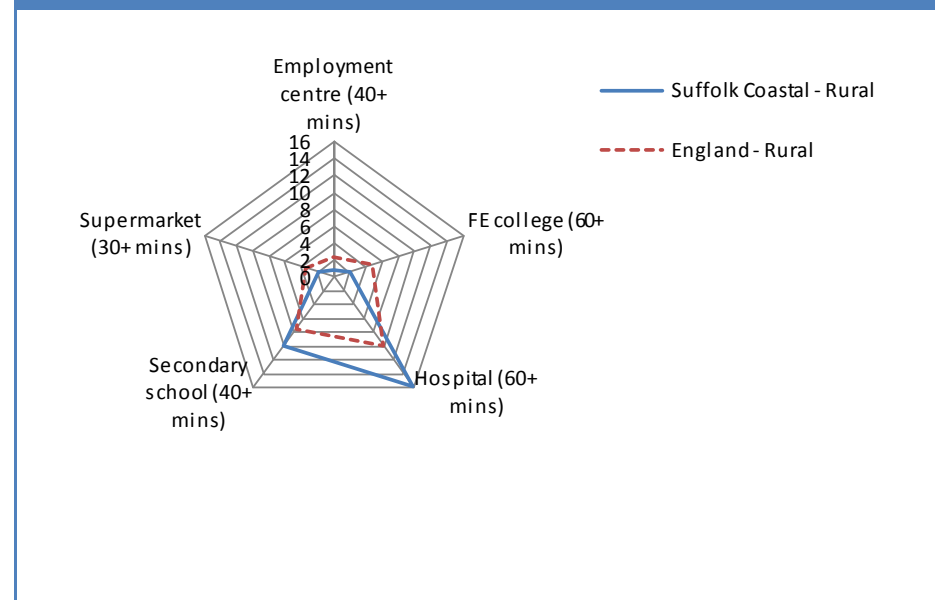
The tables and charts on this page compare the proportion of people with significant travel times to key amenities by walking and public transport in rural areas in Suffolk Coastal, and rural areas across the region and England as a whole.

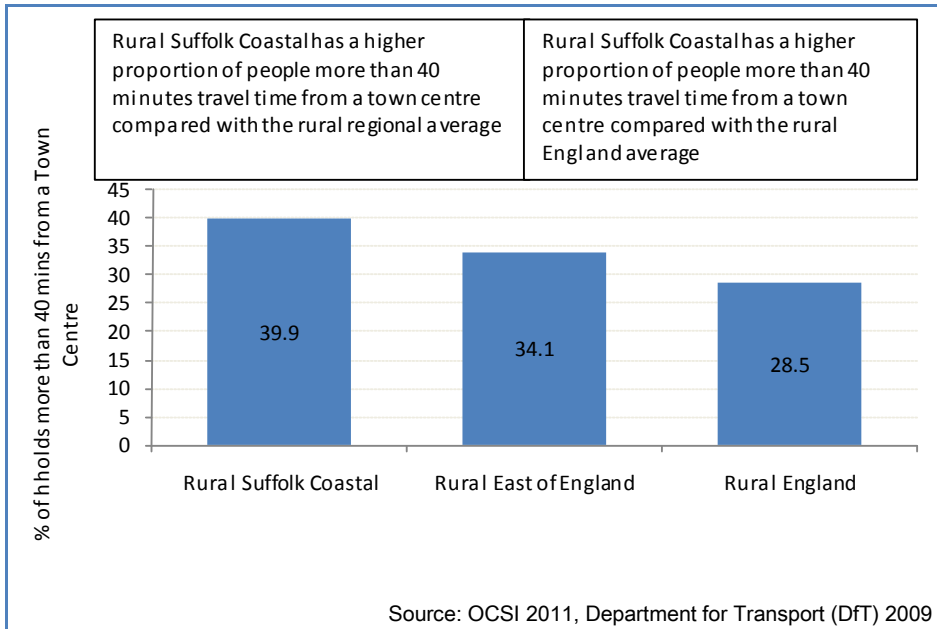
- A lower proportion of people live more than 40 minutes travel time from a centre of employment in rural areas in Suffolk Coastal (0.8%) than across rural England as a whole (2.4%).
- A lower proportion of people live more than 60 minutes travel time from a Further Education (FE) college in rural areas in Suffolk Coastal (2.1%) than across rural England as a whole (4.7%).
- A higher proportion of people live more than 60 minutes travel time from a hospital in rural areas in Suffolk Coastal (15.8%) than across rural England as a whole (9.9%).
- A higher proportion of people live more than 40 minutes travel time from a secondary school in rural areas in Suffolk Coastal (9.9%) than across rural England as a whole (7.4%).
- A lower proportion of people live more than 30 minutes travel time from a supermarket in rural areas in Suffolk Coastal (1.9%) than across rural England as a whole (3.5%).
- A higher proportion of people live more than 40 minutes travel time from a town centre in rural areas in Suffolk Coastal (39.9%) than across rural England as a whole (28.5%).

	Rural Suffolk Coastal		Rural East of England		Rural England	
	N	%	N	%	N	%
40mins+ from employment centre	330	0.8	21,430	1.7	171,480	2.4
60mins+ from FE College	60	2.1	3,690	4.4	23,220	4.7
60mins+ from hospital	3,780	15.8	105,890	15.1	390,260	9.9
40mins+ from secondary school	290	9.9	7,970	8.4	39,260	7.4
30mins+ from supermarket	460	1.9	22,550	3.2	136,940	3.5
40mins+ from town centre	10,460	39.9	257,250	34.1	1,194,810	28.5

Source: OCSI 2011, Department for Transport (DfT) 2009

Core Accessibility Indicators: Percentage of households more than a certain travel time from key services (by walking or public transport).





- Within Suffolk Coastal, Earl Soham E01030154 has the longest travel time to a supermarket, with an average travel time of minutes to a supermarket by walking or public transport.
- There are 2 LSOAs in Suffolk Coastal, more than 120 minutes travel time from a town centre by walking or public transport.

No. of LSOAs more than 120 minutes travel time of a key service	
Employment centre	0
Further Education (FE) college	1
Hospital	6
Secondary School	2
Supermakret	0
Town Centre	2

Source: Department of Transport (DfT)

Which areas within Suffolk Coastal are the greatest travel times from key services?

The tables on this page show the LSOAs in Suffolk Coastal which have the greatest travel times to key services.

- There is no LSOA in Suffolk Coastal which is more than 120 minutes travel time from all key services by walking or public transport.
- Within Suffolk Coastal, Earl Soham E01030154 has the longest travel time to a centre of employment, with an average travel time of minutes to a centre of employment by walking or public transport.
- Within Suffolk Coastal, Earl Soham E01030154 has the longest travel time to a Further Education (FE) institution, with an average travel time of more than 120 minutes to a FE institution by walking or public transport.
- There are 6 LSOAs in Suffolk Coastal, more than 120 minutes travel time from a hospital by walking or public transport.
- There are 2 LSOAs in Suffolk Coastal, more than 120 minutes travel time from a secondary school by walking or public transport.

LSOAs with the highest average travel time (minutes) to key amenities by walking or public transport						
LSOA Code	Employment centre	FE College	Hospital	Secondary school	Supermarket	Town centre
Earl Soham E01030154	94	120+	120+	120+	93	119
Peasenhall E01030201	50	114	120+	120+	48	120+
Orford and Tunstall E01030199	44	80	120+	84	44	74
Yoxford E01030222	21	34	59	39	8	120+
Hollesley with Eyke E01030178	13	31	120+	39	14	27
Walberswick and Wenhaston E01030219	13	51	120+	28	12	12
Framlingham E01030174	15	19	120+	19	14	16
Hacheston E01030176	12	25	102	19	11	21
Aldeburgh E01030152	10	23	69	13	9	59
Hollesley with Eyke E01030177	7	32	65	25	19	29
Sutton E01030213	12	37	55	36	15	21
Otley E01030200	14	21	64	31	14	22
Saxmundham E01030208	17	36	60	14	10	29
Rendlesham E01030202	8	38	42	32	8	30
Nacton E01030198	17	39	27	36	12	22
Leiston E01030186	19	17	28	10	11	65
Snape E01030212	14	31	33	21	11	39
Melton and Ufford E01030193	8	28	51	26	9	25
Grundisburgh E01030175	11	18	48	21	15	23
Wickham Market E01030220	6	31	47	21	5	23

4 Access to Transport in rural Suffolk Coastal

The national context

People in rural areas rely more on private transport and, in general, spend more on transport than their urban counterparts – according to the Office of National Statistics Family Spending report 2009, households in rural areas spend £76 on transport each week, compared with £57 in urban areas. Overall, the residents of rural hamlets and villages travel nearly twice as far by car each year compared to urban residents – a major reason is the distance to employment opportunities⁷.

The lack of good public transport in rural communities has been identified as a significant barrier in accessing a range of public services, such as post-16 education, health, sport and leisure services, employment, financial services and training. Households in rural areas lacking access to their own transport are reliant on public transport.

The local picture

The section below looks at areas and groups across Suffolk Coastal with no access to private transport.

The analysis in this section is based on data from the 2001 census on the numbers of cars or vans in a household. The use of census data has made it possible to combine data on car or van with other socio-demographic data. This has made it possible to quantify not only the numbers of individuals or households without access to private transport, but also information for vulnerable groups such as pensioners and those out-of-work.

See the “Useful datasets” box below and Appendix A for details of the data.

Useful datasets on access to private transport

Information on the number of cars or vans is based 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. The count of cars or vans in an area is based on details for private households only. Cars or vans used by residents of communal establishments are not counted.

The following breakdowns are also provided:

- a) Pensioner households with no car or van (measured as a proportion of pensioner households)
- b) People with a limiting long-term illness *and* no car or van (measured as a proportion of all people)
- c) People who are unemployed *and* have no car or van (measured as a proportion of all people aged 16-74)
- d) People who are out of work due to permanent sickness or disability *and* have no car or van (measured as a proportion of all people aged 16-74)

For more information see <http://www.data4nr.net/resources/24> .

⁷ Commission for Rural Communities (2005). *State of the Countryside 2005*.

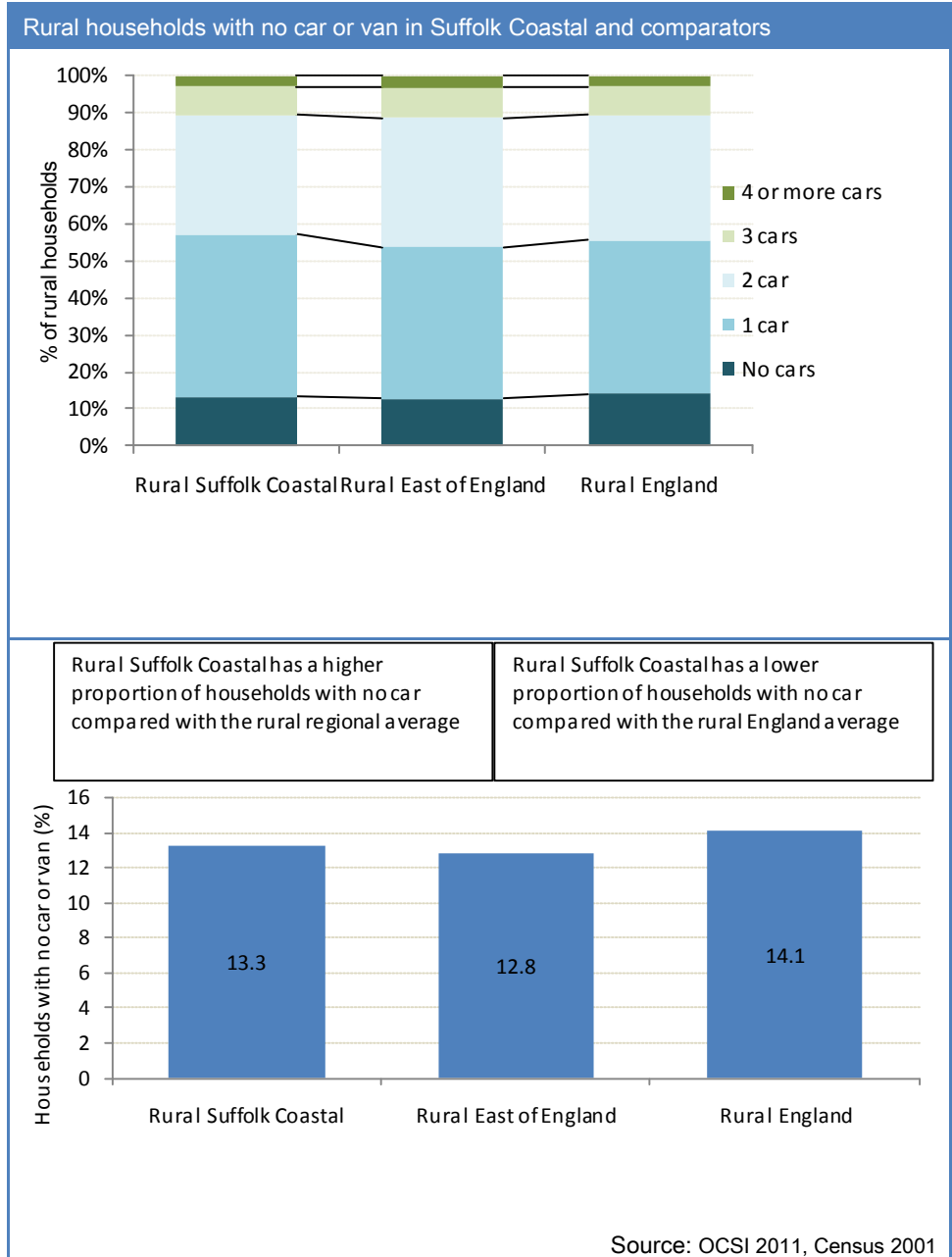
How do car ownership levels in rural Suffolk Coastal compare with other rural areas?

The tables and charts on this and the following page compare the proportion of households by number of cars owned for rural and urban areas in Suffolk Coastal.

- There are 3,050 households in rural areas in Suffolk Coastal with no access to a car or van. These people are likely to face particular challenges to accessing key services and amenities.
- A lower proportion of households have no access to a car or van in rural areas in Suffolk Coastal (13.3%) compared with rural England as a whole (14.1%).
- In the most deprived rural areas in Suffolk Coastal, 21% of households have no access to a car or van.

Households with no access to a car or van in rural Suffolk Coastal and comparators		
	N	%
Local area	7,870	16.1
- Rural	3,050	13.3
- Urban	4,810	18.5
East of England	441,920	19.8
- Rural	86,320	12.8
- Urban	355,560	22.8
England	5,488,390	26.8
- Rural	537,450	14.1
- Urban	4,951,040	29.7

Source: OCSI 2011, Census 2001



How do car ownership levels for key groups compare in rural Suffolk Coastal and comparator areas?

The tables and charts on this page compare the proportion of households with no car or van for key groups.

Pensioner households

- There are 2,120 pensioner households in rural areas in Suffolk Coastal with no access to a car or van. These people are likely to face particular challenges to accessing key health services and amenities.
- A lower proportion of pensioner households have no access to a car or van in rural areas in Suffolk Coastal (30%) compared with rural England as a whole (35%).

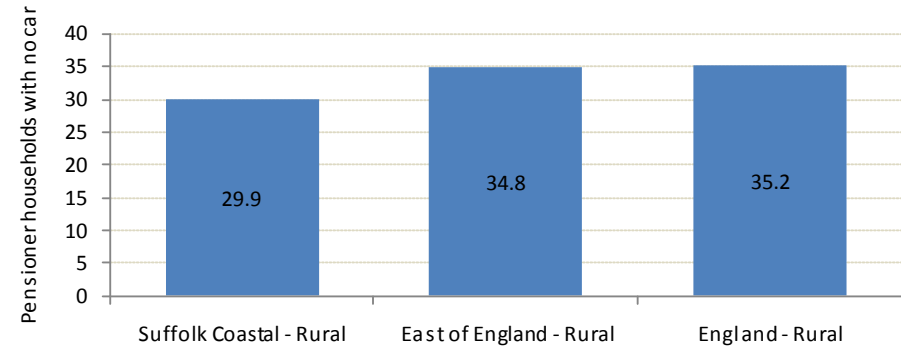
	Pensioner households with no car or van		People with a limiting long-term illness and no car or van		Unemployed people with no car or van		People with a work limiting illness and no car or van	
	N	%	N	%	N	%	N	%
Local area	5,230	35.1	2,990	2.6	270	0.3	610	0.8
- rural	2,120	29.9	1,150	2.2	110	0.3	220	0.6
- urban	3,100	39.8	1,820	3.0	180	0.4	370	0.9
East of England	243,720	44.2	160,030	3.0	25,190	0.7	40,510	1.1
- rural	61,800	34.8	35,530	2.2	2,950	0.3	6,110	0.5
- urban	182,020	48.7	124,480	3.4	22,230	0.8	34,460	1.3
England	2,430,230	50.1	1,854,720	3.8	431,180	1.2	657,110	1.9
- rural	353,700	35.2	221,540	2.4	24,380	0.4	48,560	0.7
- urban	2,076,140	54.0	1,633,240	4.2	406,400	1.4	608,880	2.1

Source: OCSI 2011, Census 2001

Key groups in rural areas with no car or van in Suffolk Coastal and comparators

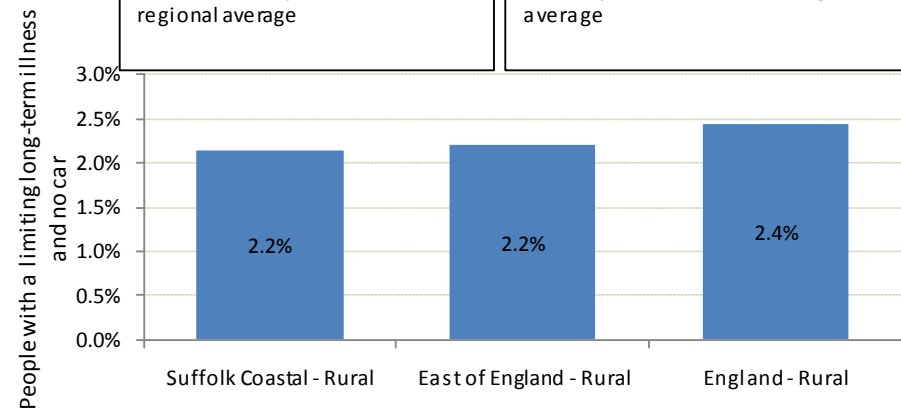
Rural Suffolk Coastal has a lower % of pensioner households with no car compared with the rural regional average

Rural Suffolk Coastal has a lower % of pensioner households with no car compared with the rural England average



Rural Suffolk Coastal has a similar % of people with a long-term illness and no car compared with the rural regional average

Rural Suffolk Coastal has a similar % of people with a long-term illness and no car compared with the rural England average



Source: OCSI 2011, Census 2001

Limiting long-term illness

- There are 1,150 people with a limiting long-term illness in rural areas in Suffolk Coastal who lack access to a car or van. These people are likely to face particular challenges to accessing health services.
- A similar proportion of proportion of people have a limiting longterm illness and no access to a car or van in rural areas in Suffolk Coastal (2.2%) compared with rural England as a whole (2.4%).⁸

Worklessness

- There are 110 people in rural areas in Suffolk Coastal who are unemployed and lack access to a car or van. In addition, there are 220 who are out of work due to permanent sickness or disability and lack access to a car or van. These people are likely to face particular challenges to looking for work as they will be less able to travel to job centres or areas of employment.

Rural LSOAs in Suffolk Coastal with the highest % of households with no car or van		
LSOA Code	Households with no car or van	
	N	%
Saxmundham E01030210	149	31.0
Leiston E01030188	201	26.7
Leiston E01030189	164	25.5
Framlingham E01030173	168	25.4
Aldeburgh E01030153	185	24.3

Source: OCSI 2011, Census 2001

Which areas within Suffolk Coastal have the highest proportion of households with no car or van?

The table on this page shows the Lower Layer Super Output (LSOAs) areas in rural Suffolk Coastal with the highest proportion of households with no car or van.

- Saxmundham E01030210 has the highest proportion of households with no car or van of all rural LSOAs in Suffolk Coastal, with 149 households (31.0%) lacking access to a car or van.

⁸ Note that proportion refers to the proportion of the whole population,

Appendix A: Indicators and data sources

Indicator	Description	Date	Source	Reference
Rural Services Data Series	In order to monitor changing levels of service availability, these datasets combine information on service localities, together with postcode level information on the distribution of households, to calculate numbers of households within distance of key service indicators. "Crow flies" distance from households to various services is presented as the proportion of households living within specified distances (2km bands) of these services. This data is developed at Output Area level (areas covering 150 to 300 people) and therefore enables finer grained analysis of individual pockets and small settlements. This dataset was collected for 2009 so provides an up-to-date picture of accessibility issues. Data is presented for the following key services: banks and building societies, cash-points, dentists, GP surgeries, job centres, petrol stations, post offices, primary schools, public houses, secondary schools and supermarkets.	2009	Commission for Rural Communities (CRC)	http://www.data4nr.net/resources/820
Core Accessibility Indicators	These indicators were designed to help Local Authorities build up an evidence base for accessibility strategies. They provide estimated travel times (in minutes) to a range of key services by walking or public transport. The following services are included: Employment Centre (LSOA with more than 500 jobs), Further Education college, hospital, secondary school, supermarket, town centre. The data is available down to Lower Layer Super Output Area (LSOA) and provides breakdowns for at risk populations e.g. households with no access to cars or vans.	2009	Department for Transport (DfT)	http://www.data4nr.net/resources/841
Access to private transport	Information on the number of cars or vans is based 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. The count of cars or vans in an area is based on details for private households only. Cars or vans used by residents of communal establishments are not counted. The following breakdowns are also provided: <ul style="list-style-type: none"> a) Pensioner households with no car or van (measured as a proportion of pensioner households) b) People with a limiting long-term illness and no car or van (measured as a proportion of all people) c) People who are unemployed and have no car or van (measured as a proportion of all people aged 16-74) d) People who are out of work due to permanent sickness or disability and have no car or van (measured as a proportion of all people aged 16-74) 	2001	Census 2001	http://www.data4nr.net/resources/24

Appendix B: Geographies

The rural-urban classification

In this project we have used the rural-urban area classifications developed under a joint project sponsored by the Office for National Statistics, Department for Environment, Food and Rural Affairs, the Office for the Deputy Prime Minister, the Countryside Agency and National Assembly for Wales.

The classifications are available for a range of geographical scales, including Output Areas, Super Output Areas (both Lower and Middle Layer), and Wards. The classification can be used to analyse and report on the very wide range of data sets that are now geographically referenced.

The classifications are categorised into four categories⁹: 'urban' - based on all settlements over 10,000 population; 'town & fringe' 'village or hamlet'; and 'isolated dwelling'. For the analysis in this project, we have combined the 'town & fringe', 'village or hamlet' and 'isolated dwelling' categories into a single non-urban 'rural' category. In other words, our rural area analysis is based on all areas *outside* settlements with populations of more than 10,000 people.

For further details on the classifications, see www.statistics.gov.uk/geography/nrudp.asp.

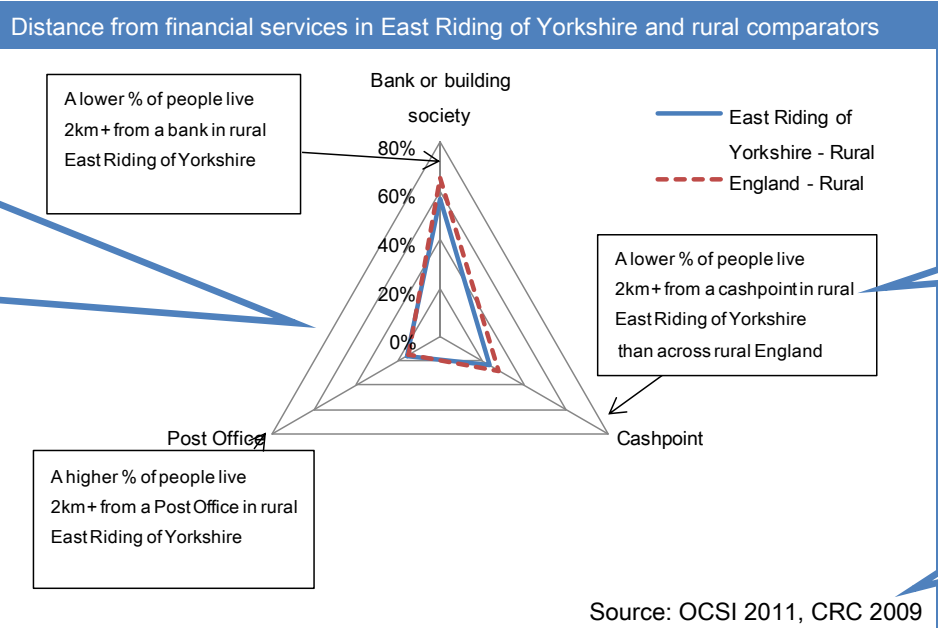
Census Super Output Areas

Census Super Output Areas (SOAs) are a statistical geography created for the purpose of presenting the 2001 Census, the Indices of Deprivation 2004, and other neighbourhood statistics. There are two layers to the SOA geography: 'lower layer' and 'middle layer'. All SOA level data presented within this report are based on 'lower layer' SOA boundaries (LSOAs). See the 2001 Census website referenced above for further details of the different SOA layers.

⁹ There is a second dimension of categorisation, where areas are classified into "sparse" and "less sparse" – for the purposes of this project we have combined these two categories.

Unlike wards, LSOAs are designed to produce areas of approximately equal population size, with the mean population of lower layer SOAs being approximately 1,500 people. Although there remains a degree of variation around this mean of 1,500 persons (the smallest lower layer SOA population in England is just under 1,000 whilst the highest population is over 6,000), the large majority of lower layer SOAs have populations close to 1,500. This standardised population size makes the lower layer SOA geography well suited to identifying smaller pockets of deprivation that may be averaged out over large wards. There are 32,482 lower layer SOAs in England

Appendix C: How to interpret the charts and tables in this report



Spider-charts are used to show how accessibility of services varies between local rural areas and rural areas across England.

This spider-chart shows the proportion of people living more than 2km from a bank, post office and cash-point for rural areas in the East Riding of Yorkshire compared with rural areas across England.

Key messages are highlighted in the chart, and also in the accompanying text description

The source highlights where the data comes from, in this case Commission for Rural Communities. Appendix A gives more details.

Stacked bar-charts show how a particular group is broken down into sub-groups, and how this differs between local rural and urban areas.

In this example, distances to key services are shown for the East Riding of Yorkshire, with the stacked bar chart identifying the proportion of households “less than 2 km”, “2-4 km” and so on.

