

9. Accessibility Strategy

9.1 Introduction and Overview

Improving access to services is fundamental to ensure that Warwickshire residents can reach essential services and key destinations more easily. Access to good quality, reliable transport is an essential tool to enable people to enjoy a better quality of life by improving access to services and facilities, including employment and training opportunities, healthcare provision and being able to access affordable and healthy food. Schemes and initiatives to improve accessibility can therefore have wide reaching benefits, for example, encouraging participation and retention in education, reducing inequalities in health, and helping people move from welfare into work.

The Government's Social Exclusion Unit (SEU) report recommended that a strategy for improving access to key services and destinations be introduced. As a result Accessibility planning was introduced via the Local Transport Plan process in 2006 when local authorities were required to consider access to key services by developing and delivering an accessibility strategy. Accessibility planning continues to be a key element of local transport planning and delivery in 2011 and beyond. The production of Warwickshire's third Local Transport Plan in 2011 provides the opportunity to review progress in improving accessibility and to consolidate our position and ensure that accessibility issues are considered throughout the wider document.

The purpose of the Accessibility Strategy is to provide a single strategy that outlines all the policies and actions required to further improve accessibility across Warwickshire. Although the Accessibility Strategy aims to provide accessibility improvements for all there is a particular focus on improving accessibility for disadvantaged groups and geographical locations.

Through the third Local Transport Plan, Warwickshire County Council will build on the work carried out during the LTP2 period to ensure there is improved access to services, choice and opportunity for all Warwickshire residents. Warwickshire is a large and diverse County comprised of significant urban and rural areas, to improve access to key services for all physical transport provision alongside new ways of service provision must be explored and delivered.

It must be taken into account that this strategy forms the long-term policy approach for improving accessibility in Warwickshire, complete delivery is not likely to be possible and is to an extent dependent on the willingness of third party partner organisations to help deliver measures and the level funding available over the life of this plan.

This remainder of this strategy outlines:

- Overall objectives of the Accessibility Strategy
- The Local and National policy framework relevant to improving accessibility:
- An overview of the current situation in Warwickshire, including problems and opportunities
- The approach to improve accessibility
- Action plan to deliver accessibility improvements
- Monitoring

9.2 Overall Objectives

The Accessibility Strategy is a core part of Warwickshire's LTP, helping to deliver the five overarching goals. .

The overall vision of the Accessibility Strategy is encapsulated in the statement below:

The vision for the accessibility strategy is:

To enable people to reach a range of education, training, employment, healthcare, shopping and leisure opportunities, with a particular focus on improving accessibility for disadvantaged groups and areas.

The vision recognises that, to enjoy a balanced lifestyle and to take advantage of opportunities which arise, people need to be able to access a wide range of facilities. However, as highlighted by the Social Exclusion Unit's report *Making the Connections*, a number of barriers serve to limit access to opportunities.

The objectives of the Accessibility Strategy are;

- Improve access to Services via a range of sustainable transport modes, including the provision of an accessible public transport network with a minimum service level that serves all communities in Warwickshire;
- To develop safe, convenient, and attractive transport networks to help improve overall access;
- To address real and perceived concerns regarding personal safety when using transport infrastructure;
- To build on our existing partnership approach to ensure that relevant partners are engaged with and committed to, improving accessibility to core services across Warwickshire;
- To influence the choice of site for new developments to ensure the most accessible site is developed
- To develop an accessibility assessment process to help lever developer funding to improve accessibility where deemed necessary;
- To make information about transport choices widely available at the point of need;
- Improve access by delivering services more locally.

9.3 Policy Context

There are a number plans and policies, at a national, regional and local that help to define the context of the Accessibility Strategy. These have been taken into account within the strategy and are outlined below.

Table AP1: Policy Influences

National/Regional/Local Framework	Strategy/Policy	Relevance to Accessibility Strategy
National Transport Goals	Tackling Climate Change	√
	Supporting Economic Growth	√√
	Promoting Equality of Opportunity	√√√√
	Contributing to better Safety, Security & Health	√√
	Improved Quality of Life	√√√
National Planning Policy	<p>Planning Policy Guidance Note 13 (PPG13) – aims integrate planning and transport to promote more sustainable transport choices, promote accessibility to employment opportunities and services by public transport, cycling and walking and reduce the overall need to travel.</p> <p>Planning Policy Statement 6 which states that developments should be accessible by a choice of means of transport.</p> <p>Planning for Prosperous Economies' [PPS4] (draft planning policy) maintains the 'town centre's first' policy</p>	√√√
National Health Policy	<ul style="list-style-type: none"> Hospital Choice, also known as Free Choice, came into effect on 1 April 2009. This directive legally requires PCT's to ensure that patients get the choice as set out in the Free Choice guidance and essentially allows the patient to choose the hospital in which they will undergo treatment. 	√√√√
Regional Policies	<i>The West Midlands Regional Spatial Strategy</i> (draft submission, December 2007). Policies of particular relevance to the Accessibility Strategy include: <ul style="list-style-type: none"> Policy CF6 – Delivering Mixed Communities Policy T1 – Developing accessibility and mobility 	√√
	Regional Transport Strategy,	√√
	West Midlands Economic Strategy	√√
	Regional Housing Strategy	√
	West Midlands Health and Well-being Strategy (January 2008).	√√
	GOWM regional physical accessibility standard for health food	√√√√
Local Policies and Priorities	<i>Warwickshire Sustainable Community Strategy(2009-2026)</i> (see table 4.5 below for more detailed information)	√√√
	<i>Local Economic Assessment (to be published in Summer 2010)</i>	√√
	<i>Local Development Frameworks</i> for each of the five Boroughs/Districts within Warwickshire.	√√√

Warwickshire Sustainable Community Strategy(2009-2026): Improving accessibility has an integral role in helping to meet the vision and objectives contained in The Sustainable Community Strategy (SCS). Themes and issues of particular relevance are set out in table AP2 below

Table AP2 Accessibility Links to the Warwickshire Sustainable Community Strategy

SCS Theme	Outcome	Link to Accessibility Strategy
Places	Our environment is clean, green and sustainable	<ul style="list-style-type: none"> reduce dependency on the private car by offering more travel choice via improvements to more sustainable travel modes help to reduce the need to travel by ensuring that new developments are sited in the most accessible locations

	Our housing is appropriate and affordable	<ul style="list-style-type: none"> ensure that housing is located in the most accessible location
	Our places are connected through transport, technology and services	<ul style="list-style-type: none"> ensure that all communities , including rural communities have the ability to access key services (via transport provision and changes to service delivery)
People	We belong to safe and strong communities where people get on together	<ul style="list-style-type: none"> ensure people feel safe when travelling ensure equality of opportunity - all communities have the ability to access key services (minimum public transport standard)
	We all have active, healthy and independent lives	<ul style="list-style-type: none"> access to healthy and affordable food; provision of transport that enable individuals to make independent journeys improved information provision, so that residents are aware of the transport options available to them
	We all have the opportunity to enjoy and achieve	<ul style="list-style-type: none"> make it easier for people to travel to education and employment opportunities improve access to leisure services (e.g. mobile library provision)
Prosperity	Our economy is innovative, competitive and entrepreneurial	<ul style="list-style-type: none"> make it easier for people to travel to employment and educational and training opportunities, helping people move from welfare into work encourage access by sustainable modes to help reduce congestion on our networks
	Our workforce is diverse, trained and highly skilled	
	Our economic well being is continuously improving	

The Accessibility Strategy takes into account the overall transport objectives of the Local Transport Plan 2011. These have been developed to reflect national, regional and local policy and include and all are relevant to Accessibility Planning:

- To promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society;
- To seek reliable and efficient transport networks which will help promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on people and the [built and natural] environment and improve the journey experience of transport users;
- To improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- To encourage integration of transport, both in terms of policy planning and the physical interchange of modes;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.

9.4 Improving Accessibility in Warwickshire - Progress to Date

Warwickshire's first Accessibility Strategy (2006-2011) set out a number of policies and actions aimed at improving accessibility, these policies and actions focused on improving access for all but with the fastest improvement for those most in need.

The Warwickshire Rural Access to Services Partnership (WRASP) was established in April 2006 as part of an initiative launched by Advantage West Midlands. The WRASP provided a delivery mechanism for key elements of the Accessibility Strategy and was delivered through a partnership arrangement . This was led by Warwickshire County Council and Partners included

Coventry, Solihull and Warwickshire Partnership (CSWP), Learning & Skills Council, Warwickshire Rural Community Council, Jobcentre Plus, Community Transport Providers and the Coventry and Warwickshire Chamber of Commerce.

9.4.1 Improving Access to Employment and Work Place Training

The WRASP helped to improve access to services for those individuals and communities most in need and focused on improving access to employment opportunities. During the life of the partnership 2008/09, the programme assisted nearly 700 people into employment via a variety of initiatives and schemes, examples of these include:

- **Wheels to Work and Workwise** – The Wheels to Work and Workwise schemes were developed in Warwickshire in response to concerns about people missing out on employment opportunities as a result of accessibility and financial barriers to accessing transport. The schemes provided Warwickshire residents with travel planning advice, and if appropriate, either the loan of a moped for up to nine months or assistance with the cost of public transport fares for up to two months.
- **Busterwerkenbak (transport to employment)** – This scheme enables people facing accessibility problems living in North Warwickshire to travel more easily to a range of key employment sites in the north of the county/Solihull/Birmingham.
- **Enterprising Access to Services** - managed by Warwickshire Rural Community Council, the EATs scheme supports communal facilities in Warwickshire's villages, helping to retain services and employment within rural communities.
- **Home Delivery Service** - In attempt to remove transport as a barrier to accessing a range of food products, the County Council funded a vehicle to provide a 'Home Delivery' service which operates in North Warwickshire Borough.

9.4.2 The Future of the WRASP

Despite the excellent outcomes and outputs achieved by the WRASP, we regret to report, that despite strong indications given by AWM that this programme would continue to be funded post March 2009, AWM have withdrawn the majority of funding for rural access to services across the region. Warwickshire will receive £48,000 during 2009/10 for the continuation of delivery a limited Wheels to Work programme.

Unfortunately this withdrawal of funding has directly impacted on service provision and the delivery of the wider Accessibility Strategy, with the vast majority of schemes operated under the WRASP ceasing to operate post May 2009. Existing and on going pressures on the revenue budget means that the County Council are not in a position to continue to support these schemes, however we are continuing to look for opportunities to bid for external sources of funding to support these services in future years.

9.4.3 Carshare Database – The Warwickshire Car share database has been upgraded to allow Warwickshire business to take advantage of the facility. This is being marketed across Warwickshire and local businesses are being encouraged to sign up. In addition to helping to reduce Co2 emissions and reducing congestion, carsharing can help improve accessibility to key employment centres if a suitable match is found.

9.4.4 Improving Access to Health Care and Healthy Food

To improve access to health, the County Council have worked with the Primary Care Trust to:

- Help identify accessibility issues that were likely to arise as a result of the centralisation of acute services
- Identify the most accessible sites for the development of new health facilities
- Help identify geographical areas where patient access to key sites is particularly poor.
- Review and make recommendations regarding how access to health for those without access to a private car can be improved.

9.4.5 Improving Access to Education and Training

To improve access to education and training the County Council have developed a stronger collaborative approach. This involves:

- Appointment of a 14-19 transport coordinator
- Stronger collaborative working between the County Council's education and transport based teams.
- Development of the Sustainable Travel to School strategy.
- Improved information provision for parents about the different travel options available to access local schools.

9.4.6 Improving Overall Accessibility

The County Council have worked closely with Warwickshire's District and Borough Councils in the development of their Local Development Frameworks. Accessibility assessments for each proposed development sites have been produced. It is anticipated that this work will have a positive impact on development site selection with the most accessible sites brought forward.

9.5 Issues, Challenges and Opportunities for Accessibility Planning

Although much has already been achieved towards improving accessibility in Warwickshire there are a number of issues, challenges and opportunities to be considered.

Warwickshire is a predominately rural county with approximately a third of the total population residing in rural areas, hamlets or isolated dwellings. Significantly, over 22% of people aged over 60 live in rural Warwickshire. Rural populations, especially those without access to a car and/or mobility/health problems can face significant accessibility barriers.

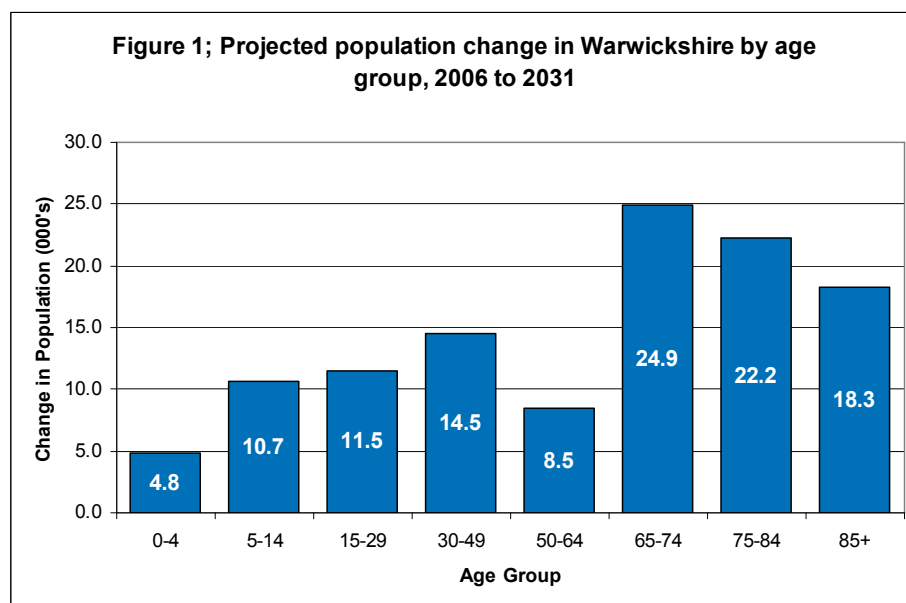
9.6 Socio – Demographic Factors and Accessibility

9.6.1 A Growing and Aging Population

Warwickshire's population is growing, the 2008 population estimate places Warwickshire's total population 530,700, up from 505,800 in 2001(2001 Census). This trend is set to continue and the population of Warwickshire is projected to reach a total of 637,400 by 2031, an increase of 115,200 people (22.1% on the 2006 ONS mid year estimate). This increase over the 25 year period is higher than the projected regional (13.9%) and national (19.0%) population growth rates.

Importantly, the highest rates of projected growth are among the age groups 65 and over (see figure AP1). People aged over 65 may be at a higher risk of social exclusion due to limitations of poor access to key services. This age group must be given high priority within the Accessibility Strategy.

Figure AP1 Projected Population Change in Warwickshire by Age Group, 2006 -2031



9.6.2 Socio-demographic Influences on Accessibility

Socio-demographic data enables the identification and location of different groups of people who may be at a higher risk of social exclusion due to the limitations of poor access to services and facilities. Specific groups considered include:

- Elderly people (over the age of 65);
- People without access to a car (people without their own vehicles are reliant on public transport and are likely to be more limited in their choice of, and access to, services)
- People with a Limiting Long-Term Illness (LLI); and
- Low income population (cost of using the private car or public transport may be prohibitive and may act as a key barrier to accessing services or moving from welfare into work).

9.6.3 Access and Disadvantaged Communities

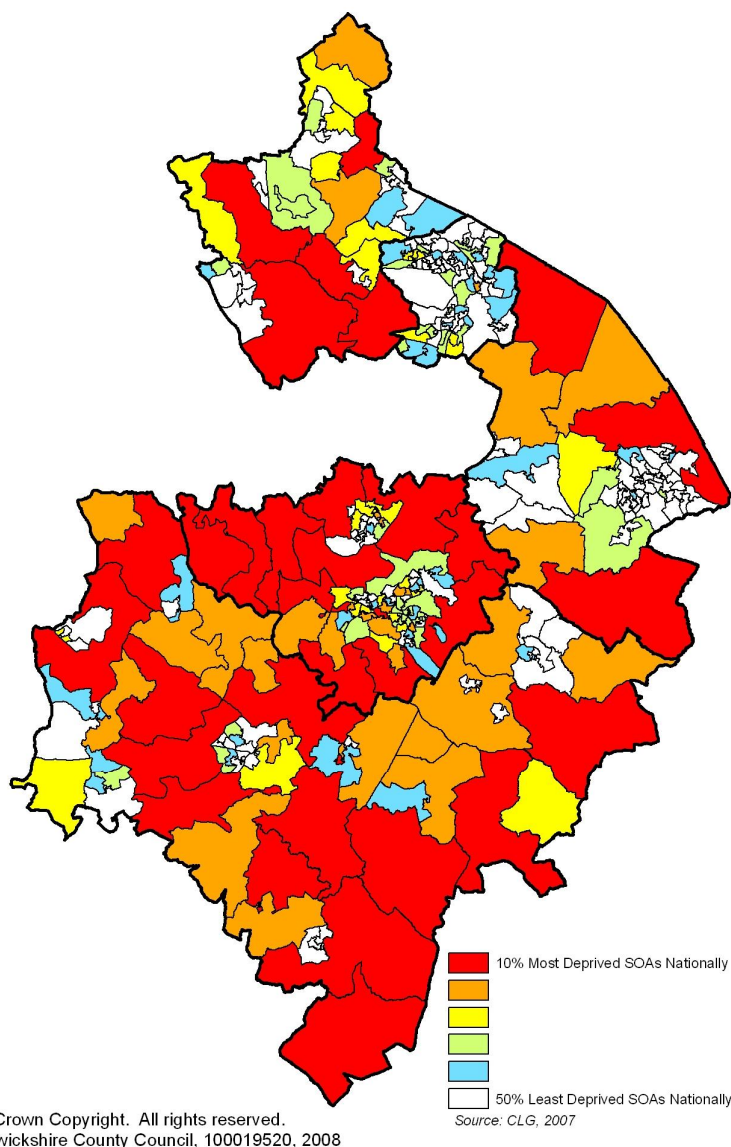
Despite Warwickshire's relative prosperity significant inequalities exist across the County and often in very specific locations. The Index of Multiple Deprivation 2007 is comprised of seven individual domains and of particular relevance to the Accessibility Strategy is the Barriers to Housing and Services (which includes 'wider barriers' such as access to suitable housing and affordability and geographical barriers such as physical distance to key services. This domain reveals:

- 124 (of 333) Warwickshire Super Output Areas (SOAs) are ranked in the top 30% most deprived SOAs in England in terms of difficulty of access to key services. Of these 52 fall within the top 10% most deprived.
- Of the 124 Warwickshire SOAs within the top 30% most deprived nationally in terms of difficulty of access to key services, 40 SOAs are located in Stratford-on-Avon District, 26 in Warwick, 21 SOAs in both Rugby and North Warwickshire, and 16 in Nuneaton & Bedworth

- Severn SOAs in Warwickshire are ranked within the top 1% most deprived nationally – five of these are in Warwick district and two are in Stratford-on-Avon District.

The extent of deprivation in relation to ‘barriers to housing and services’ is highlighted in figure AP2.

Figure AP2 Index of Multiple Deprivation 2007: Barriers to Housing and Services



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Warwickshire County Council, 100019520, 2008

It is clear that the Access to Services domain of the IMD 2007 clearly reflects the predominantly rural areas of Warwickshire.

However simply living in a rural area does not necessarily translate as a problem of access to services: many of these communities experience high levels of car ownership, are geographically mobile and do not experience themselves as having difficulty in accessing services. The latest Warwickshire Public Satisfaction Survey (2008/09) suggests that residents in Warwickshire’s more rural Districts and Boroughs (North Warwickshire, Rugby, and Stratford-on-Avon) perceive themselves to have no significantly greater problems in accessing local shops, GP’s and other local services than residents in the more urban District/Boroughs.

There are some communities where lower levels of car ownership, more limited public transport, lower incomes and an aging population combine to present challenges in terms of accessing services – these personal circumstances often present a greater barrier to accessing services than physical geographical distance.

9.7 Personal Barriers to Accessibility

9.7.1 The Availability and Physical Accessibility of Transport - limitations imposed by the geographical and time of day coverage of public transport services, or the ability to physically access public transport vehicles. . Whilst the County Council is committed to providing a minimum public transport service level to each Warwickshire community there are varying levels of service across the County. Whilst the main urban areas are relatively well served by public transport, many rural or edge of town areas have only minimum public transport service levels limiting the opportunity for local communities to travel to services and facilities outside their local area. The problem is particularly acute for remote rural areas and for travel in the evenings or on Sundays. The Citizens Panel carried out in November 2009 indicates that a just over 7% of respondents found it fairly or very difficult to travel work and healthcare whilst 5.7% of respondents found it difficult to travel to education opportunities.

9.7.2 Cost of Transport – for some people the costs of private or public transport are very high in relation to their income and are therefore often unaffordable. The number of households earning less than £20,000 per annum within Warwickshire varies from 24% in Stratford-on-Avon District to 37% in Nuneaton & Bedworth Borough (IncomeX, Acxiom, 2009). Bus fares have risen by nearly a third since 1985 and the cost of motoring accounts for approximately 24 per cent of the weekly expenditure of households in the lowest income quintile who have cars. The Citizens Panel (November 2009) indicates that 17.4% of respondents feel that the cost of transport severely limits their opportunity to access employment, over 7% of respondents believe that cost severely limits their ability to access healthcare and general shops whilst 9% feel that cost severely limits their ability to access educational opportunities.

9.7.3 Services and Activities Located in Places Inaccessible by Public Transport or at Some Distance The increasingly dispersed patterns of development for key services and job opportunities serves to limit accessibility for those without access to a car. In Warwickshire the development of out-of-town shopping centres and business and industrial parks has resulted in longer journey distances to access services and facilities. Such developments tend to be designed around the needs of the car and can be difficult to serve efficiently by public transport or to access on foot or by bicycle. In addition a loss of rural services and centralisation of some health services (most recently acute services) has resulted in services being harder to reach for local communities. The Citizens Panel results (November 2009) indicates that one third of respondents felt that the location of health facilities limits or severely limits their ability to access healthcare facilities in Warwickshire.

9.7.4 Safety and Security – crime and fear of crime can deter walking, cycling and the use of public transport. Similarly, the perceived safety and security of parking may deter people from travelling by car to certain destinations. The 2005 Citizen's Panel Survey indicated that only 5% considered that there had been an improvement in safety on public transport over the last 5 years; 28% thought it had got worse and 31% thought safety had stayed the same. The 2008 Citizens Panel on Community Safety indicates that 41% of respondents avoid certain places or times of day as a result of concerns about anti-social behaviour. In addition 16% of respondents stated that they felt most worried about violence on public transport.

9.7.5 Travel Horizons – people may be reluctant to make journeys that require longer distances or journey times, or interchange. Inconsistency in the provision of public transport information and poor integration of public transport services (including ticketing) can contribute to a reluctance to make longer or more complex journeys by public transport.

9.8 Approach to Improve Accessibility

To achieve our accessibility vision, the County Council will continue to focus on reducing or removing barriers that serve to limit access to services, with a particular emphasis on those groups and areas who are most affected by them. The following objectives have been developed to support our accessibility vision:

- To promote a transport system within Warwickshire that improves access to services and facilities for all;
- To promote accessibility as a key consideration when making decisions on the location of new services and facilities;
- To promote the delivery of services in ways which can contribute towards improved accessibility; and
- To achieve improvement for all, but with the fastest improvement for the most deprived.

9.9 Five Stage Process

The five-stage process (as detailed below) that was developed as part of the Strategy contained in LTP2 will continue to provide the framework in support these objectives:

- Strategic accessibility assessment;
- Local accessibility assessments, focused on priority areas, groups and issues;
- Option appraisal and identification of resources;
- Accessibility action plan development; and
- Monitoring and evaluation.

Table AP3 The 5 Stage Accessibility Planning Process and Warwickshire's Key Priorities

5 Stage Accessibility Planning Process	Key Priorities and Issues
Strategic accessibility assessment	Complete for four priority areas (access to education, employment, healthy food and health provision). Further work will be carried out as required to utilise more up to date information and data.
Local accessibility assessments, focused on priority areas, groups and issues	Complete for four priority areas and priority groups. Further work will be carried out as required to utilise more up to date information and data.
Option appraisal and identification of resources	<ul style="list-style-type: none"> ▪ Complete for projects and schemes already developed and delivered. ▪ Further work required for future delivery of projects/schemes <p>The availability of resources is likely to be one of the most significant barriers in determining if it is practical to develop and deliver specific schemes to help improve accessibility. Some projects developed during LTP2 have had to be withdrawn due to funding pressures and this issue is likely to remain relevant throughout the LTP3 Plan period. The County Council will continue to identify new funding opportunities and efficiency gains where appropriate.</p> <p>To ensure accessibility improvements are delivered during the LTP3 period, accessibility issues and opportunities for improvements have been mainstreamed into the wider LTP.</p>

Delivery	<p>The County Council will continue the phased approach of carrying out accessibility assessment and reviewing options and resources to develop and deliver the action plan. The types of mechanisms identified (and will be developed further) focus on three main areas:</p> <ul style="list-style-type: none"> ▪ Improving travel to services – including the availability, affordability, accessibility and acceptability of public transport; the attractiveness of walking, cycling and public transport and the role of parking provision. ▪ Location of services – ensuring that land use planning takes into account accessibility considerations when planning the location of new service provision. ▪ Service delivery – changing service delivery where appropriate e.g delivering services more locally and using technology to reduce the need to travel.
Monitoring and Evaluation	TBC – this will be confirmed in light of the DfT review of National Indicators in 2010

9.10 Partnership Approach

Helping to ensure that people can access the services they need is not just a matter of improving local transport, but also of improving the provision of other services and developments in more accessible places and ways, and at more accessible times. The County Council will continue to engaging with relevant partners where appropriate to help deliver the accessibility strategy objectives. The Warwickshire Local Area Agreement (LAA) will be used as a mechanism for engaging with our partners.

To be updated in Summer 2010 Accessibility assessments

Accessibility Assessments

- Warwickshire Hospitals (including Coventry & Warwickshire university hospital) with Outpatients Facilities
- GP Surgeries
- Primary Schools
- Secondary Schools
- Further Education Establishments
- Town Centres (including market town centres)
- Outlets selling fresh fruit and vegetables – get updated list from Trading Standards
- Employment sites (Super Output Areas with 500+ jobs) – CHECK THIS

* Access to this service was mapped using a 30 minute time threshold.

** Access to this service was mapped using a 40 minute time threshold.

*** Access to this service was mapped using a 60 minute time threshold.

Results of the assessments are detailed for each theme along with an overview of the strategic mapping audit stage is outlined in Figure x.x below.

9.11 Access to Health (including Healthy and Affordable Food)

9.11.1 Accessibility Planning and Health

Why is Good Accessibility to Health Services Important & Summary of Issues

Good accessibility to key health related services, including health facilities and affordable healthy food, is vital in improving the overall quality of life and can significantly impact upon life chances. Improving access to health facilities, either through transport improvements, improved information provision and changes to the way services are delivered (including the location of facilities), can encourage people to seek medical help at the earliest opportunity as well as helping to reduce the number of missed appointments.

Similarly, improving access to a healthy and affordable diet can significantly improve overall health, contributing to a reduction in obesity levels, helping to reduce the incidents of obesity, heart disease, type 2 diabetes and some cancers.

The circumstances of some individuals can impose further restrictions on access to healthcare and healthy food. For example:

- Levels of mobility - can people physically walk or drive to the shop or GP surgery or use public transport;
- Affordability - is healthy food affordable; and
- Skill-set - consumers with no, or few cooking skills may rely on ready-made convenience foods, which are often a more unhealthy option.

General health is, on the whole, good across Warwickshire although, as shown in Figure J below, there are hotspots of health and disability deprivation in all five districts across Warwickshire. Warwickshire has an aging population and this may present further health provision challenges in future years.

Good access to Primary Care facilities (including GP's and hospitals) is vital. Poor accessibility may lead to patients not seeking medical help at the earliest opportunity, which may be detrimental to long-term health, and contribute to the incidence of missed appointments

There is now a single Primary Care Trust (PCT) that covers the whole of Warwickshire. This recent move to a countywide PCT structure is likely to be beneficial, as overall health based policies should be implemented at a county level, as opposed to the different policies being applied to different areas of the County.

During the LTP2 period significant changes have been made to the delivery of health care in Warwickshire. The delivery of Acute Services has been centralised and are primarily delivered at Coventry & Warwickshire University hospital (located in Coventry). This significant change has had a detrimental impact on accessibility to this hospital, predominately for older people, and those residents who do not have access to a private car, have difficulty using public transport independently and live in more rural areas of the county.

9.11.2 Access to Healthy Affordable Food

Low-income and socially excluded groups are more likely to face problems in accessing healthy and affordable food. Retail patterns have changed significantly over the last twenty years, with more and more supermarkets relocating to out of town sites and the decline of small, independent, specialist shops, such as a greengrocers or a fishmonger within town centres.

Residents that have mobility problems, such as those without access to a car and who are reliant on public transport, are more likely to experience difficulties in accessing out of town

supermarkets and therefore cannot take advantage of the wide choice of fresh food available at low cost. The only real option for many is to use small, local shops where often the availability of healthy food is poor, quality is poor and the price is often high.

Table AP4: How Accessibility Planning Can Influence Access to Health

Access to Health Issue	Accessibility Planning Response	Action Plan Reference
Availability and awareness of mainstream public transport serving Warwickshire hospitals	<p>Continuous improvement of public transport network, including the regular review of routes and adjustment to serve Warwickshire hospitals where appropriate.</p> <p>Further provision of Bus Information Points at key locations across the Warwickshire</p>	<p>A9, A14, A16, A17</p> <p>A6, A7, A23</p>
Availability and awareness of Community Transport /Volunteer schemes	<p>The County Council will work with Warwickshire PCT where appropriate to ensure that patients are informed about how they can access transport services to hospitals. We will work to develop a fare structure that is easy to understand and easy to use.</p> <p>The County Council will continue to promote Community Transport schemes a Community Transport guide.</p>	<p>A3, A4, A17, A19</p> <p>CT strategy</p>
Physical location of health facilities	<p>The County Council will engage with Warwickshire PCT where appropriate to carry out accessibility assessments when new sites are proposed for the development of new facilities to ensure that accessibility considerations are taken into account when planning new facilities.</p>	<p>A26, A27, A29</p>
Lack of confidence amongst specific groups to use public transport	<p>Establish a Confident Traveller programme</p>	<p>A3, A8</p>
Personalisation of Adult Health Services (tailoring adult services to the needs and preferences of people rather than them having to adapt their lives to fit the services they need).	<p>Affordability of housing in South Warwickshire may make it less accessible to low-paid public service workers. The County Council will continue to engage with planners at the districts/boroughs to ensure that accessibility considerations are taken into account when selecting sites to go forward for development.</p> <p>The County Council will aim to ensure residents with a 'personal' budget can access appropriate and affordable transport as required.</p>	<p>A26, A27</p> <p>A9, A28</p>
Access to fresh fruit and vegetables	<p>The County Council will continue to work towards the standard that each community in Warwickshire has access to at least the minimum level of public transport service. There will be a continuous review the of public transport network to deliver improvements where appropriate, including the regular review of routes and adjustment to serve towns, market towns and local centres where appropriate</p> <p>The County Council will work in partnership with the multi agency Warwickshire Food for Health partnership which promotes the consumption of '5 a day' and provides information and training on healthy cooking methods.</p>	<p>A9</p>

9.11.3 Relevant Accessibility Policies

All policies relating to Accessibility Planning are set out at the end of this strategy. The relevant policies for improving access to health are:

AS1, AS3, AS4, AS6 and AS8

9.11.3 Monitoring

A number of indicators are proposed to enable progress towards improving access to key health related destinations to be monitored:

- % of total population within 20 minutes of a food outlet selling fresh fruit & vegetables on foot or by public transport (West Midlands Access to healthy Food Standard)

The County Council will look at developing and monitoring this indicator. It is likely that it will only be used in urban areas of the County.

9.12 Access to Education and Training

9.12.1 Why is Good Accessibility to Education & Training Opportunities Important?

9.12.2 Accessibility Planning and the Education Agenda

The Government is committed to an inclusive education system that provides all pupils with the opportunity to meet their full potential. Locally, improving education standards, widening participation and promoting inclusion are important objectives that cut across many of the policies and plans of the County Council and its partners.

Whilst there are many factors which combine to influence participation and retention in education, difficulties with transport can prevent people from participating in learning, or restrict the choice of learning that they attend. The principles of accessibility planning can help local authorities and their partners meet the education agenda by:

- highlighting where transport barriers may restrict access to education and, in conjunction with partners, consider ways in which these could be overcome; and
- helping to inform the provision of education and training - in terms of location and delivery – in ways which can positively impact on accessibility.

Educational levels in Warwickshire at all levels are above national average and rising. Levels of participation post-16 are high and the number of 17 year olds not in education, employment or training, very low. Action is being taken to reduce that number further; pupils in year 8 during the 2009 / 2010 academic year will continue in education or training until they are 17 years of age while those in year 7 will continue until they are 18.

Key to helping to raise standards is the strategy of increasing the range of opportunities both vocational and academic, through collaboration between schools, colleges and other providers as per the new Diploma lines of learning which were introduced in Warwickshire in 2009. The new Diploma based qualification means that particular courses will typically be delivered across sites, leading to a greater demand for transport provision.

Within Warwickshire there are 37 state secondary schools, 9 special schools and the authority's Pupil Reintegration Unit, which is based over 4 sites. Secondary provision includes grammar and high schools and both 11-16 and 11-18 comprehensive schools. There are three general FE colleges across the County and a sixth form college in Nuneaton. The number of schools in Warwickshire is likely to increase over the LTP3 period as a result of development proposals that will see up to 11,000 additional homes constructed across the County.

The provision of 14-19 education is undergoing changes and Warwickshire is piloting the new Diploma lines of learning. These introduce more flexibility and personalisation within the 14-19 education system so that increasing numbers of young people can take up vocational and similar study options, which may include learning for part of the week at locations other than their usual school. Warwickshire has embraced these changes and the Warwickshire Strategy for 14-19 Education and Training (developed by Warwickshire County Council in conjunction with the Learning and Skills Council, Coventry & Warwickshire) aims to maximise educational benefits to Warwickshire learners through an innovative approach to collaborative ways of working to offer a broader range of 14-19 provision.

As a result of increased collaboration, learners will increasingly need appropriate travel provision during the day as well as at either end of the day. To ensure that all students can benefit from these opportunities, careful consideration needs to be given to the transport implications and how these can be met.

9.12.3 Provision of Specialist Transport for Access to Education

Within Warwickshire the education department sets out a framework for the provision of transport to access learning and training in Warwickshire in their Home to School and Post-16 Transport Policies, as summarised below.

9.12.4 Home to School Transport

Local Authorities have a statutory obligation to provide free home to school transport, as set out in Section 55 of the 1944 Education Act (with minor modifications by subsequent acts). Warwickshire County Council has adopted a policy which complies with the legislative minimum. Free transport is provided for compulsory age students (year 11 or below) who live beyond the statutory walking distance (over 2 miles for children under the age of 8 years, or aged 8-16 and from a low-income family, and over 3 miles for children aged 8 years or over) from the nearest suitable school. In addition, Warwickshire County Council operates a 'Vacant Seats' scheme whereby spare capacity on the school transport services in Warwickshire is made available to non-entitled pupils, subject to payment (if appropriate). Around 13,000 students make use of Home to School transport services in Warwickshire.

The County Council's Transport Operations Group plan and procure Home to School Transport on behalf of the Local Education Authority (LEA). This helps make better use of resources; for example, some entitled pupils are given passes to use on local buses, rather than dedicated school services, which helps to support the local commercially operated public transport network. In addition, vehicles contracted for the school run can also be used for other work during the day.

Whilst Home to School transport arrangements ensure good accessibility for entitled pupils to access their nearest school (and for non-entitled pupils, subject to payment), accessibility issues may exist for non-entitled pupils where safety concerns deter travel on foot or by bicycle and alternatives are unaffordable or impractical. To address this issue the education department investigates safety concerns for accompanied pupils and maintains a register of 'dangerous routes'.

9.12.5 Home to College transport

The Government considers it essential to our nation's competitiveness that we increase participation in learning beyond age 16, and this is a fundamental aim of the reforms being made to the 14-19 phase of learning. New post-16 transport policy and legislative arrangements include a fundamental criterion that no young person should be prevented from accessing further education in school sixth forms or colleges because of a lack of availability of transport services or their ability to afford them.

Warwickshire County Council, as the Local Education Authority (LEA), has a responsibility to consult with local providers and others and to prepare and publish local transport policy statements for young people aged 16- 25 with Special Educational Needs by the end of May

each year. The statement sets out the transport services and support available to students and make reference to the work the County Council is doing in partnership with colleges and operators to ensure appropriate transport provision is in place.

A summary of the assistance offered is set out below:

- Discounted Home to College travel, payable either annually or termly. Payment is waived if a student or parent is on a low income (although students in receipt of Educational Maintenance Allowance may be required to contribute a proportion of this allowance for transport costs). In 2010 this offer will only be available to existing students starting in year 13 prior to being phased out completely. New students will be unable to take advantage of this offer;
- If a student wishes to attend a Further Education institution outside Warwickshire which is not served by Warwickshire County Council transport, it is likely that a travel allowance will be offered. From 2010 this provision will only be available for existing students enrolled on appropriate courses. New students will not be eligible for this provision.
- Support received by a student is either in the form of a bus or rail pass, or a payment of a maximum of £360 per annum (less initial contribution). Where bus passes are issued, these are only valid for one journey in the morning and one journey in the afternoon at the times shown on the timetable and indicated on the pass. From September 2010 this provision will only be available to existing students enrolled on an appropriate course. New students will not be eligible to take advantage of this offer.

Table AP5: How Accessibility Planning Can Influence Access to Education & Training

Access to Education Issue	Accessibility Planning Response	Action Plan Reference
Cost of transport for students not eligible for home to school transport provision	Work in partnership with local bus operators to market the reduced price 'scholar' fares to pupils.	A18
Raising awareness of transport and provision of information to learners.	The County Council will examine feasibility of raising awareness of transport through the Area Prospectus. Produce 'transport option' maps for each Warwickshire school which includes information on walking and cycling routes and public transport options.	A30
Identification of the practical transport implications and costs associated with collaborative education programmes.	The County Council will work closely with schools and colleges throughout the planning and delivery stages of collaborative education programmes to identify the specific transport demands, and therefore costs and practicalities, associated with such programmes.	A30
Perceived or real fear that walking and cycling and public transport routes are unsafe	Provision of improved waiting facilities at public transport interchanges and the provision of improved information on bus and rail services. Continue to develop and implement the programme of 'Safer Routes to School' in Warwickshire as appropriate across the County. The County Council will continue to investigate safety concerns for accompanied pupils who are not entitled to free school transport and maintain a register of 'dangerous routes'	A22, A23, A20, A21 See Safer Routes to School Strategy

To further develop partnership working arrangements between teams within the Children, Young People & Families Directorate and the Environment & Economy Directorate to ensure that information is shared appropriately and best value transport solutions achieved.	To undertake Stage 2 accessibility audits of Warwickshire's schools and colleges considering dedicated school and college transport provision.	
Flexibility of transport within the Home to School transport network to cater for fluctuations in level and time of demand associated with the 14-19 Education Agenda and before / after school activities.	To develop procedures in partnership with the appropriate bodies to ensure that all relevant information is promptly shared between schools, colleges, and the County Council. This will enable the Home to School transport network to be planned proactively, with potential for flexibility built in.	A30
Potential for more scholars to experience accessibility problems when accessing wider lines of learning (e.g students enrolled on a Diploma course).	The County Council will work closely with schools and colleges throughout the planning of collaborative programmes to ensure that accessibility planning is included. Continued promotion of 'Vacant Seat's on home to school transport provision.	A30
To reduce the need for learners to travel off site to participate in specific learning lines.	The County Council will investigate the implications and costs associated with implementation of innovative learning measures (e.g. e-learning, mobile teaching units & peripatetic tutors etc.)	A31

9.12.6 Relevant Accessibility Policies

All policies relating to Accessibility Planning are set out at the end of this strategy. The relevant policies for improving access to education are:

AS1, AS3, AS4, AS5 and AS8

9.12.7 Monitoring

% of Warwickshire schools that have had a 'transport option' map produced

% - time based indicator to be confirmed in line with regional monitoring guidance?

9.13 Access to Employment

9.13.1 Accessibility Planning and the Education Agenda

Why Good Accessibility to Employment Opportunities is Important & Summary of Issues

Problems with poor accessibility can act as a barrier for jobseekers. The SEU 'making the Connection' report states indicates that 40% of job seekers say that transport is a problem. Work carried out during the LTP2 period indicate that a high proportion of Warwickshire job seekers view transport (including availability and cost) as a key barrier to accessing employment opportunities.

The 2009 Citizens Panel indicates that nearly 8% of respondents find it fairly difficult or very difficult to get to work. Just over 45% of respondents claim that the cost of transport (either public or private) limits or severely limits their ability to access employment opportunities. Lack of information, safety and security whilst travelling on public transport and congestion were identified as key issues that impact on peoples ability to access places of employment with nearly 70% of respondents felt that congestion on the road network was a limiting factor.

Solutions to remove transport as a barriers to employment, including the availability of transport and helping to reduce cost barriers can have a positive impact on employment levels, helping to contribute towards the achievement of national and local objectives for achieving economic growth and promoting employment for all.

9.13.2 Employment Opportunities in Warwickshire

Historically unemployment levels in Warwickshire are generally low. Between 2000 and 2008 the number of people claiming Job Seekers Allowance (JSA) has fluctuated between 4,000 and 6,000. However with the onset of the recession in 2008 the Warwickshire claimant count has dramatically increased to more than 12,000. The rate of increase in the claimant count during 2008 has been faster than that experienced at a regional or national level – this is likely to be a consequence of the structure of the Warwickshire economy as the County has relatively high proportions of people employed in the most vulnerable sectors, including manufacturing, construction and financial services.

At a District level, JSA claimant proportions range from 2.5% in Stratford-on-Avon District to 5.3% in Nuneaton & Bedworth Borough (as of July 2009). The year-on-year percentage increase in the number of JSA claimants in North Warwickshire Borough have been amongst the highest of all Local Authorities across the West Midlands Region. It is therefore clear that specific geographical areas in Warwickshire, particularly in the north of the County, require more support to help remove barriers in accessing employment opportunities

Table AP6:How Accessibility planning can influence access to education & training

Access to Employment Issue	Accessibility Planning Response	Action Plan Reference
Lack of Awareness of mainstream and specialist employment transport initiatives	The County Council will continue to build on partnership arrangement with our key partners (including Job Centre Plus) to promote transport to employment initiatives as appropriate The County Council will work towards ensuring that Workplace travel plans are created, implemented and monitored for new developments. In addition, the County Council will, where appropriate, implement 'Smarter Choices' initiatives.	A2, A3, A29 A25
Physical availability & cost of transport	Warwickshire residents have previously enjoyed the benefit of specialist transport provision for access to employment (including Wheels to Work, Workwise and specialist bus schemes).	A9, A10 A11, A17

	<p>Unfortunately reductions in funding has meant that schemes have been withdrawn or the service level severely reduced. The County Council will, in conjunction with its Partners, continue to look for funding opportunities to expand these schemes across Warwickshire.</p> <p>The County Council will continue to promote the carshare database to Warwickshire Businesses – helping to reduce cost of commuting trips and potentially providing a transport solution to employees without access to a private car.</p>	A13
Location of new employment sites	The location of employment sites can have a significant impact on the level of accessibility. The County Council, via Development Control will seek to influence the location of new employment sites, require an accessibility assessment for major developments and utilise developer funding to improve accessibility where appropriate.	A26, A27
Safety and Security when using sustainable transport modes	The County Council will work towards improving safety and security for residents when using sustainable modes of transport as appropriate.	A1,A20, A21, A22, A23, A24

9.13.3 Monitoring

To monitor progress towards improving access to employment destinations the following indicator is proposed:

- Number of Warwickshire businesses that have signed up to the Warwickshire CarShare database.

9.13.4 Relevant Accessibility Policies

All policies relating to Accessibility Planning are set out at the end of this strategy. The relevant policies for improving access to employment are:

AS1, AS4, AS5, AS6, AS7 and AS8

9.14 Policies

In addition to pursuing accessibility improvements in response to the needs of particular sectors (health, employment and education), the County Council developed a number of policies that will contribute to improved overall accessibility. This approach provides an overall framework for delivering cross-cutting accessibility improvements:

- Travel to services;
- Location of services; and
- Service delivery.

Policy AS1: Integration

The County Council will, where appropriate, deliver accessibility improvements through Local Transport Plan programmes.

Wider transport strategies and policies within the Local Transport Plan can have a significant influence in improving travel to services, for example by:

- Improving the availability, accessibility, affordability and acceptability of public transport;

- Improving the attractiveness of walking and cycling for journeys to local destinations by improving routes and facilities, maintaining them in a more usable condition, improving Rights of Way in both urban and rural areas, and making routes safer, more secure, and more attractive;
- Improving physical accessibility by addressing issues that affect disabled people and those with impaired mobility in the pedestrian environment and in and around public transport services and infrastructure, by working with operators and infrastructure owners;
- Considering the role of parking provision, in particular the availability of parking for disabled users and the adequacy of short stay parking;
- Reducing the severance effect of traffic through traffic calming or traffic management measures;
- Improving travel choice to employment sites through travel planning techniques and improving the awareness of transport options to key destinations through provision of travel information to target groups or users; and
- Promoting powered two wheelers as an affordable means of travel for employment, services and leisure activities, including integration with other modes.

The specific contribution of LTP strategies and policies to improving accessibility is detailed within the mode and delivery strategies. Figure 2.5 highlights the links between the LTP mode and delivery strategies and this Accessibility Strategy.

To ensure that the accessibility benefits of LTP strategies and programmes are maximised, the outcome of accessibility assessments will be used to inform scheme development through the LTP period. Similarly, the accessibility software will be used to assess the accessibility merits of significant schemes.

Policy AS2: Accessibility and public transport provision

The County Council will continue to incorporate the outcome of the accessibility analysis in the criteria and performance monitoring of essential transport links and the use of revenue support grant and rural bus subsidy grant

The County Council will continue to use the revised 'Criteria for the Provision and Financial Support of Essential Transport Links' (as outlined in the Public Transport Strategy). This criteria was revised in 2007 to take into account local accessibility analysis, affordability and socio-economic factors including levels of car ownership, age groups and deprivation analysis.

Policy AS3: Efficiencies and effectiveness

The County Council will consider whether appropriate integration between the County Council's functions and forms of transport could lead to better accessibility and better use of resources

The County Council's transport functions currently include:

- Transportation for scholars to and from educational establishments. The current service is a mix of both statutory and discretionary functions;
- Transportation for members of the public within urban and rural areas that are not considered financially viable by commercial operators but that are considered socially necessary by the authority;

- A community transport function for those members of the community who do not have regular access to transport and consequently would otherwise be excluded from accessing services and facilities that they need; and
- Services related to Adult Specialist Transport

There is a requirement for greater flexibility in options available to people for travel to a range of key services and facilities.. These could include:

- Travel training to encourage independent travel by giving advice and support for developing independent travel skills;
- Personalised travel planning, including the provision of neighbourhood travel planners to provide a tailored travel service that addresses the specific needs of learning disabled people.
- The use of community transport, including supporting the development of new community focused transport solutions that promote the independence and inclusion of learning disabled people and bridge the gap between social services transport and public transport;
- Support Car Club operators to set up and operate car clubs in Warwickshire

Policy AS4: Affordability

Working with our partners, the County Council will further investigate and promote a range of solutions to make travel more affordable, particularly for those residents most in need

Recognising that cost can be a significant barrier to personal mobility for some people, the County Council will continue to support initiatives that help make travel to services more affordable. This will include working with relevant partners to look at the provision of discounted and integrated travel schemes. In partnership with bus operators, the County Council will examine opportunities for revisions to fare structures and levels;

- i Investigate opportunities to develop a concessionary travel scheme to include bus, rail and community transport services
- ii In partnership with train and bus operators, the County Council will examine opportunities provided for within the relevant transport legislation to implement through ticketing availability between rail and bus services

The County Council will also continue to promote affordable solutions for those with less conventional travel patterns, for example through the promotion of the Warwickshire Car Sharing scheme and where funding allows, the Wheels to Work and Workwise schemes. This type of intervention is particularly relevant for individuals who are isolated by a lack of transport but who live in areas of relative affluence, a characteristic often exhibited by rural transport exclusion.

Policy AS5: Addressing crime and fear of crime

Working with our partners, the County Council will address problems of crime and fear of crime in and around transport

The County Council, together with operators, the Police and Crime and Disorder Reduction Partnerships, will jointly address problems of crime and safety in and around transport through initiatives such provision of CCTV cameras, improved waiting and interchange facilities and enhanced staff presence.

The Bus Strategy identifies a number of actions to enhance the safety of bus travel both in reality and in the perceptions of customers. This includes the introduction of on-vehicle CCTV in future QBI schemes and encouraging bus operators to specify on-vehicle CCTV or other appropriate safety measures on new orders of vehicles.

The Passenger Rail Strategy identifies that the County Council will promote improvements to station facilities including in the personal safety and confidence of people using rail stations and on their journey to and from rail stations.

Policy AS6

Working with our partners, including the five District/Borough Councils, the County Council will seek to ensure that accessibility considerations are integrated into planning policy and seek to influence the choice of site taken forward for development.

The location of new development can have a significant impact on accessibility and social inclusion and the County Council will work closely with planners at the District/Borough level to identify ways to improve accessibility across the County. Current planning policy supports improvements to accessibility by:

- Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses in ways which help to reduce the need to travel;
- Locating key generators of travel demand in locations accessible by public transport; and
- Ensuring that the layout of developments facilitates access by public transport, cyclists and pedestrians.

At a local level, local development frameworks will play a key role in highlighting where there are gaps in local service provision, identifying sites that are highly accessible by public transport and directing development to these areas. We will therefore work with land use planners to consider how the outcome of accessibility analysis can be reflected in land use planning policies and decision making.

Policy AS7

The County Council will require accessibility assessments to be carried out for major new development proposals

As part of its highway control function, the County Council will consider the impact of major new development proposals by requiring an accessibility assessment. Where improvements to transport infrastructure and services are required, funding will be sought from developers towards the costs, consistent with the Land Use and Transportation Strategy.

Policy AS8

The County Council will work with service providers to promote the delivery of services in ways which contribute towards improved accessibility

In some areas, provision of services directly to people, through mobile delivery and other mechanisms, might be more appropriate than the provision of transport to carry people to those services. Flexibility in how services are delivered also offers the potential to bring about accessibility benefits without the need for additional transport provision.

In developing accessibility solutions the County Council will therefore work with service providers to consider how service delivery can contribute to accessibility.

The contribution of the above policies and measures to removing or reducing the barriers to accessibility are outlined table AP6 below.

Table AP6: Contribution of Accessibility Policies to reducing the barriers to accessibility.

	Barriers to Accessing Key Services				
	Availability & Accessibility	Cost of Accessing Services	Service Located in inaccessible locations	Personal Safety & Security issues	Travel Horizons
AS1 - The County Council will, where appropriate, deliver accessibility improvements through Local Transport Plan programmes.	√			√	√
AS2 - The County Council will incorporate the outcome of the accessibility analysis in the criteria and performance monitoring of essential transport links and the use of revenue support grant and rural bus subsidy grant	√		√		
AS3 - Working with our partners, the County Council will further investigate and promote a range of solutions to make travel more affordable, particularly for those residents most in need	√	√			√
AS4 - Working with our partners, the County Council will address problems of crime and fear of crime in and around transport				√	√
AS5 - Working with our partners, including the five District/Borough Councils, the County Council will seek to ensure that accessibility considerations are integrated into planning policy and seek to influence the choice of site taken forward for development.	√	√	√		
AS6 -The County Council will require accessibility assessments to be carried out for major new development proposals	√		√		
AS7 - The County Council will work with service providers to promote the delivery of services in ways which contribute towards improved accessibility	√	√	√		

9.15 Action Plan

Table AP7: Actions

Policy		Action	Timescale	Links to
AS1 – Accessibility Improvements via Local Transport Plan Programmes	A1	Publish up to date town cycle route maps / guides for main towns:	Ongoing	Cycling Strategy
	A2	Develop a Local Transport ‘brand’ for Warwickshire to improve awareness of travel options	Medium	Changing Travel Behaviour Strategy & Bus
Improving access to key				

Policy		Action	Timescale	Links to
services and opportunities	A3	Make Warwickshire residents more aware of travel and transport options that can use to access a wide range of key services, facilities and opportunities.	Ongoing	Information Strategy
	A4	Develop programme to improve accessibility to and from rail stations (including walking and cycling routes and interchange facilities) in partnership with train operators through the Station Travel Plans initiative.	Ongoing	Cycle Strategy, Walking Strategy, Public Transport Strategy and Rail Strategy
	A5	Ensure printed passenger information should be available for every bus service and route in Warwickshire.	On-going	Bus Information Strategy
	A6	Continue to provide Bus Information Points at key interchange points and other key locations	Short	
	A7	Continue to develop SMS provision – which is available at all bus stops throughout the County	Medium	
	A8	Develop a Confident Traveller Programme	Medium	
AS2 – Improving essential transport links	A9	Ensure that each Warwickshire community has access to minimum level public transport provision, based on need.	Ongoing	Public Transport Strategy
	A10	Use the accessibility planning framework to undertake an ongoing assessment of need for community transport provision, including dispersed and hard-to-reach communities and wherever there is a failure by other modes to deliver the standards set out in the Bus Strategy	Ongoing	Community Transport Strategy and Bus Strategy
	A11	Examine the on going opportunities to introduce more shift-work sensitive demand responsive schemes.	Ongoing	Community Transport Strategy
AS3 – Making travel more affordable	A12	Ensure that Warwickshire Businesses are aware of the availability of the Car Share Scheme and encourage take up.	On Going	Changing Travel Behaviour Strategy
	A13	Build upon work already undertaken to examine the feasibility of establishing a Car Club in Warwickshire	Medium	Changing Travel Behaviour Strategy
	A14	Examine opportunities for revisions to fare structures and levels	Short	Bus Strategy
	A15	Investigate the feasibility of developing an improved county-wide concessionary travel scheme, possibly through a free-issue county-wide pass for travel on bus and community transport services	Long Term	Bus Strategy

Policy		Action	Timescale	Links to
	A16	Investigate opportunities to develop a concessionary travel scheme to include bus, rail and community transport services	Medium/Long	Bus Strategy
	A17	The County Council will, in conjunction with its Partners, continue to look for funding opportunities to start up and/or expand transport schemes across Warwickshire, specifically in relation to improving access to the key destinations identified in the Accessibility Strategy.	Ongoing	Community Transport Strategy
	A18	The County Council will work in partnership with local bus operators to market the reduced price 'scholar' fares to help make travel to learning opportunities more affordable.	Short	Changing Travel Behaviour Strategy
	A19	Work with the Community/Volunteer Sector to encourage fare structures and levels which are easy to understand and simple to use	Medium	Community Transport Strategy
AS4 – Reducing crime and fear of crime when using public transport	A20	Improved provision of CCTV at bus and rail stations	Short - Medium	Bus Strategy & Rail Strategy
	A21	Provision of secure cycle parking at rail stations	Short	Cycling Strategy
	A22	Provision of improved waiting facilities at interchanges	Medium	Bus Strategy & Rail Strategy
	A23	Provision of improved information on bus and rail services, including real time information	Medium	Bus Information Strategy
	A24	Ensure journey reliability via promoting improvements in the punctuality and reliability of bus services on our key routes	On going	Bus Strategy
AS5 & AS6– Accessibility and Planning/Development control	A25	Investigate the feasibility of utilising developer funding to carry out a programme of Smarter Choices measures e.g. personalised travel planning initiatives at new residential developments.	Medium/Long	Changing Travel Behaviour Strategy
	A26	The County Council will encourage measures to enable good accessibility by bus services to and from new developments and, where appropriate & secure funding from developers towards the costs.	Medium	Land Use and Transportation Strategy
	A27	The County Council will consider the impact of major new development	Short	Land Use and Transportation

Policy		Action	Timescale	Links to
		proposals by requiring an accessibility assessment. Where improvements to transport infrastructure and services are required, funding will be sought from developers towards the costs.		Strategy
AS7 – Provision and Delivery of Services	A28	Investigate whether the integration between the County Councils functions and forms of transport could lead to better use of resources, in particularly in relation to improving access to health.	Short	
	A29	Continue to work with our partners, including Job Centre Plus and Warwickshire PCT and to explore how services can be delivered locally where appropriate.	Ongoing	
	A30	The County Council will work closely with schools and colleges throughout the planning of collaborative programmes to ensure that accessibility planning is included.	Short/ Medium	Sustainable School Travel Strategy
	A31	The County Council will investigate the implications and costs associated with implementation of innovative learning measures (e.g. e-learning, mobile teaching units & peripatetic tutors etc.)	Medium	Sustainable School Travel Strategy

9.17 Monitoring

National Indicators

NI175 – revised target to be set – waiting input from Department for Transport following National Indicator review

