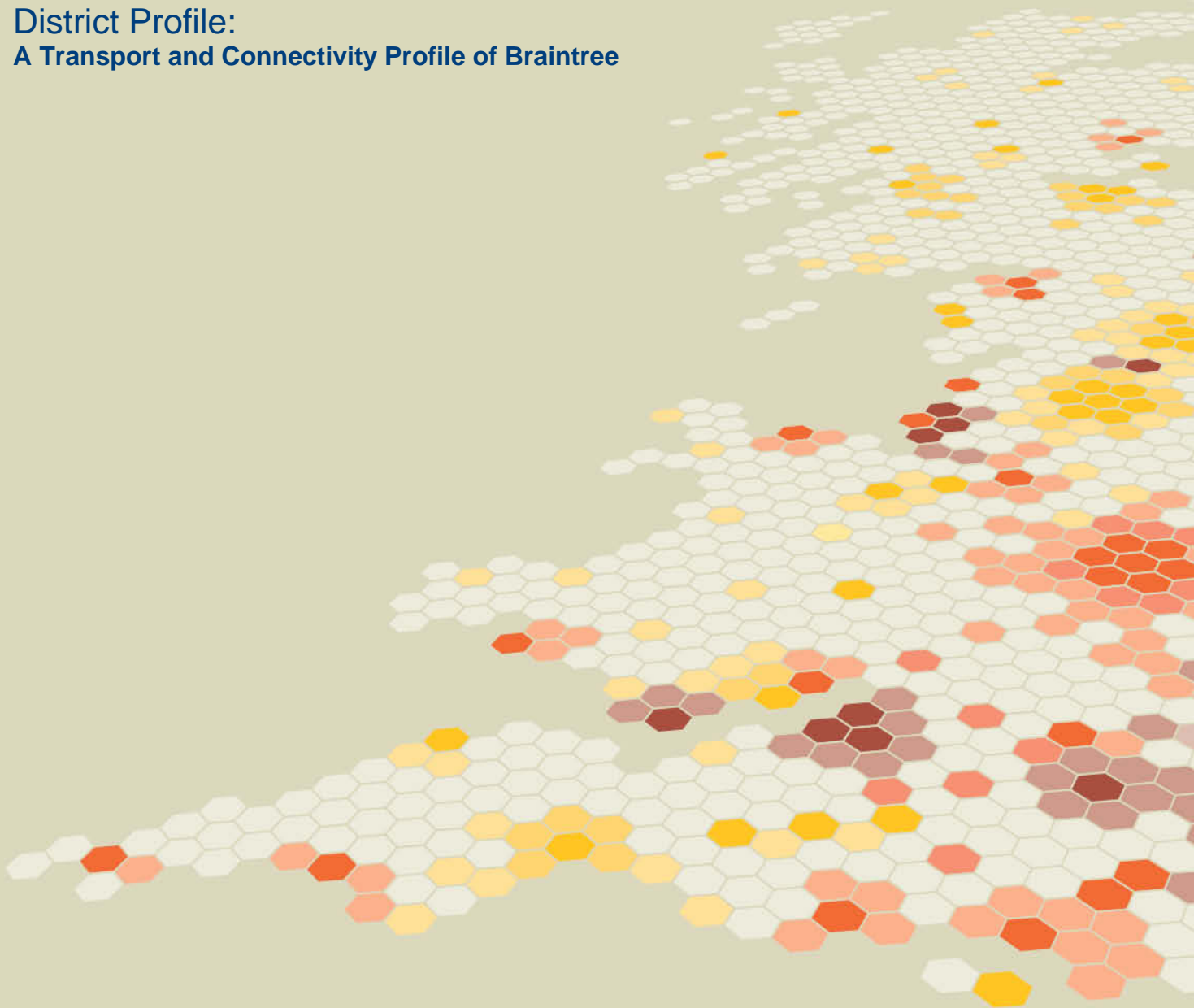


April 2009

District Profile:
A Transport and Connectivity Profile of Braintree



About Place Profiles

Place Profiles are a series of reports available from the Local Futures Group that provide an assessment of local conditions. Using the latest data at the time of creation, they are available for a range of economic, social and environmental themes at sub-region through to neighbourhood level. The reports present a range of graphical outputs, together with a summary analysis of performance that is set within a regional and national context.

More information about the profiles and how to purchase further copies is available at the end of this report.

About the Local Futures Group

The Local Futures Group comprises a team of researchers and consultants with academic, corporate and policy backgrounds. We provide a geographical perspective on economic, social and environmental change. We introduce this perspective into public policy and corporate strategies, both in the UK and internationally. Our services include:

- **Benchmarking:** a family of benchmarking services that ensure future strategies are underpinned by a clear and shared understanding of current conditions. These provide a comprehensive analysis set within a regional and national context.
- **Strategy:** research and support services to identify future drivers of change and develop long-term strategies.
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Transport and Connectivity Profile: Braintree

Introduction

Accessibility and connectivity have a major influence on an area's ability to attract business and investment. This transport and connectivity profile assesses Braintree using a composite of measures, including distance from London, a 'Local Hub' Index (the concentration of transport hubs such as motorway junctions, airports, ports and mainline railway stations), and the 'Contiguity Index' (a score based on an area's proximity to transport hubs in neighbouring places).

Braintree is ranked 275 out of 408 districts for its overall connectivity score, indicating an area that performs in the bottom 40% of districts nationally on levels of connectivity to intercity rail, motorways and airports.

With a score of 13.00, Braintree is below the national median. This is shown in the map, where areas with very dark shadings score highly and those with very light shadings score poorly.

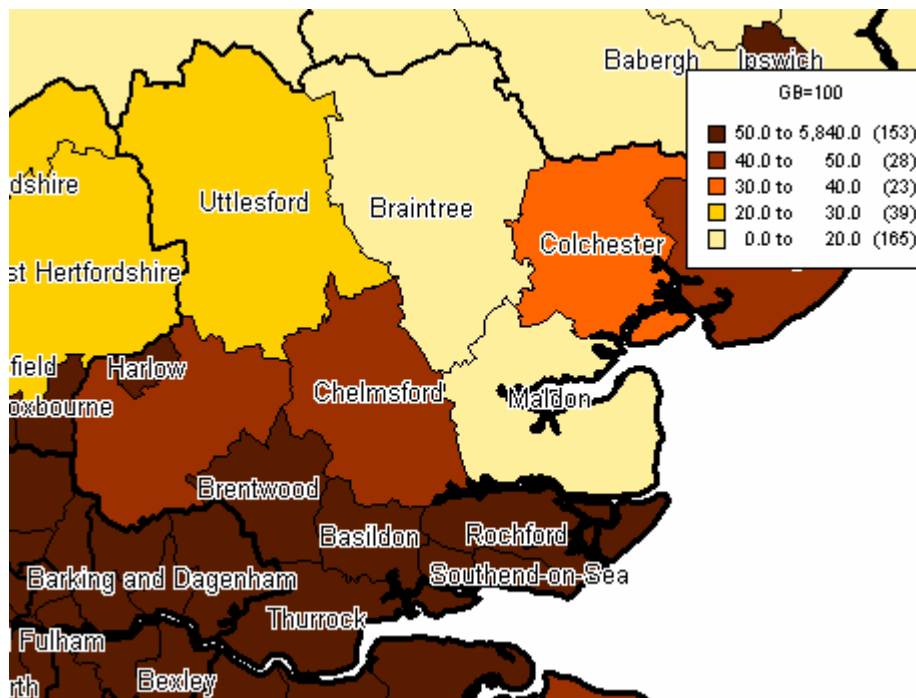
The proportion of people travelling to work by public transport in Braintree was 10.63% in 2001. By comparison, the Essex figure was 16.01%, the East of England figure was 10.88% and the national figure was 14.81%.

A glossary of the terms and definitions used in this profile are included at the end of the report.

Connectivity Score

The map shows the performance of districts within Essex. The areas with very dark shading score highly and those with very light shading score poorly.

With a score of 13.00, Braintree is in the bottom 40% of districts and is in a sub region that is in the top 40% of sub regions nationally.

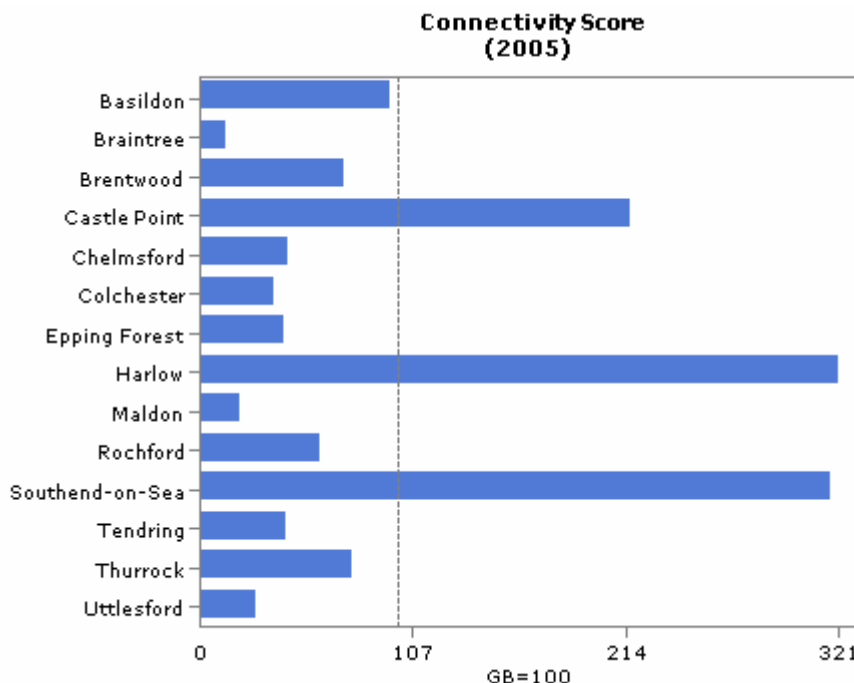


Source: AA

Connectivity Score

The bar chart shows the connectivity score for districts in Essex.

The chart shows that at 13.00, transport connectivity in Braintree is below the national median. All figures are also benchmarked to the national mean average of 100, as shown by the dashed line.



Source: AA

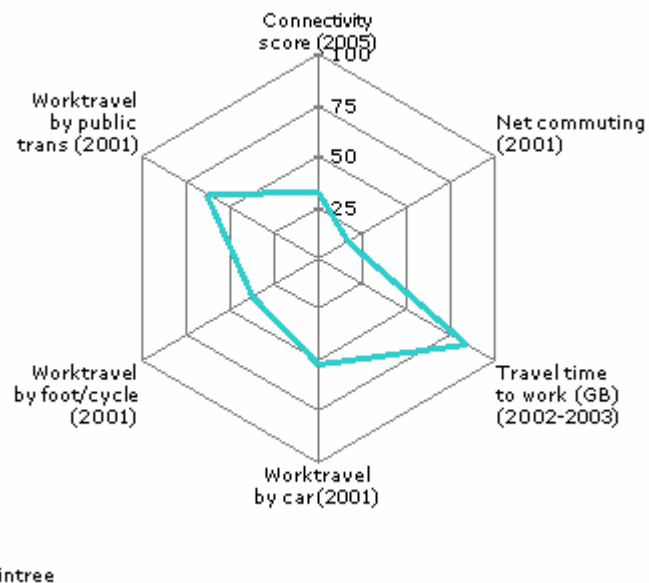
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Transport And Connectivity Indicators

The spider chart is a way of showing how Braintree rates against the national median. Data for every district in Great Britain is converted into a percentile score, with the top ranking area scoring 100 and the bottom zero. The national median is shown by the 50th percentile.

The chart shows that Braintree scores relatively poorly by national standards on our connectivity score. The chart also shows how Braintree performs on a range of related transport and connectivity indicators.



Source: AA

Transport And Connectivity Indicators

Areas	Net commuting (GB=100) 2001	Travel time to work (GB) (Minutes) 2002-2003	Worktravel by car (%) 2001	Worktravel by public trans (%) 2001	Worktravel by foot/cycle (%) 2001	Residents working elsewhere (%) 2001	Journeys per sq km (number) 2001	Connectivity score (GB=100) 2005	Rank
Harlow	119.12	16	66.64	11.37	12.90	38.49	1266.42	320.72	23/408
Southend-on-Sea	79.63	25	56.52	19.43	14.13	37.91	1505.05	317.21	25/408
Castle Point	47.12	23	64.39	18.75	7.17	62.34	480.73	216.52	46/408
Basildon	91.80	27	60.26	20.81	9.86	45.40	697.23	95.81	103/408
Thurrock	89.62	31	63.97	18.70	7.92	43.32	351.57	76.85	123/408
Brentwood	95	31	56.72	23.50	8.21	54.83	213.43	72.78	128/408
Rochford	61.13	33	63.37	19.24	6.77	64	135.54	60.01	140/408
Chelmsford	100.27	26	61.11	16.20	12.24	41.11	222.57	44.58	165/408
Tendring	63.23	25	65.61	7.77	14.21	32.88	121.94	42.95	168/408
Epping Forest	71.35	22	59.05	21.98	6.45	61.90	114.14	42.23	169/408
Colchester	94.76	20	61.01	13.19	14.48	28.89	222.38	37.47	188/408
Uttlesford	106.36	21	65.74	9.12	10.48	45.17	54.04	27.92	209/408
Maldon	70.20	30	68.03	8.78	9.85	47.84	57.35	19.94	244/408
Braintree	72.44	25	66.14	10.63	11.39	43.06	82.58	13	275/408
Essex	83.50	25.36	62.30	16.01	10.77	44.45	176.55	78.85	14/53
East of England	97	22.08	64.72	10.88	12.95	41.09	124.76	59.20	4/11
England & Wales Average	100	20.32	61.18	14.81	13.03	39.83	155.82	100	

Transport And Connectivity Indicators Summary

Looking at some of the indicators from the table we find that:

- The national average for the proportion of people who travelled to work by car was 61.18% in 2001. By comparison the Braintree figure of 66.14% placed it in the middle 20% of districts nationally.
- The proportion of residents who travelled to work within Braintree by public transport was 10.63% in 2001. This was high, placing the area in the top 40% of districts nationally. By comparison the national figure was 14.81%.
- The proportion of residents who travelled to work within Braintree by foot or bicycle was 11.39% in 2001. This was low, placing the area in the bottom 40% of districts nationally. By comparison the national figure was 13.03%.
- With a score of 72.44, net commuting in Braintree was very low in 2001, with the area ranking in the bottom 20% of districts. Net commuting reflects the relative levels of work being taken by residents in the area: a higher score implies that more workers coming into the area to work and a lower score implies that residents are travelling outside the area to work.
- The average travel to work time for residents in Braintree is very high, with the area ranking in the top 20% of districts nationally. The average travel to work time of 25.00 minutes compares with a Essex average of 25.36 minutes and a national average of 20.32 minutes.
- The proportion of residents who work outside Braintree was 43.06% in 2001. This was average, placing the area in the middle 20% of districts nationally.
- At 82.58, the number of journeys per sq km in Braintree is low, with the area ranking in the bottom 40% of districts nationally.

Nearest Neighbours

For the indicators in the spider chart shown earlier, the areas in the country with the most similar profiles are shown on the right. These are statistically the nearest neighbours to Braintree, with Rother in Sussex being the most similar on the transport and connectivity indicators.

Rank	Place Name	Sub Region
1	Rother	Sussex
2	Maldon	Essex
3	Doncaster	South Yorkshire
4	Blyth Valley	Northumberland
5	Clackmannanshire	Eastern Scotland
6	Rushcliffe	Nottinghamshire
7	East Ayrshire	South Western Scotland
8	Gedling	Nottinghamshire
9	Midlothian	Eastern Scotland
10	Swale	Kent & Medway

Source: AA

Glossary of terms

Average travel to work time (in minutes)	The average time it takes residents to travel to work.
Connectivity score	The connectivity index is based on proximity to and number of major transport services. Figures over 100 indicate a higher than average level of connectivity.
Journeys per sq km	The number of journeys taken daily in the area as a proportion of the total land area.
Net Commuting	This is the ratio of people who work in an area to the working age population. A higher score implies that more people are coming into the area to work and a lower score implies that more residents are travelling outside the area to work.
Proportion of jobs taken by non-residents	The proportion of jobs in the area filled by people who travel into the area from outside the area boundary.
Proportion of people who travel to work by car	The proportion of the resident population aged between 16 and 74 who travel to work either by driving a car or van, or as a passenger in a car or van.
Proportion of people who travel to work by foot or bicycle	The proportion of the resident population aged between 16 and 74 who either cycle or walk to work.
Proportion of people who travel to work by public transport	The proportion of the resident population aged between 16 and 74 who travel to work by using the Underground, (metro, light rail or tram), train, bus, mini-bus or coach.
Proportion of residents who work elsewhere	The proportion of residents who work outside the area.

Data Sources and Definitions

Average travel to work time (in minutes)	Data is provided as a mean average direct from the Labour Force Survey.
Connectivity score	Based on proximity to and presence of airports; number of rail stations (excluding the underground); ports and motorway junctions. The number of these services in the area was calculated, weighted by proximity to major airports (Gatwick, Edinburgh, Glasgow, Bristol, Stansted, Birmingham) as a proportion of land area and indexed to the GB average (GB = 100).
Journeys per sq km	Total number of journeys as a proportion of the total land area in sq km.
Net Commuting	This was calculated by dividing the number of people who work in an area, by the total working age population. The calculation was then indexed to the GB value to give a relative score (GB=100).
Proportion of jobs taken by non-residents	Total in-commuters as a proportion of total jobs. Based on data from the 2001 Census.
Proportion of people who travel to work by car	Number of persons travelling to work by car as a proportion of all persons travelling to work. Based on data from the 2001 Census.

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Proportion of people who travel to work by foot or bicycle	Number of persons travelling to work on foot or by bicycle as a proportion of all persons travelling to work. Based on data from the 2001 Census.
Proportion of people who travel to work by public transport	Number of persons travelling to work by public transport as a proportion of all persons travelling to work. This data is based on place of residence from the 2001 Census.
Proportion of residents who work elsewhere	Total number of residents who work outside of the district as proportion of the total number of working age residents. Based on data from the 2001 Census.

Source: Local Knowledge; 2001 Census; The AA; Labour Force Survey (ONS Crown Copyright).

We hope that you have found this report useful. If you would like a more comprehensive guide which benchmarks and analyses a specific area's performance, please contact us to discuss your requirements.

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Migration and Change
Occupations
Prosperity
Deprivation
Health
Crime

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