



## *What does a sustainable community look like?*

Well connected, with good transport services and communication linking people to jobs, schools, health and other services

## *What do sustainable communities offer?*

- Transport facilities, including public transport, that help people travel within and between communities and reduce dependence on cars;
- Facilities to encourage safe local walking and cycling;
- An appropriate level of local parking facilities in line with local plans to manage road traffic demand;
- Widely available and effective telecommunications and Internet access;
- Good access to regional, national and international communications networks.

## *Using this report to explore data on Transport and Connectivity for Findon*

Sub heading	Indicators
Access to private transport	Car or van availability
How far do people travel to work	Working from home, Distance travelled to work, Travel to employment centres
Travel times by public transport	Core Accessibility indicators

## *What other information might be available?*

- DVLA data on local car registrations has been obtained by some local groups as part of their community planning, which provides data over time for the level of car ownership in the area.
- Census 2011 data provides breakdowns for vulnerable groups with no access to car, including pensioners living alone, unemployed, and those with a limiting long-term illness ([www.data4nr.net/resources/24](http://www.data4nr.net/resources/24)).
- Your local authority may hold more detailed information on local commuting patterns, for example if they have carried out local transport and commuting surveys. In addition, many communities have carried out their own local surveys on how far residents travel to work, and whether they might be interested in employment opportunities nearer to home.
- Many communities have also carried out local surveys to highlight where travel times affect people's ability to use facilities or amenities.
- If there is a local train station, data may also be available on the numbers using the service, which can be useful to highlight where there is pressure on local amenities such as parking.
- More detail on estimated travel times by foot or public transport to key services is published by DfT in the 'Core Accessibility' dataset, at [www.data4nr.net/resources/841](http://www.data4nr.net/resources/841).





People in rural areas rely more on private transport and, in general, spend more on transport than their urban counterparts (nationally, higher transport expenditure accounts for almost half the higher expenditure by rural households than urban ones)<sup>3</sup>. Overall, the residents of rural hamlets and villages travel nearly twice as far by car each year compared to urban residents.

Combined with information on public transport and distance to services, this information may help you evidence the need for improvements in public and community transport.

### *What information is shown here?*

The data shows the number of households who do not have access to a car, as well as those households with one or more cars. Data is taken from Census 2011.

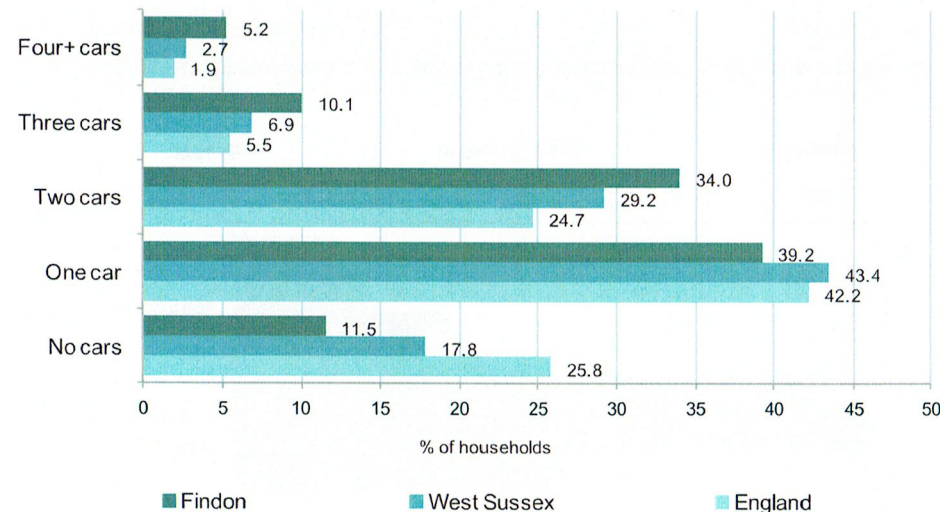
The bar chart on the right shows how your local area compares with the local authority and England averages.

### *Where next?*

For information on distance to services see the next section ([page 38](#)).

No cars	One car	Two cars	Three cars	Four+ cars
105	360	310	90	50
11.5% of 915 households (England = 25.8%)	39.2% of 915 households (England = 42.2%)	34.0% of 915 households (England = 24.7%)	10.1% of 915 households (England = 5.5%)	5.2% of 915 households (England = 1.9%)

### Car ownership



Source: Census 2011 (table KS404EW)

<sup>3</sup> Taken from the Office for National Statistics 2011 report "Rural and urban areas: comparing lives using rural/urban classifications".





There are typically fewer jobs in rural areas than urban, and those local jobs are often lower-paid than their urban counterparts. Many rural communities act as “commuter villages”, providing a higher quality of life for residents who commute to urban areas for work (although there can also be large numbers of people working from home).

Understanding how far people travel to work may help identify actions based on potential demand for local employment. For example, some communities may identify priorities to support local businesses and develop more opportunities for local employment, which could include actions such as supporting local planning applications for appropriate business premises or small business parks.

## What information is shown here?

The data shown on how far people travel to work is taken from Census 2011, based on actual commuter data. The travel time data is from the Department for Transport, based on travel times (by car, cycle and public transport/ foot) to employment centres (which are defined as Super Output Areas with more than 500 jobs).

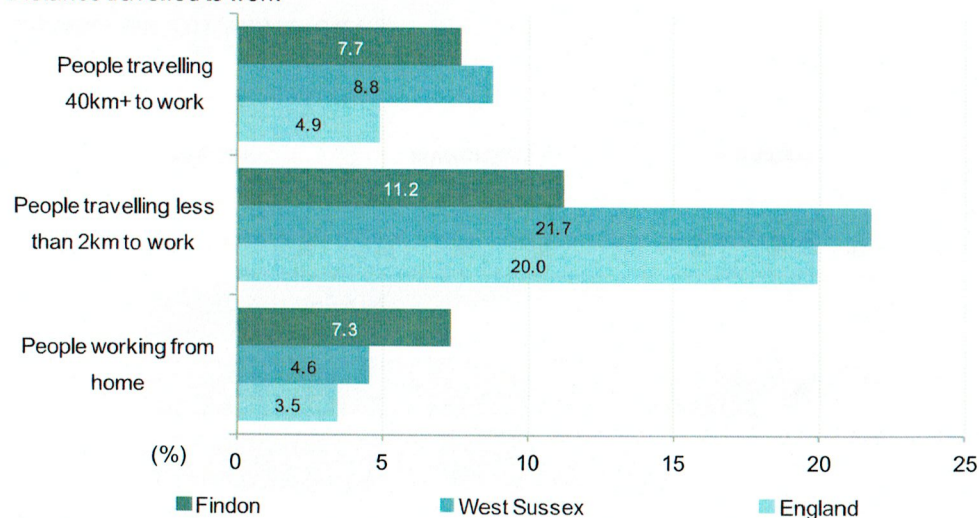
The bar chart on the right shows how your area compares to the local authority and England averages, in terms of how far people travel to work.

## Where next?

For information on distance to services see the next section ([page 38](#)).

People working from home <b>105</b> 7.3% of people aged 16-74 (England = 3.5%)	People travelling less than 2km to work (2001) <b>90</b> 11.2% of people aged 16-74 (England = 20.0%)	People travelling 40km+ to work (2001) <b>60</b> 7.7% of people aged 16-74 (England = 7.7%)
Average travel time to nearest employment centre by car <b>5</b> County average: 5 mins	Average travel time to nearest employment centre by cycle <b>11</b> County average: 6 mins	Travel time to nearest employment centre by public transport/walking <b>13</b> County average: 10 mins

Distance travelled to work



Source: Working from home (Census 2011 QS701EW) Distance travelled to work (Census 2001 UV 35), Travel to employment centres (DfT 2011)





Many rural communities highlight a lack of good public transport as a real barrier in accessing public services such as post-16 education, health, sport and leisure services, employment, financial services and training.

Knowing the average travel times by public transport – and the frequency of public transport – can help make the case for improving local public transport provision. For example, helping show that there is a need for additional community transport services or alterations to existing routes, or additional evening / weekend services.

## What information is shown here?

The travel time data is from the Department for Transport, based on travel times (by car, cycle and public transport/ foot) to key amenities, and the people travelling to work is taken from Census 2011 commuter data.

The bar chart on the right shows how travel times from the local area to particular services compare to the national average.

## Where next?

Data on distance commuted by local residents to work is on the previous page, and distance to key services is in the next section on Services.

Average travel time to nearest hospital by public transport/walking

**31**

County average: 35 mins

Average travel time to nearest supermarket by public transport/walking

**10**

County average: 9 mins

Average travel time to nearest town centre by public transport/walking

**12**

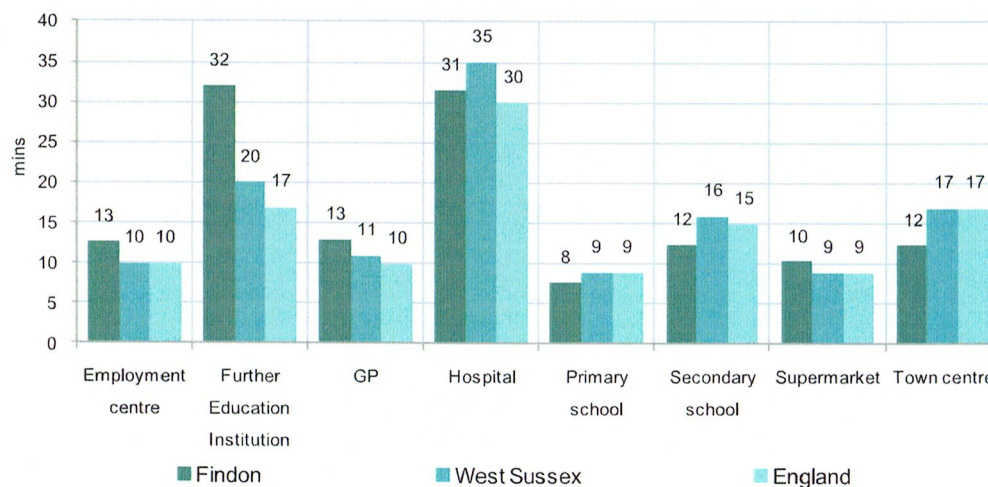
County average: 17 mins

People travelling to work by public transport

**45**

3.1% (England = 11.0%)

Average travel time (mins) by walking or public transport to the nearest key service



Source: DfT 2011