

Annex D Accessibility Strategy

Accessibility Strategy for Cumbria

I Accessibility planning concordat

- I.1 Cumbria is putting Accessibility Planning at the heart of an evidence based integrated approach to service delivery, the location of future services and transport planning.
- I.2 The importance of Accessibility Planning and its cross-cutting impact across the council services has been endorsed by the councils Corporate Management Team and the need for a corporate and coordinated approach which puts Accessibility Planning at the forefront of future service delivery decisions has been agreed.
- I.3 In November 2005, the council held a 'stakeholder' event with a range of organisations (see Annex 1) with an interest in accessibility planning in order to share the findings of the strategic accessibility assessment, determine problems which need to be prioritised for tackling at the local accessibility assessment stage and ask stakeholders to show their commitment to the accessibility planning process. There is a process in place to get organisations signed up to the strategy.
- I.4 It is vital to the success of an integrated approach across the county that there is a clear organisational structure in place to oversee and monitor the future development of the accessibility planning process. The council's Scrutiny Panel will provide this. It will meet regularly to consider progress on the development of accessibility planning across all sectors of service delivery within the county.
- I.5 The 'Panel' will inform and be informed of schemes which have locational and/or transport implications so that consideration can be given to the need to undertake an accessibility assessment and formulate an action plan in order to deliver the most appropriate solutions. It is recognised how important that leadership is to the process and that the right chair of the group is appointed to ensure the appropriate stakeholders involvement.
- I.6 The council recognises the importance of addressing cross-boundary issues and sharing best practice and has developed linkages with its neighbouring county authorities with the intention of joining any 'accession forums' being developed for the North East, North West and South West Scotland.

- 1.7 The council will look to develop an integrated multi agency team for transport to put users perspectives first. This would provide a centre of expertise in 'access' centred service planning, design and delivery of services ensuring the accessibility implications of transport proposals are fully assessed and decisions are made on the basis of this. As with passenger transport a similar evidence based prioritisation will be used for the development of cycling and walking routes.
- 1.8 Cumbria's significant physical and economic diversity creates a range of distinctive accessibility problems. Its predominantly rural nature with a dispersed population gives rise to particular difficulties in delivering services with reliance on a number of smaller towns for the provision of the essential services. People without access to a car especially the elderly, women and young people and those with impaired mobility can suffer from social exclusion on transport grounds. The county also contains a number of larger urban areas many of which particularly along the Cumbria coast suffer from accessibility problems associated with areas of urban deprivation and difficulties in being able to access job opportunities.
- 1.9 Addressing accessibility problems in Cumbria is not simply about transport solutions. Given the costs of providing adequate public transport to the towns, there is a need for service deliverers to develop solutions to take services to the dispersed rural areas such as the use of mobile library vans and innovative ways of providing primary care. A key determinant of improving accessibility is the location of service facilities and the council will develop a new policy and guidance requiring the use of the Accession model to measure the accessibility of any development proposal exceeding a certain threshold.
- 1.10 The Accessibility Strategy has been developed to address the accessibility problems faced by the resident population building upon the approach adopted in the LTP and reflecting the key countywide strategies. Through the work undertaken on the Strategic Accessibility Assessment a number of accessibility issues and problems have been identified and a programme for detailed local assessments determined.
- 1.11 The Accessibility Strategy reflects the significant progress that has been made in incorporating accessibility planning at the heart of the decision making process in the delivery of transport and location of services.

2 Accessibility vision

- 2.1 The accessibility strategy vision for Cumbria is that:
all residents, particularly those most disadvantaged should have affordable, convenient and safe access to the services which most impact on their quality of life, particularly jobs, education, health care, fresh food and leisure facilities. In order to achieve this vision Cumbria County Council will assist stakeholders to incorporate accessibility planning into the delivery of their services and will put accessibility planning at the heart of the delivery of council services.
- 2.2 The accessibility strategy vision is strongly supported by the vision set out in the LTP which has accessibility planning as an integral part of it:
“Our vision is a transport network in Cumbria that provides safe access for all to jobs and services, supports a dynamic, sustainable economy, maintains and improves the quality of the built and natural environment and contributes to better public health.”

3 Background

- 3.1 Accessibility Planning came out of the Social Exclusion Unit's report on 'Making the Connections' and is concerned with improving access to the services which have most impact on people's quality of life, namely employment, healthcare, learning and fresh food. In particular Accessibility Planning aims to address the needs of the most socially disadvantaged.

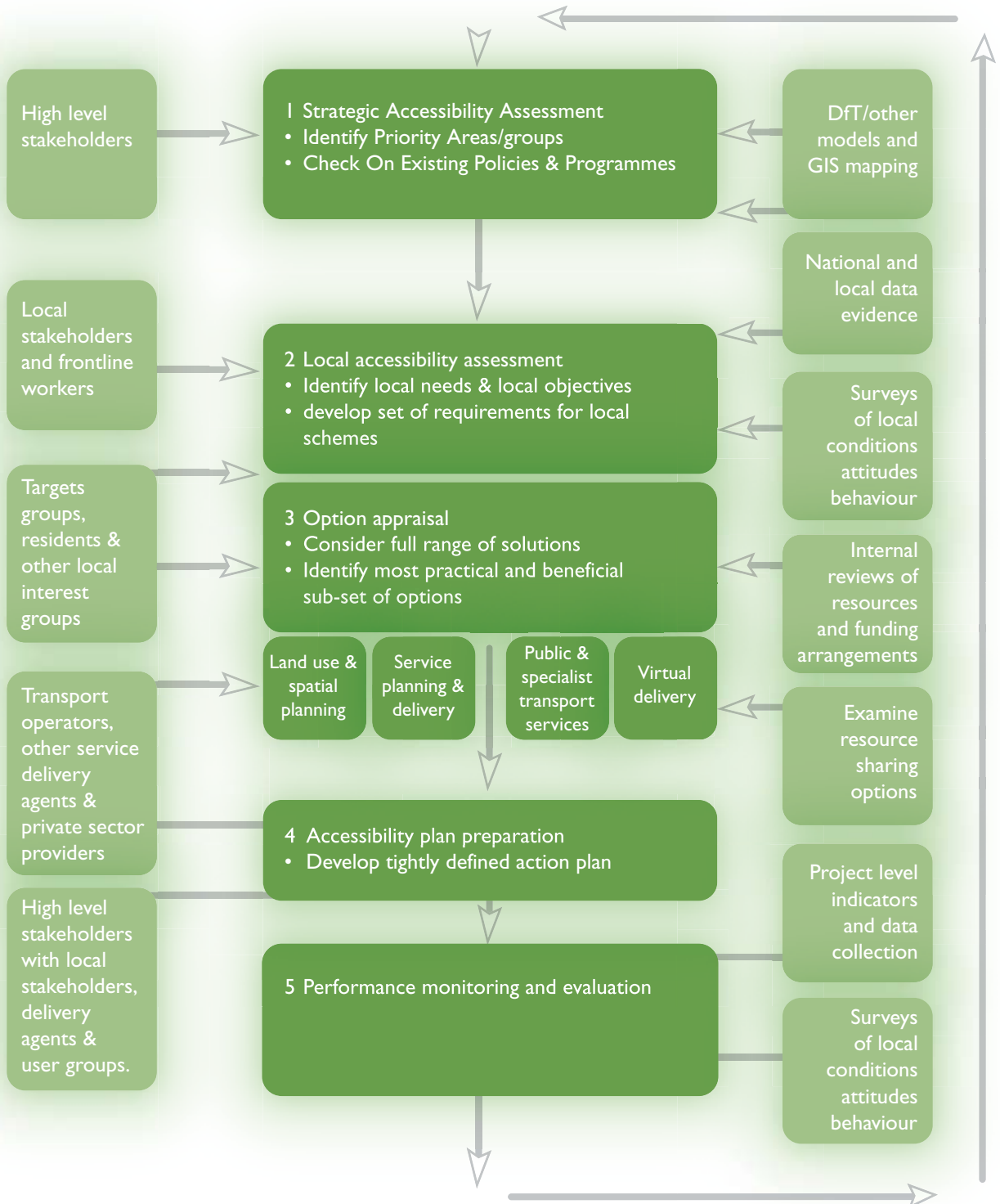
What we mean by accessibility:

“The key idea at the centre of this report is accessibility : can people get to key services at reasonable cost, in reasonable time and with reasonable ease ? Accessibility depends on several things: does transport exist between people and the service? Do people know about the transport, trust its reliability and feel safe using it? Are people physically and financially able to access transport? Are the services and activities within a reasonable walking distance? Solving accessibility problems may be about transport but also about locating and delivering key activities in ways that help people reach them.”

Source: 'Making the Connections: Final Report on Transport and Social Exclusion.'

3.2 A clear staged approach has been determined by government to improve access to the key services as set out in Figure 1.

Figure 1: Main stages of the recommended accessibility planning process



4 Cumbria context

- 4.1 Cumbria as a whole is sparsely populated which gives particular difficulties in providing services. The traditional approach has been to focus facilities and services in the Key Service Centres. Figure 2 identifies the Key Service Centres and the local authority 'Districts' of the county.
- 4.2 Given the sparsity of the population in many areas of Cumbria public transport services are not commercially viable without significant on-going support. The resultant low level of bus service provision has a consequential impact on many people's ability to readily access services. Even in the towns and urban areas where the majority of people in the county live there is increasing difficulty in supporting a regular frequency of bus services. A number of these places are suffering from economic decline and there are areas of significant social deprivation, in particular the communities along the west Cumbrian coast and in and around Barrow and Furness. The barriers in these areas to accessing services include people's low expectations and their fear of crime.

Demographics

- 4.3 Cumbria has a population of about 490,000 and is forecast to grow to nearly 510,000 by 2028, a 1% increase every five years. However there will be significant variations at the District level with high growth expected in Eden (18%) and to a lesser extent Carlisle (10.8%) whilst Barrow will experience a loss of 11.5%.
- 4.4 The number of children and young adults is predicted to fall whilst the proportion of older adults is set to grow significantly and by 2028 it is predicted that 37.5% of the overall population will be over 60. This is likely to place increasing and specific demands on passenger transport to meet the needs of an ageing population in particular with regard to access to healthcare.

Economy

- 4.5 The economy of Cumbria has been in decline since the 1980's in relation to the rest of the North West, with the economic base of the county seeing a steady decline in the traditional manufacturing and agricultural industries. It is now in a position where the county's economy is experiencing a level of growth, similar to some of the poorest sub-regions in Eastern Europe.
- 4.6 There has been extensive loss of employment in the chemical, shipbuilding and nuclear sectors concentrated along the western coast of Cumbria and a further 8,000 jobs at BNFL Sellafield are anticipated to be lost by 2012. The contraction of major employers and diversification of the economy will have major implications for transport with services needing to meet more individual and dispersed requirements rather than mass transport to a single large employer.

Figure 2: Key Service Centres and Districts of Cumbria



Index of Multiple Deprivation

- 4.7 The Index of Multiple Deprivation which helps measure the levels of deprivation across the county, (covering the issues of income, employment, education and skills, barriers to housing and services, crime and environment) indicates that overall Cumbria has a slightly worse level of deprivation than the national average. There is a need to give particular consideration to the accessibility of the most disadvantaged communities to try and improve social inclusion.
- 4.8 The urban areas contain the higher multiple deprivation scores. There are 27 Super Output Areas in Cumbria falling within the 10% most deprived nationally. These are situated in Barrow (13), Allerdale (6), Copeland (4) and Carlisle (4).

Learning attainment

- 4.9 Cumbria's total entry to post 16 full-time education is lower than the national average (67.9% compared with 71.7% across England) and only 17.2% go on to obtain a NVQ Level 4 qualification in contrast to 19.8% nationally. The deprived areas of West Cumbria and Barrow have particularly lower levels of learning attainment.

Health

- 4.10 The sparsity of the population in Cumbria leads to particular problems in ensuring people can access healthcare facilities particularly the most vulnerable; people on low incomes, the disabled, and the elderly. The population of the deprived areas in old industrial base of the county particularly West Cumbria and Barrow show a particular propensity for having a number of health problems reflecting low incomes, poor diet, and lack of regular exercise. Barrow has 25% of its population with a limited long term illness, the second highest in the North West.
- 4.11 There are presently major organisational changes taking place in the health sector across Cumbria which will have significant implications for the future delivery of services.

Fresh food/shops

- 4.12 In view of many settlements not being large enough to support convenience shopping facilities they are concentrated in the Key Service Centres leading to clear accessibility problems for the rural population without access to a car.

5 Accessibility integration in service delivery

Objectives

5.1 The objectives of the accessibility strategy are:

- To encourage and assist service providers to develop ways of delivering their services that improves accessibility, particularly for those in greatest need
- To ensure that new employment, educational, healthcare, food retail, leisure and other essential services and facilities are located so as to be accessible by passenger transport, on foot or by cycle
- To improve access to the county's Key Service Centres ensuring those most in need have access to educational, employment, healthcare and leisure facilities and fresh food
- To ensure that measures to improve accessibility also take account of safety and personal security requirements

5.2 These objectives are clearly linked to each of the Principal Core Objectives of the LTP and the key priorities for Cumbria:

- Economic regeneration and growth
- Safety
- Rural accessibility of jobs, goods and services
- Accessibility, viability and vitality of Key Service Centres
- Lake District National Park and other protected landscapes

These Core Objectives are in turn derived from the council's Plan (Corporate Strategy) and the Sub-Regional Strategy (Community Strategy).

5.3 The strategy has been developed in conjunction with partners who are involved in the delivery of key services.

5.4 In line with the government's five stage approach to accessibility planning a series of 'action plans' will be developed in conjunction with relevant partners to address the objectives of the strategy. This will examine particular issues and areas of concern in terms of accessibility. Pilot 'assessments' are being developed with further details in paragraphs 9.3 to 9.8.

Targets

5.5 The county council proposes one key indicator in the LTP to reflect key accessibility issues in the county, namely:

Percentage of households without access to a car within 30 minutes of a GP. (See Annex 5).

This reflects the importance of being able to access health care for groups less likely to have access by car such as elderly people, people with disabilities or those from deprived areas.

5.6 Presently 93% of the total population without access to a car is within 30 minutes of a GP by public transport and the target is to increase this to 95%.

6 LTP approach to accessibility

- 6.1 The objectives of the Accessibility Strategy are being addressed through a range of measures and policies adopted in the LTP and the overall council approach.

Location of services

Development control

- 6.2 The location of facilities and services is a key determinant of their accessibility particularly to those without access to a car. The policies of the LTP support the location of new developments in the most accessible locations where people without access to a car can readily gain access by public transport, cycling and walking.
- 6.3 In new developments above a certain threshold a transport assessment (TA) is presently required. (LTP Policy **LD5**). The council will examine the scope to incorporate the need for any development triggering a TA to undertake an accessibility appraisal using the 'Accession' software.

Workplace Travel Plans

- 6.4 They are an important means of addressing problems through encouraging businesses to consider the travel needs of their employees and setting out what measures can be enacted to make their premises accessible by passenger transport, cycling and walking. (LTP Policy **WS2**). The council is employing a travel plan coordinator to work with employees across the county to develop travel plans.

School Travel Plans

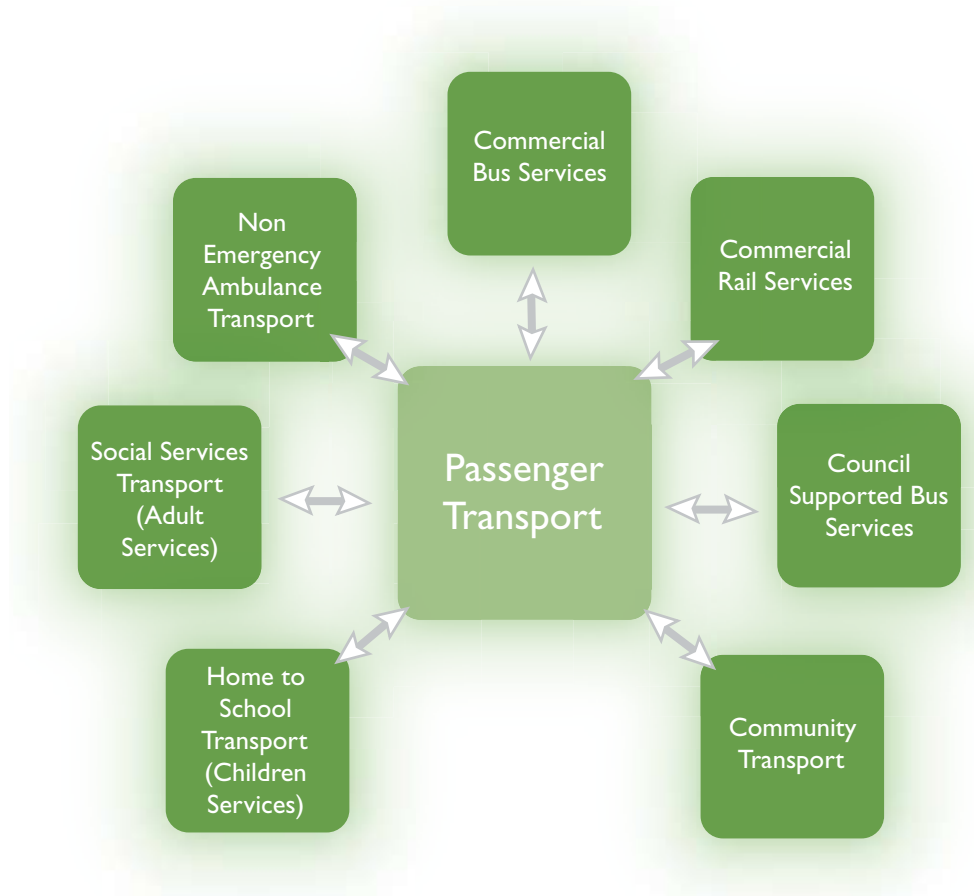
- 6.5 The development of school travel plans has a key role to play in conjunction with the councils walking and cycling policies to provide safe links to school on foot and by bike. (LTP Policy **WS4**).

Transport

Passenger Transport

- 6.6 At the forefront of the approach to improving access to the key essential services and facilities across Cumbria are the measures aimed at improving passenger transport services. Passenger transport plays a key role in creating an inclusive society.
- 6.7 As set out in Figure 3, 'Passenger transport' incorporates conventional public transport services, home to school transport and social care related transport as well as the range of community and volunteer provided services. Annex 2 sets out details of the services covered.
- 6.8 In terms of the bus and rail network the council's approach is to supplement the commercial services by supporting the provision of flexible transport services to complement the core and secondary bus and rail networks linking into the Key Service Centres, where the main services and facilities are located.

Figure 3: Passenger Transport Services



- 6.9 The LTP recognises the need to maximise the benefits of its spending on transport services through seeking to:
“...integrate with transport services procured by other agencies, especially health services and major employers ... producing an overall transport policy for the council covering all transport services.”
- 6.10 The council is reviewing the provision of its passenger services and the development of an evidence based partnership approach to determining how transport services are designed and delivered is being considered. A new integrated team is being set up and accessibility planning is being adopted as the guiding principle and mechanism for prioritising investment. Through this evidence based approach there will be scope for resources to be directed to those in greatest need when allocating funding for urban and rural bus services and Demand Responsive Transport services.

Rural accessibility issues

6.11 The LTP sets out a range of existing and proposed measures which aim to improve peoples ability to utilise passenger transport services in rural areas and access the services and facilities in the Key Service Centres.

These include the following proposals and projects:

- The identification of a Key Rural Bus Service network and Key Interchange Points. (LTP Policy **PT5**)
- The continued development of Demand Responsive Transport schemes to serve the most remote areas. (LTP Policies **PT6** and **PT7**)
- Rural Wheels - operated by the council provides transport within the remote areas of rural Carlisle and South Lakes. The services allow people in the remote rural areas without access to regular public transport services to reach key destinations
- Voluntary Car Schemes - a range of schemes are supported by the council in many rural areas providing access to a number of services

6.12 In the rural areas of Cumbria in particular regular bus services are often not cost effective and without additional revenue funding support it will become increasingly difficult to prevent the reduction in bus service usage and bring forward new responsive services.

6.13 Cumbria also contains an extensive rail network with 48 stations. Lines such as the Settle and Carlisle and Cumbrian Coast play an important role providing regular direct services from outlying rural settlements to key service centres such as Carlisle, Barrow and Workington.

Urban accessibility issues

6.14 The approach to passenger transport in urban areas is to develop wherever feasible a network of accessible and frequent good quality bus services which will provide access to employment healthcare, learning, leisure and other key facilities from the residential areas.

6.15 **To support this approach the following proposals and projects are being developed in urban areas:**

- The establishment of a Voluntary Quality Bus Partnership with the primary bus operator in the county, Stagecoach North West in order to define a network of bus routes in urban areas which will provide linkages to the key services and facilities and a general improvement to the quality of facilities. (LTP Policies **PT3** and **PT5**)
- The implementation of real time information on key routes and at key interchange points. (LTP Policies **PT2**)
- The further development of services operating in areas of Carlisle and Barrow for people who due to disability have difficulty in accessing regular public transport services

Walking

- 6.16 Encouraging access on foot is recognised as one of the most important means of increasing people's ability to access key services and facilities, particularly journeys to work and school. Priority will be given to developing a network of good quality, safe, convenient, continuous and 'accessible for all' routes within the Key Service Centres reflecting the concentration of services and facilities there. In rural areas attention will be given to improving links to schools and public transport facilities with the Rights of Way Improvement Plans being developed. (LTP Policies **W1, W2**).
- 6.17 There is recognition that there is a particular need to cater for the requirements of people with disabilities to improve accessibility for all. The mobility plans being developed over the LTP period for each of the Key Service Centres are aimed at improving access on foot with particular benefit to those with impaired mobility.
- 6.18 The Key Service Centres have differences in how their residential areas are located relative to their town centres. Consequently they will have different accessibility problems with some towns having its Key Services in acceptable walking distance of the residential areas whilst others have only for example primary school within acceptable distance.

Cycling

- 6.19 Like walking, cycling provides an economic and healthy means of being able to access facilities and services and has the potential to bring an increased range of communities within the reach of key services.
- 6.20 The council is developing a network of core cycle routes in each of the Key Service Centres which will provide links to the schools, main employment areas and town centres. Networks have so far been produced for Carlisle, Barrow, Kendal, Workington, Whitehaven and Ulverston. (LTP Policy **CI**).

Safety

- 6.21 In line with Objective 4 of the Accessibility Strategy safety and security is a key determinant of people's willingness to use services cutting across both walking and cycling and passenger transport service and locational issues.
- 6.22 **There are two strands to safety of particular relevance to increasing accessibility, namely:**
- road safety
 - personal security
- 6.23 A raft of inter-related measures involving publicity, education, enforcement and engineering are being utilised to increase road safety particularly for the most vulnerable users of the highway network, pedestrians and cyclists.

- 6.24 Similarly a range of measures need to be considered to increase people's personal security and their consequent willingness to access services on foot, by bike and through public transport. Especially during hours of darkness. In order to address people's concerns the LTP has identified measures to improve security on the passenger transport service such as CCTV and the main walking and cycling routes to the transport services and the key service facilities. The design of routes and facilities has a vital role in ensuring people's personal security is maximised.
- 6.25 Four Community Safety Strategies have been developed by the Local Crime and Disorder Partnerships to cover Cumbria and they have drawn up measures to increase the safety and security of passenger transport services and waiting facilities and the access to premises used for employment, health, learning, shopping and leisure.

7 Wider linkages

- 7.1 The two key overarching strategies for Cumbria are:
- **Sub Regional Strategy of the Cumbria Strategic Partnership**
 - **Councils Corporate Strategy**
- 7.2 Cumbria's Corporate Strategy sets out the council's vision for the county over the next three years. Within its six defined themes aimed at Economic, Social and Environmental Well-Being key priorities have been defined a number of which have clear links to the objectives of the accessibility strategy.
- 7.3 The Cumbria Strategic Partnership (involving over 50 partner organisations) has produced a Sub-Regional Strategy (Community Strategy) for the county, 'Sustainable Cumbria, a strategy for growth and progress for Cumbria 2004 to 2024' which identifies the top priorities for action to improve the quality of life in Cumbria. An Action Plan is presently being developed for adoption in Spring 2006.
- 7.4 The Cumbria-wide community strategy was developed in consultation with the five Local Strategic Partnerships (LSP) covering the county; Carlisle, Eden, South Lakeland LSPs, Furness Partnership, and West Cumbria Partnership.
- 7.5 Each of the Local Strategic Partnerships have prepared a strategy for the future development of their respective areas. They all highlight access to the key services as a significant priority and they will be used to inform future priorities in the accessibility planning process.
- 7.6 Details of the linkages between the county's two key strategies and the objectives of the accessibility strategy are set out in Annex 3. It also contains details of the other key strategies and plans set out opposite in Figure 4.

Figure 4: Key strategic plans and their linkages



8 Strategic Accessibility Assessment

8.1 In line with government guidance as part of the first stage in the Accessibility Planning process a strategic accessibility assessment of Cumbria was carried out.

Partnerships

8.2 **The authority set up three strategic partnerships to cover the issues of:**

- Access to Employment
- Access to Health
- Access to Learning

The issue of Access to Fresh Food will be looked at in terms of a local accessibility assessment.

8.3 The aim with the partnerships was to set up small groups of relevant stakeholders (set out in Annex 4) which could focus in on the key accessibility issues at the strategic level.

The groups met on a regular basis to address the following issues:

- Identification of mapping requirements
- An understanding of the nature of service provision
- Review of evidence
- Consideration of mapping produced

Findings

8.4 **The mapping audit undertaken assessed the accessibility by car and public transport of the following key service destinations:**

- Further education establishments
- GP surgeries and practices
- Accident and Emergency hospitals
- Out of Hours Centres
- Hospitals with Minor Injuries
- Clinics and hospitals without Minor Injury clinics
- Major employment sites
- Key Service Centres

Annex 5 sets out representatives of the maps produced for access to FE establishments, GPs, major employment sites and Key Service Centres whilst Annex 6 sets out % figures for Cumbria for each of the indicators mapped.

Issues

Access to Employment

8.5 It was considered that the mapping would be of most benefit if it looked at access to the Key Service Centres and employers of over 50 and 100 staff respectively.

The strategic accessibility assessment brought out the following key issues:

- 97% of workplaces in Cumbria employ less than 50 people
- The potential problems in rural West Cumbria are underestimated due to the perception of the area as having urban problems
- Residents find it difficult to access major employment sites on the coast
- The poor transport infrastructure make journeys to and within West Cumbria and Barrow significantly longer than they should be and a barrier to businesses being set up
- Bus services do not meet the needs of the tourist industry particularly job seekers trying to access the South Lakes from the Barrow area and the North Lakes from the West Coast
- Work requirements are not compatible with bus timetables and bus services do not serve some major employment areas such as Park Road in Barrow, and Pirelli in Carlisle
- Measures are needed for those who cannot access public transport such as a website for car sharers, and provision of bikes
- There is a need to consider the initial cost of transport when people start work
- Without access to a car a number of people were unable to take up farm apprentice schemes

Access to Healthcare

- 8.6 In terms of healthcare facilities the partners considered there would be most benefit in looking at a number of healthcare facilities namely: GP's, A&E Hospitals, Out of Hours Centres, and Hospitals with and without Minor Injury Units. The following issues were identified:
- There is a need to examine in detail the provision of transport for patients using health services
 - People in the deprived wards in the urban areas and those living in rural areas are likely to have particular access problems to healthcare facilities
 - In rural areas elderly people, children of single parents or workless households, the self employed on low incomes and seasonal workers are more likely to experience accessibility problems
 - GP's in many rural areas may be inaccessible by public transport

Access to Learning

- 8.7 The strategic assessment focussed in on access to further education establishments for young people aged 14-19 given the vital role they play in providing full learner entitlement. This reflects the policy adopted by the council in 2005 to offer learning through a more flexible 14-19 year old curriculum. The Cumbria 14-19 Pathfinder has developed in conjunction with the Learning and Skills Council a strategy to drive this issue across the five learning zones in Cumbria.

The issues identified were:

- The sparsity of population together with topography and transport infrastructure makes access to learning expensive in both time and money
- There is a gap in the provision of full learner entitlement in Eden District as only partial entitlement is provided through the University of Central Lancashire
- A student who studies at multiple sites will only receive transport support to travel to one site
- Cultural barriers hinder progression into post 16 education
- The cost of travel is a barrier to access learning opportunities
- There is a limited public transport network given rurality of county
- Travel times can deter young people from education

Accessibility by walking and cycling

- 8.8 Improving access by both walking and cycling to the key services and facilities is identified as a particularly important means of not only reducing congestion and improving air quality but most importantly reducing social exclusion. In urban areas in particular, good quality, convenient and safe routes for cycling and walking can help reduce social exclusion in the most deprived areas through minimising transport costs a key barrier for people looking to take up a job opportunity.

- 8.9 At the strategic level work has been undertaken to look at the % of households within the main towns in each of the six Districts, (Barrow-in Furness, Carlisle, Kendal, Penrith, Workington and Whitehaven). That are considered to be in acceptable walking and cycling distance of their respective town centres namely 2km and 6km respectively.

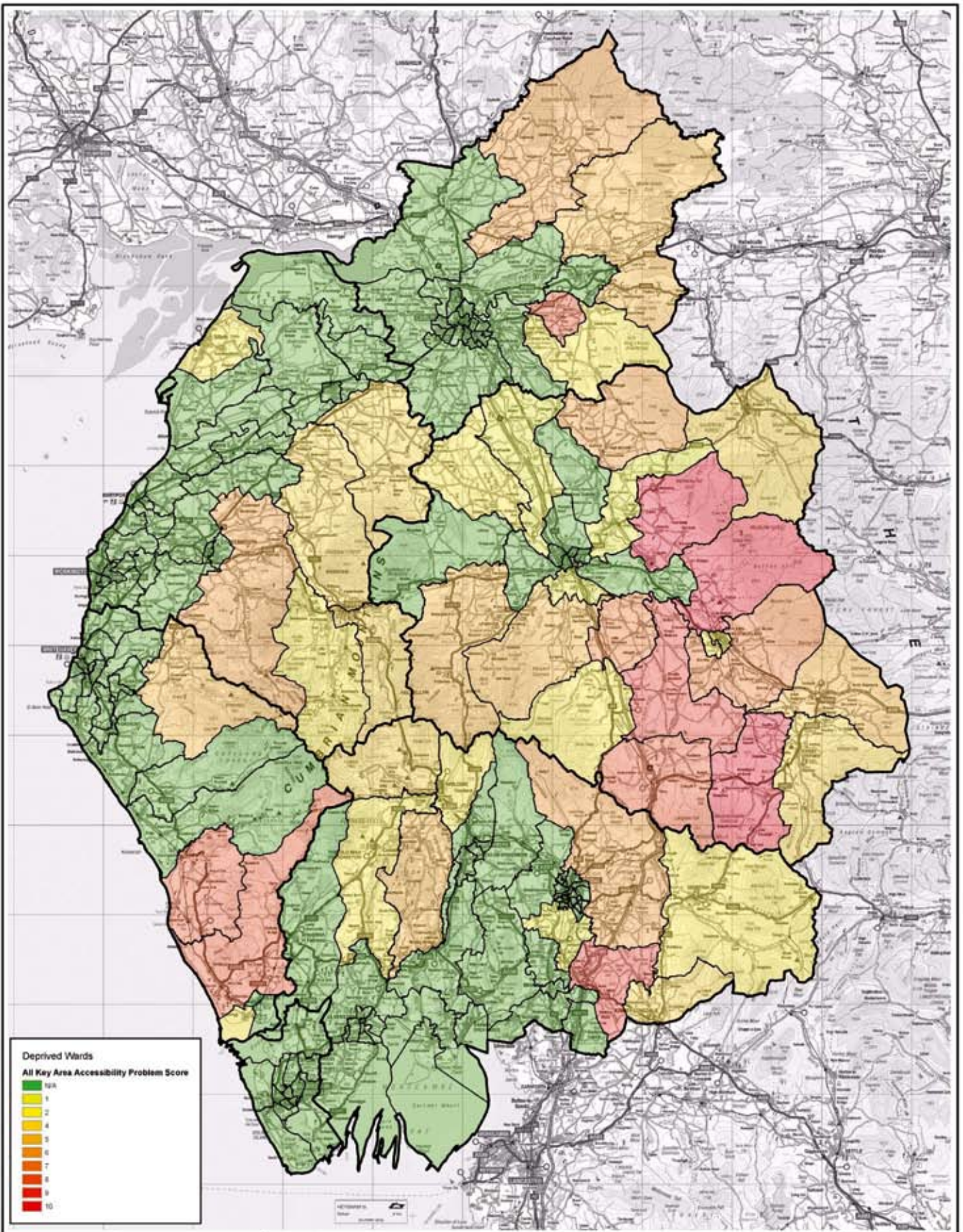
- 8.10 The findings as set out in Annex 7 indicated that almost all the population of the six towns was within reasonable cycling distance of their town centres. This indicates the potential there may be to increase journeys on bike provided safe and convenient routes are provided.
- 8.11 There was significant variation in terms of walking accessibility ranging from 37.1% and 45% in Carlisle and Barrow through to 97.6% in Penrith. Whilst there is a clear correlation between population size and levels of accessibility there are some clear variations with Kendal and Whitehaven being of similar size but the centre of Whitehaven being significantly less accessible on foot because of its dispersed layout.

Problem areas

- 8.12 A more detailed assessment was undertaken to identify the least accessible areas of the county for each service destination and then the areas with accessibility problems across the service destinations.

This resulted in the following areas as indicated in Figure 5 (opposite) being identified:

- Rural Eden
 - Eastern Rural Carlisle
 - Rural Allerdale
 - Southern Rural Copeland
 - Eastern Rural South Lakeland
 - 'Lakes Area', South Lakeland
- 8.13 In view of Eden being assessed as having the most potential accessibility problems at the strategic level of all the Districts within Cumbria it has been chosen as the initial pilot for a detailed local accessibility assessment.



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**Wards Identified by
 Cross-Key Area Accessibility Problems**



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9 Next steps

Priorities

9.1 The priorities for future action over the LTP period will be based on where:

- There are concentrations of people at risk of social exclusion and the accessibility of a single service or combination of services is poorest
- Improvements are likely to make the greatest contribution to delivering the authority's and partners wider objectives
- The local community plans have identified particular issues

9.2 The council has identified a programme of initiatives for 2006/07 where detailed local accessibility assessments will be undertaken and is in the process of identifying appropriate partners to be involved in these schemes. Three pilot schemes are to be carried out covering the rural District of Eden, the southern part of Copeland District and the urban District of Barrow.

9.3 These schemes will provide valuable knowledge and experience which will allow future schemes to be taken forward by our partners in the employment, education, health and other sectors. Depending on their outcomes further assessments will take place targeted on specific areas and/or service issues.

Access to rural areas

9.4 The first pilot scheme for Eden District came out of the work carried out during the strategic accessibility assessment which identified the twenty wards with the worst accessibility problems. This clearly showed that Eden District had the most accessibility problems of the six Districts in Cumbria with a number of the wards being the poorest for access to FE establishments, GPs, A&E hospitals, major employers (>50 employees) and the Key Service Centres.

9.5 In view of these findings and the scope for solutions to address more than one accessibility problem the assessment will examine accessibility in Eden District, across the range of services.

Access to isolated Key Service Centres

9.6 This pilot will look at the southern part of Copeland District focussing on the Key Service Centre of Millom and its surrounding rural catchment area. This part of the county suffers from particular problems of isolation with infrequent public transport provision and lengthy journey times to the nearest main towns of Barrow and Whitehaven. The assessment will examine access to employment, health and learning provision within Millom and from the locality to Barrow and Whitehaven.

Access to urban areas of multiple deprivation

9.7 Whilst at the strategic level urban areas are seen as having generally reasonable access to key services and facilities this hides potential significant problems at the more local area particularly in the areas of multiple deprivation. Allerdale, Copeland, Carlisle and particularly Barrow District have wards falling within the 10% most deprived in the country. Consequently it is proposed that there will be a local accessibility assessment carried out in the deprived areas of Barrow District looking across the issues of access to employment, learning and health.

This reflects priorities of the community plan (of the Local Strategic Partnership) for Barrow which include:

- removing barriers to accessing employment
- raising achievements of students aged 14 and over

9.8 The project will be rolled forward to subsequently consider in detail the particular accessibility problems of the other most deprived urban areas in Cumbria.

Access to sports and leisure facilities

9.9 Ensuring good quality access to leisure and sports facilities can play an important role in improving health, giving opportunities to youngsters particularly from the more deprived areas. The council in conjunction with South Lakeland District Council, and Community Transport South Lakeland is working on a scheme with South Lakes Leisure Services which will provide affordable transport for groups of young people in rural areas to access sports and leisure facilities.

Access to GP's

9.10 The ability of people to access their GP is identified as the council's key accessibility indicator reflecting the important role it is seen as playing in aiding the health of the most disadvantaged members of society. It further reflects one of the key issues being considered in the government's White Paper on Primary Care. During the strategic accessibility assessment one of the issues identified through the mapping was the poor access to GPs in a number of rural wards across the county including parts of South Lakeland. Morecambe Bay Primary Care Trust are keen to take forward a scheme which will look at the present accessibility in an area of South Lakeland and with stakeholders examine service delivery options to improve access.

Other initiatives

9.1.1 There already a number of schemes underway which will be developed over the time period of the LTP to improve access to the key services and facilities:

Measures	Lead partner	Timescale
• Cycle Networks for each Key Service Centre	CC	3 per year of the LTP period
• Mobility Plans for each Key Service Centre	CC	3 per year of the LTP period
• New Policy & guidance on the use of 'Accession' in developments exceeding a certain threshold	CC	2006
• Review of library provision across the county	CC	2006
• Review of passenger transport	CC	2006

10 Proposed schemes

10.1 The council has allocated a budget for the continued development of accessibility planning in 2006/07. During that time period local accessibility assessments are to be undertaken for the following initiatives. Their outcomes will be worked up into action plans, and will be subject to regular review with amendments enacted as and when required which will be taken forward by the council in partnership with the lead partner:

Scheme pilots	Lead partner
Access to key services and facilities Eden District	Cumbria County Council
Access to key services and facilities South Copeland	Cumbria County Council
Access to key services and facilities in areas of deprivation, Barrow District	Cumbria County Council

Others

Access to sports & leisure facilities South Lakeland	South Lakes Leisure Services
Access to GPs South Lakeland	Morecambe Bay PCT

11 Conclusions

11.1 The Accessibility Strategy aims to put accessibility planning at the heart of an integrated approach to the delivery and location of services across Cumbria. It has been developed in conjunction with a range of stakeholders and they together with the council have declared their commitment to integrate accessibility planning into their policies and delivery of services and to work together to deliver improved accessibility services across the county. The council will look to continue to extend its stakeholder base and look to sign up further partners to its concordat.

- 11.2 Accessibility Planning is an on-going process that will continue to inform the council's strategies and the strategies of our partners. The council in conjunction with its partners will look to carry out assessments and formulate action plans aimed at meeting the accessibility needs of Cumbria's communities, particularly the most disadvantaged.
- 11.3 A high level partnership group is being developed to oversee, monitor and evaluate the progress that the council is making to improve accessibility to the range of key services across Cumbria.
- 11.4 The outcome of the process will inform the delivery of programmes through LTP2.

Annex I: stakeholder event attendees

Organisation

Portfolio Holder for Economic, Wellbeing and Regeneration
Cumbria Ambulance Service
Cumbria Rural Enterprise Agency
Cumbria Local Access Forum
North Cumbria PPI
Morecambe Bay PPI
Federation of Small Businesses
Eden District Council
Carlisle City Council
Morecambe Bay PCT
Job Centre Plus
Carlisle College
Furness College
Lakes College West Cumbria
Newton Rigg College, Penrith
Voluntary Action Cumbria
South Lakeland District Council
North Cumbria Mental Health
Cumbria Association of Local Councils
Portfolio Holder for Economic, Wellbeing and Regeneration, Cumbria CC
Chair of Allerdale Local Committee, Cumbria CC
Strategic Partnership Development Officer, Cumbria CC
Programme Manager, Rural Matters, Cumbria CC
County Manager, Learning Disabilities, Cumbria CC
Special Adviser, Childrens Services, Cumbria CC
Community Enterprise Programme Manager, Cumbria CC
Transport Operations Manager, Cumbria CC
Head of Library Services, Cumbria CC
Travel Plan Coordinator, Cumbria CC
Community Transport Officer, Cumbria CC
Transport Policy Team Leader, Cumbria CC
Senior Transport Policy Officer, Cumbria CC

Annex 2: Definitions of Passenger Transport Services

Social Services transport (Adult Services)

Transport provided free by Cumbria County Council for clients to access day car facilities.

Home to school transport (Children Services)

Statutory free transport for children to access transport to nearest or catchment school. Some additional transport provided at council's discretion.

Non-emergency ambulance transport

Free transport provided by the PCTs (usually provided by Cumbria Ambulance Service) for people with defined clinical need to access hospitals.

Community transport

Transport either provided on a voluntary basis or is not conventional registered bus service. It includes dial a ride and car schemes.

Annex 3: Linkages Between Accessibility Objectives and the county's Key Wider Strategies

Accessibility Strategy Objectives	Corporate Plan Key Priorities	Community Strategy Priorities
To encourage and assist service providers to develop ways of delivering their services that improves accessibility, particularly for those in greatest need.	<ul style="list-style-type: none"> • Improving the quality of life of Vulnerable Adults • Improving the life chances and well being of children and young people 	<ul style="list-style-type: none"> • Achieve greater integration of the work of agencies dealing with social exclusion • Develop procedure to deal with consequences of an ageing population and arrest the outflow of young people • Tackle health inequalities and promote healthy living and working
To ensure the new employment, educational, healthcare, food network, leisure and other essential services and facilities are located so as to be accessible by passenger transport, cycling and walking through the land use planning process with local planning authorities.	<ul style="list-style-type: none"> • Improving the quality of life of Vulnerable Adults • Improving the life chances and well being of children and young people 	<ul style="list-style-type: none"> • Develop procedure to deal with consequences of an ageing population and arrest the outflow of young people • Tackle health inequalities and promote health living and working. • Land use planning
To improve access to the county's Key Service Centres ensuring those most in need have access to educational, healthcare and leisure facilities and fresh food.	<ul style="list-style-type: none"> • Improving the quality of life of Vulnerable Adults • Improving the life chances and well being of children and young people 	
To ensure that measures to improve accessibility also take account of safety and personal security requirements.	<ul style="list-style-type: none"> • Improving the quality of life of Vulnerable Adults • Improving the life chances and well being of children and young people 	<ul style="list-style-type: none"> • Strengthen County Safety Programme • Implement improved road safety measures

Cumbria Sub Regional Spatial Strategy

The Cumbria Strategic Partnership has also produced Cumbria's Sub Regional Spatial Strategy 'Developing Sustainable Cumbria' which summarises the key priorities for partnership action in Cumbria setting out agreed actions for public, private, voluntary and community groups across Cumbria.

Economic Strategy

Cumbria's Economic Strategy can also be seen to link into the objectives of the accessibility strategy. Two of the economic strategy's key objectives are to improve access for all throughout the county and provide the transport infrastructure to meet the needs of residents and local businesses.

Structure Plan

The Cumbria and Lake District Joint Structure Plan provides the strategy and policies for the development and use of land within the county. Its overall aim is 'to secure a more sustainable pattern of development' with new development being focussed on the county's 25 key service centres.

A key aspect of the accessibility strategy is to ensure that key services and facilities are sited in the most accessible locations which can be accessed by sustainable forms of transport.

Local Development Frameworks

Each of the six Districts have prepared Local Development Schemes as a replacement to their District Wide Local Plans and the council will be working with the Districts to incorporate the Accessibility Strategy into their LDS as part of their annual review.

Market Town Initiatives

Set up by the Countryside Agency (now the NWDA) it is aimed at bringing a new lease of life to market towns through enabling the local community to better plan for their future.

Parish Plans

The findings of the Parish Plans have helped formulate proposals for both the Community Strategies and LTP and as more of them get produced they will provide an important index of problems at the local level which can be fed into the accessibility planning process.

Annex 4: Stakeholders involved in Strategic Partnerships Access to Employment

The partnership involved representation from:

- Job Centre Plus
- Cumbria Rural Enterprise Agency
- Cumbria Tourist Board

There was also consultation with the following wide range of organisations involved in the employment sector field throughout the strategic assessment process:

- Business Link
- Connexions
- InBiz Limited
- West Cumbria Development Agency
- Rural Womens Network
- Regeneration Team
- Enterprise Agency Network
- West Cumbria Strategic Partnership
- Rural Regeneration Cumbria
- Invest in Cumbria

Access to Healthcare

This partnership involved representation from:

- Morecambe Bay Primary Care Trust
- North Cumbria Primary Care Trust
- Cumbria County Council Social Services Directorate

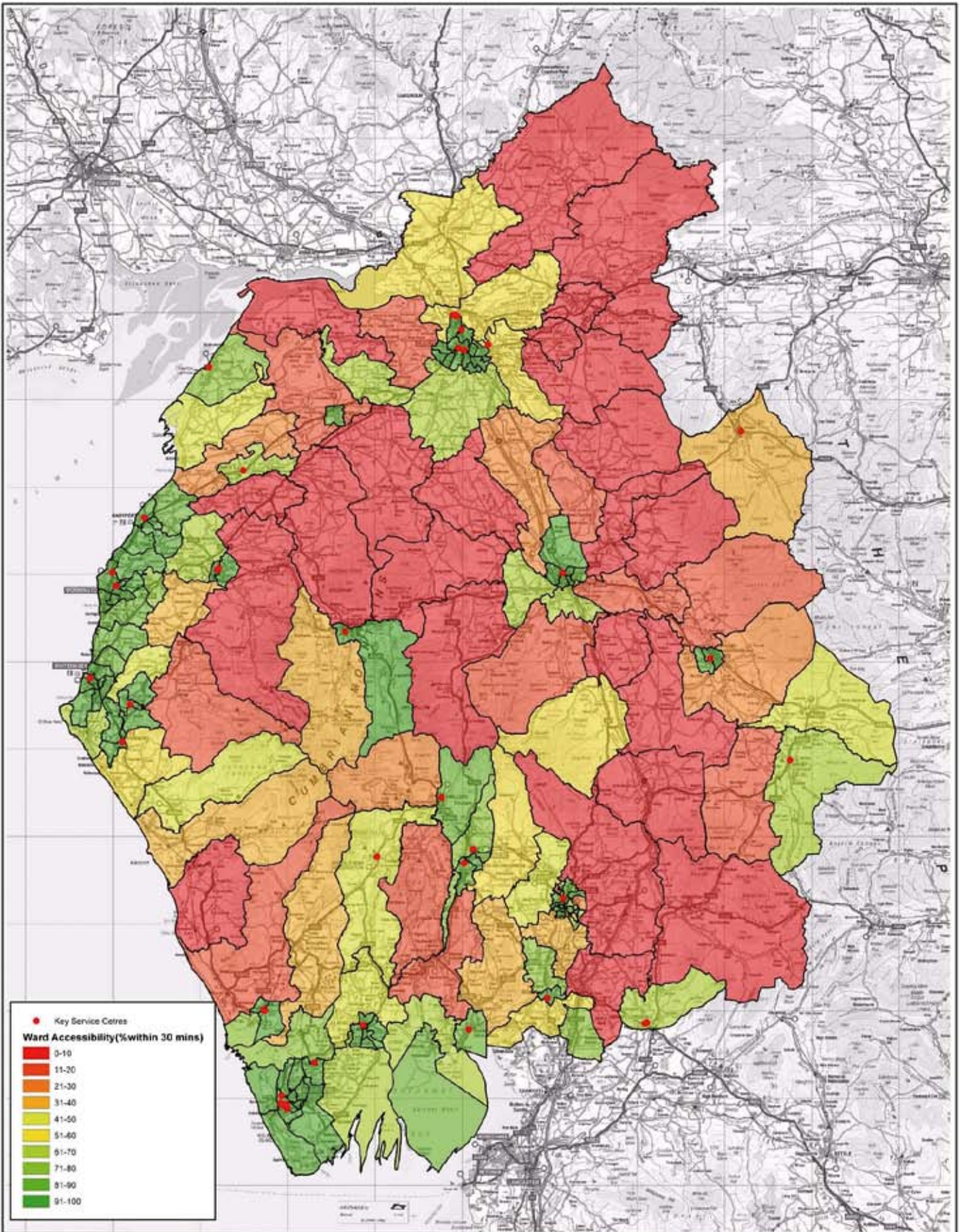
Access to Learning

The partnership comprised the following:

- Learning and Skills Council
- Cumbria County Council Education Directorate
- Cumbria County Council Property and Transport Services Unit

There was also consultation with Connexions during the process.

Annex 5: Maps from Strategic Accessibility Assessment of Cumbria



CAPITA SYMONDS

The Capita Building
 Kingmoor Business Park
 CARLISLE Tel: 01228 673000
 Cumbria Fax: 01228 673111
 CA6 4SJ

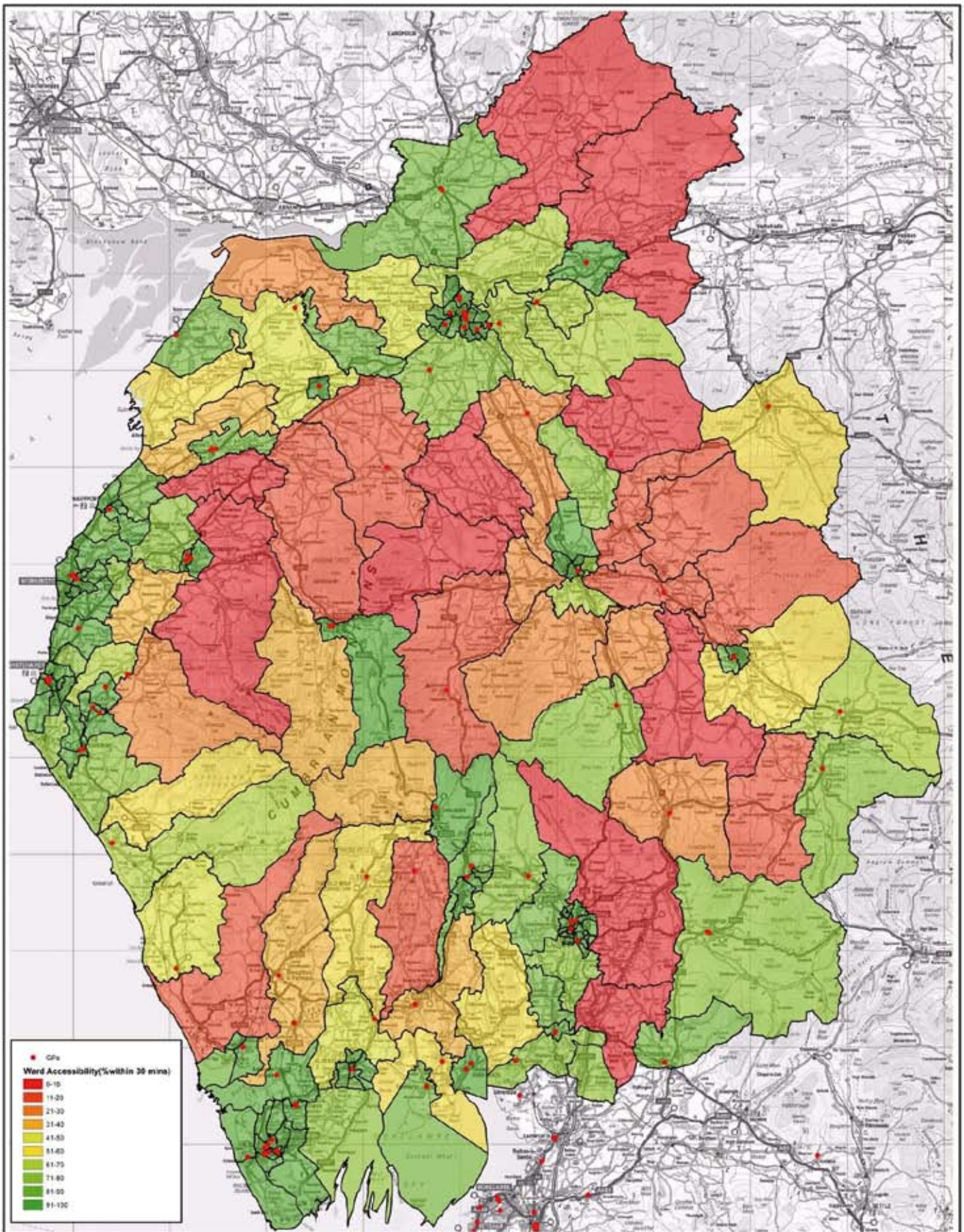
**Percentage of Total Households within 30 minutes
 of a KSC by Public Transport**



CUMBRIA COUNTY COUNCIL

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CAPITA SYMONDS

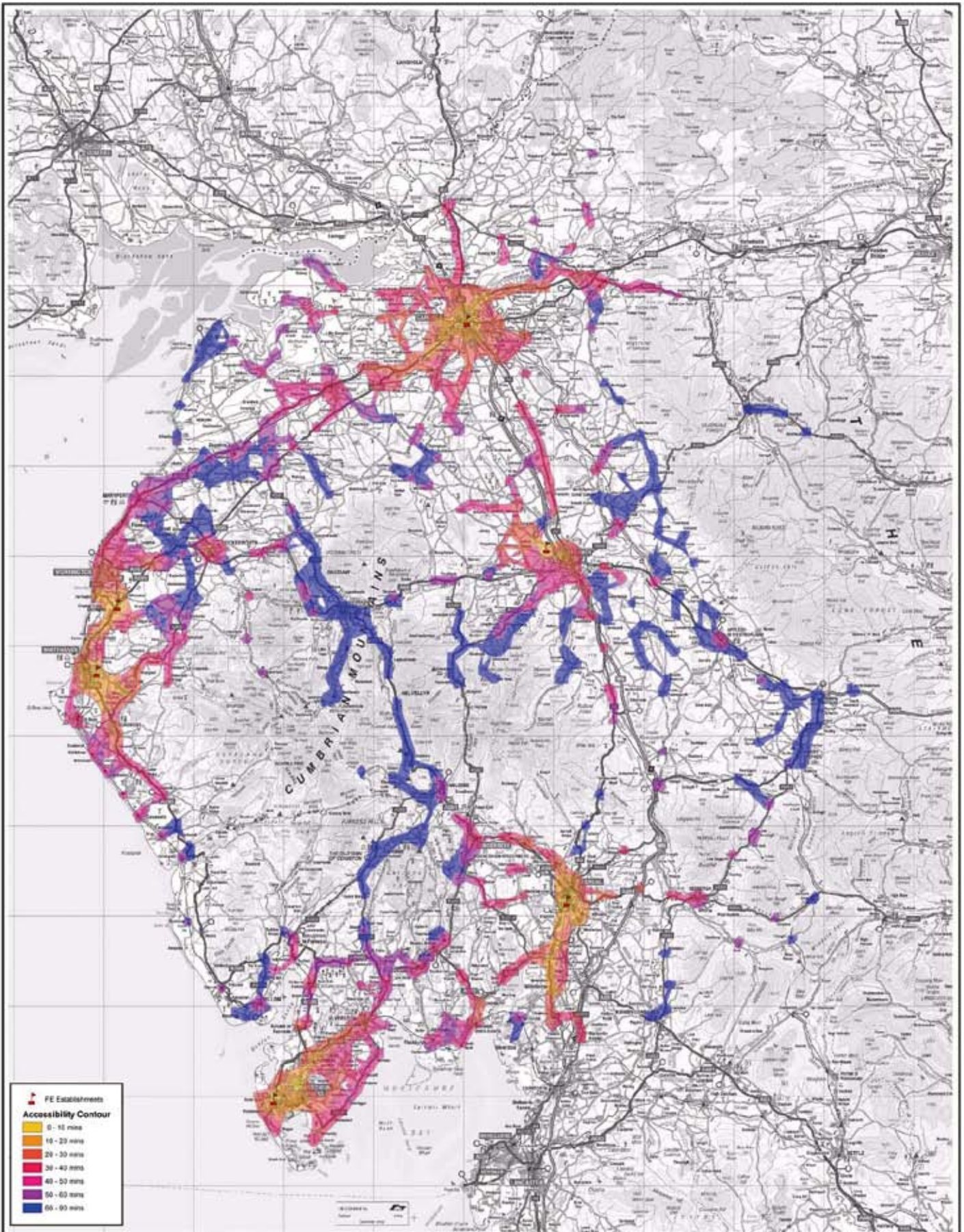
The Capita Building
 Kingmoor Business Park
 CARLISLE Tel: 01228 673000
 Cumbria Fax: 01228 673111
 CA6 4SJ

Percentage of Households without access to a car within 30 minutes of GPs by PublicTransport



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Accessibility to Further Education Establishments for 14 - 19 year olds by Public Transport

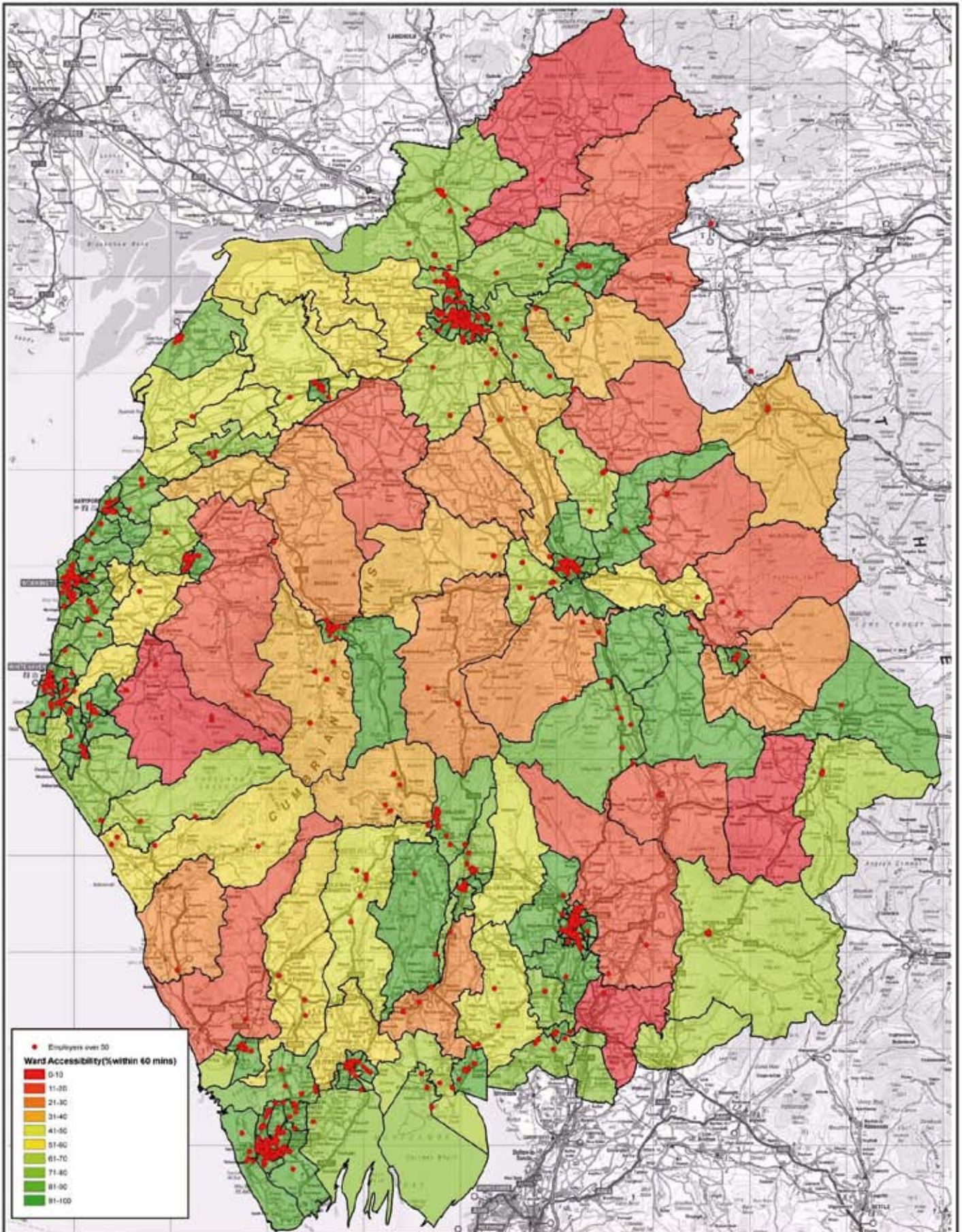


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**Percentage of Households
in receipt of Jobseekers Allowance within 60 minutes
of an Employer with 50 or more Employees across
one or more sites by Public Transport**



**CUMBRIA
COUNTY COUNCIL**

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Annex 6: Indicators mapped

Access to health

Accessibility Statistics

Indicators	% Cumbria
GPs	
• Percentage of total households within 30 minutes of a GP by car	97
• Percentage of total households within 60 minutes of a GP by car	97
• Percentage of total households within 30 minutes of a GP by PT	81
• Percentage of total households within 60 minutes of a GP by PT	83
• Percentage of households without access to a car within 30 minutes of a GP by PT	93
• Percentage of households without access to a car within 60 minutes of a GP by PT	93
Accident & Emergency (A&E) hospitals	
• Percentage of total households within 30 minutes of an A&E hospital by car	93
• Percentage of total households within 60 minutes of an A&E hospital by car	97
• Percentage of total households within 30 minutes of an A&E hospital by PT	40
• Percentage of total households within 60 minutes of an A&E hospital by PT	73
• Percentage of households without access to a car within 30 minutes of an A&E hospital by PT	55
• Percentage of households without access to a car within 60 minutes of an A&E hospital by PT	86
Hospitals with Minor Injury (MI) Unit	
• Percentage of total households within 30 minutes of an MI Unit by car	81
• Percentage of total households within 60 minutes of an MI Unit by car	97
• Percentage of households within 30 minutes of an MI Unit by PT	25
• Percentage of households within 60 minutes of an MI Unit by PT	57
• Percentage of households without access to a car within 30 minutes of an MI Unit by PT	27
• Percentage of households without access to a car within 60 minutes of an MI Unit by PT	64
Hospitals without Minor Injury (MI) Unit	
• Percentage of total households within 30 minutes of a hospital with no MI Unit by car	82
• Percentage of total households within 60 minutes of a hospital with no MI Unit by car	97
• Hospitals without MI Unit by PT	
• Percentage of total households within 30 minutes of a hospital with no MI Unit by PT	10
• Percentage of total households within 60 minutes of a hospital with no MI Unit by PT	52
• Percentage of households without access to a car within 30 minutes of a hospital with no MI Unit by PT	10
• Percentage of households without access to a car within 60 minutes of a hospital with no MI Unit by PT	64
Out of Hours Centres	
• Percentage of total households within 30 minutes of an Out of Hours Centre by car	97
• Percentage of total households within 60 minutes of an Out of Hours Centre by car	97
• Out of Hours Centres by PT	
• Percentage of total households within 30 minutes of an Out of Hours Centre by PT	52
• Percentage of total households within 60 minutes of an Out of Hours Centre by PT	78
• Percentage of households without access to a car within 30 minutes of an Out of Hours Centre by PT	66
• Percentage of households without access to a car within 60 minutes of an Out of Hours Centre by PT	90

Access to employment/Key Service Centres

Indicators	% Cumbria
Employment sites over 100	
• Percentage of major employment sites with over 100 employees within 30 minutes by car	97
• Percentage of major employment sites with over 100 employees within 60 minutes by car	97
• Percentage of households in receipt of jobseekers allowance within 30 minutes of Major employment sites with over 100 employees by car	99
• Percentage of households in receipt of jobseekers allowance within 60 minutes of major employment sites with over 100 employees by car	99
• Percentage of major employment sites with over 100 employees by PT	
• Percentage of major employment sites with over 100 employees by PT within 30 minutes	77
• Percentage of major employment sites with over 100 employees by PT within 60 minutes	82
• Percentage of households in receipt of jobseekers allowance within 30 minutes of major employment sites with over 100 employees by PT	87
• Percentage of households in receipt of jobseekers allowance within 30 minutes of major employment sites with over 100 employees by PT	91
Employment sites over 50	
• Percentage of employment across one or more sites with over 50 employees within 30 minutes by car	97
• Percentage of employment across one or more sites with over 50 Employees within 60 minutes by car	97
• Percentage of households in receipt of Jobseekers Allowance within 30 minutes of employment across one or more sites with over 50 employees by car	99
• Percentage of households in receipt of Jobseekers Allowance within 60 minutes of employment across one or more sites with over 50 employees by car	99
• Employment across one or more sites with over 50 employees by PT within 30 minutes	83
• Employment across one or more sites with over 50 employees by PT within 60 minutes	84
• Households in receipt of Jobseekers Allowance within 30 minutes of employment across one or more Sites with over 50 Employees by PT	91
• Households in receipt of Jobseekers Allowance within 60 minutes of employment across one or more sites with over 50 employees by PT	92
Key Service Centres (KSC)	
• Percentage of total households within 30 minutes of a KSC by car	97
• Percentage of total households within 60 minutes of a KSC by car	97
• Percentage of households in receipt of Jobseekers Allowance within 30 minutes of a KSC by car	98
• Percentage of households in receipt of Jobseekers Allowance within 60 minutes of a KSC by car	99
• Percentage of total households within 30 minutes of a KSC by PT	77
• Percentage of total households within 60 minutes of a KSC by PT	82
• Percentage of households in receipt of Jobseekers Allowance within 30 minutes of a KSC by PT	87
• Percentage of households in receipt of Jobseekers Allowance within 60 minutes of a KSC by PT	90

Access to learning

Indicators

% Cumbria

Further Education Colleges (FEE)

• Percentage of total households within 30 minutes of a FEE by car	97
• Percentage of total households within 60 minutes of a FEE by car	97
• Percentage of 14-19 year olds within 30 minutes of a FEE by car	97
• Percentage of 14-19 year olds within 60 minutes of a FEE by car	97
• Percentage of total households within 30 minutes of a Fee by PT	54
• Percentage of total households within 60 minutes of a Fee by PT	76
• Percentage of 14-19 year olds within 30 minutes of a FEE by PT	55
• Percentage of 14-19 year olds within 60 minutes of a FEE by PT	76

Annex 7

Accessibility to centres of districts' main towns by cycling and walking

Table 1

Walking access	Total households in urban area	Households within reasonable walking distance	% of total households with reasonable walking distance
Workington	12244	8496	69.4%
Whitehaven	10860	5476	50.4%
Carlisle	31998	11866	37.1%
Penrith	6476	6320	97.6%
Kendal	10833	7773	71.8%
Barrow	24501	11017	45.0%
Total	96912	50948	52.6%

Walking access	Total households in urban area	Households within reasonable cycling distance	% of total households with reasonable cycling distance
Workington	12244	12244	100.0%
Whitehaven	10860	10865	100.0%
Carlisle	31998	31968	99.9%
Penrith	6476	6467	99.9%
Kendal	10833	10714	98.9%
Barrow	24501	24507	100.0%
Total	96912	96763	99.8%