

[Collection: Rural Communities statistics](#)

Defra provides a collection of high level statistics which present an overall picture of living in rural areas across England.

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Our Products

Rural Communities statistics

- [rural urban classification](#)
- [rural economy – statistical indicators](#)
- [rural living – statistical indicators](#)
- [census rural analyses](#)
- [statistical digest of rural England](#)

Other sources of information

- [Welsh government](#)
- [Scottish government](#)
- [Northern Ireland](#)
- [Office for National Statistics \(ONS\)](#)

Developing our portfolio

The rural portfolio of official statistics is different to the remainder of the wider Defra portfolio in that much of it focuses on looking again at wider socio and economic statistics and drawing out insights by applying the official definitions of rural and urban communities to explore differences as well as rural specific trends. As for the Defra Group portfolio as a whole, we will continue to invest in developing our understanding of user needs and therefore to find the best future balance between compendiums of environmental statistics, regular statistical releases on specific topic and supporting data releases.

News story: Rail passengers to benefit from 'one-click' compensation

- new government measures to require train operators to make compensation claims easier for customers
- increased use of technology to help inform passengers they are entitled to claim
- government working with companies to ensure more consistency across network as figures show compensation paid at record levels

New rules making it easier for rail passengers to claim compensation for delays and disruption have been announced today (1 October 2018).

The introduction of simple and speedy 'one-click' automated claims systems, available via smartphones and smartcard registration, form part of stronger obligations for future train operators under UK government-awarded franchises, ensuring that passengers are more aware than ever of their right to compensation.

This builds on extensive work by government to deliver improved compensation for passengers, following the extension of Delay Repay 15 to Northern services from the end of this year, working with industry to establish a new ombudsman to handle complaints, and introducing smart, paperless ticketing across the majority of the network by the end of the year.

Today's announcement coincides with the publication of reports by the Department for Transport (DfT) which show the total amount of compensation paid to passengers has risen 80% in the past 2 years, as the government has increased the requirements of train operators to publicise passengers' rights. Claims are also being dealt with more quickly, with 67% now resolved within 2 weeks compared to 48% in 2016.

The reports also highlight the need for increased use of technology; 53% of passengers state that they are now claiming for compensation online, up from 31% in 2016, with users of smartcards or mobile phone tickets most likely to make a claim.

The DfT is working with all train operators to better promote awareness of schemes such as Delay Repay and encourage them to bring in automated processes for informing passengers of their rights to claim.

News story: London-Newquay flights secured for further 4 years

Today (1 October 2018) the government and Cornwall Council have announced that direct flights between Newquay Airport and London Gatwick have been secured for a further 4 years, backed by funding from both organisations.

The service will see daily flights between the 2 airports, with 3 return flights on weekdays and 2 per day at weekends. Operated by FlyBe, the service will commence from October 2018.

This follows success of the previous route offered by Flybe, which saw demand almost double over 3 years. Gatwick flights now account for 40% of all passengers using Newquay Airport.

And the funding has further increased confidence in the airport, with other airlines operating new routes from Dusseldorf, Frankfurt and Stuttgart.

Public Service Obligation routes are used to subsidise vital air connections and economic and social development in peripheral regions, where a clear business case is put forward.

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Aviation and maritime media enquiries

Media enquiries
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[News story: Modern regulation to support UK's growing space sector](#)

With rapid changes to space technology there are exciting opportunities, with potentially significant benefits for the UK, as well as new types of risks that need to be managed to ensure safety, security and sustainability.

That's why the UK Space Agency is adapting aspects of its regulatory framework to meet the regulatory challenges of the space sector now and in the future.

Traffic Light System

The traffic light system is a new pre-application licensing process for satellite operators. It gives prospective applicants an early indication of how likely it is that their mission would be granted a UK licence. Depending on the mission, it may also result in a tailored, more streamlined application process.

This approach will be offered to all prospective licence applicants and is expected to be particularly helpful to new entrants to the UK space sector. The traffic light approach has already been piloted with a selection of satellite operators who have welcomed the new system.

Third Party Liability Insurance

The UK Space Agency is also introducing a new 'sliding scale' policy for the in-orbit third-party liability insurance requirements it places on operators. This will help the Agency respond to the increasing variety of space risks in its consideration of licence applications.

For missions such as a low risk satellite deployed from or operating below the International Space Station the requirement for the operator to hold in-orbit third party liability insurance may be reduced or waived. On the other

hand, it is likely that an operator planning a higher-risk mission would need to hold a greater level of insurance than that required for standard missions.

This flexibility will help ensure that the Agency's licensing conditions can adapt to future innovations in a way that is proportionate and responsive.

This new approach should also make it easier for operators to procure insurance for large constellations of satellites that could be used for applications such as providing internet access to remote locations across the world.

Chief Executive of the UK Space Agency Dr Graham Turnock said:

We're committed to ensuring the UK thrives in the commercial space age as part of the Government's Industrial Strategy. That means having modern regulation that keeps us all safe while recognising the fundamental shifts in technology that have seen the cost and size of satellites plummet and their use increase. From mega constellations to satellite launches from UK soil, there are significant opportunities for future growth and jobs in the UK space sector.

The announcement was made during the International Astronautical Congress in Bremen, Germany – an annual meeting of global space agencies and industry. UK Space Agency CEO Graham Turnock will address the conference on Wednesday (3 October) about the UK's plans to thrive in the commercial space age over the next decade by developing national launch capabilities and supporting the growth of satellite applications, while continuing to play a leading role as a founding member of the European Space Agency.