

**Transport and Services
Accessibility Plan
of
Chorley Borough
March 2007**

Chorley
Partnership

Lancashire
County
Council 



The Chorley Partnership has provided the incentive for the Service Provider Partner organisations listed below to be involved in this study. The Partnership's Board meeting on 20 March 2007 considered the Plan. The Plan was then presented to the Borough Council's Executive Cabinet on 29 March 2007.

Service Provider Partners:

Central Lancashire Primary Care Trust
Council for Voluntary Service
Dial a Ride
Job Centre Plus
Lancashire College
Lancashire Constabulary
Lancashire Sport Partnership
Learning and Skills Council
Runshaw College

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1. INTRODUCTION

This Plan is primarily focused on finding ways of tackling the accessibility problems local people have who lack the use of a car, or are at risk of exclusion for other reasons, have in accessing important services. It particularly examines public transport provision and where key services are provided. Reducing dependence on cars is a benefit to everyone and also has environmental advantages.

2. NATIONAL CONTEXT

- 2.1 In February 2003, the Government's Social Exclusion Unit published its report, entitled 'Making the Connections: Final Report on Transport and Social Exclusion'. The report examined the links between social exclusion, transport and the location of services. It is particularly focused on access to those opportunities that have the greatest impact on life-chances, such as work, learning and healthcare. The Government has placed reducing social exclusion at the heart of its policies.
- 2.2 The Social Exclusion Unit identified five types of barrier that people, especially those on low incomes, need to overcome when travelling. They relate to:
 - The availability of transport and its physical accessibility.
 - The safety or security of transport users
 - Cost
 - Limited travel horizons
 - The location of services
- 2.3 The Social Exclusion Unit identified Accessibility Planning as the best way to manage a strategy to bring real improvement to access to services.
- 2.4 The Department for Transport has been given the responsibility of delivering this agenda nationally. Locally it is the responsibility of the transport authority to produce an Accessibility Strategy. Lancashire County Council submitted its Accessibility Strategy as part of the Local Transport Plan 2006 – 2010.
- 2.5 Whilst it is acknowledged that enhancements to transport provision will promote social inclusion, improvements in the way that services are provided may, on many occasions, provide a better and more financially sustainable approach. Partnership working is therefore considered to be critical to the accessibility planning process and government guidance has been issued from the key departments.
- 2.6 An effective Accessibility Strategy can only be delivered through a partnership approach, as good accessibility is dependent upon the relationship between transport, location, service delivery and design that is suited to peoples' needs.
- 2.7 The accessibility of key services also drives the Government's expectations that local authorities will work more effectively at the neighbourhood scale of provision.
- 2.8 A headline statistic is the percentage of the Borough's population that is within 1 kilometre of 5 basic services (bus stops, GPs surgeries, food shops, post offices and primary schools). The figure is less than 55%. This is one of the lowest in the County. It is mainly due to the rural nature of much of Chorley but it underlines the spatial issues involved.

3. LOCAL PLANS AND STRATEGIES

3.1 Lancashire Local Transport Plan 2006-2010

The reference to accessibility planning in Chorley Borough as set out in the Lancashire Local Transport Plan is as follows:

4.4.38 Accessibility Study of Chorley Borough

The Borough of Chorley will play an important role in the Northwest Regional Spatial Strategy and Regional Economic Strategy. A study, jointly undertaken with South Ribble and Preston, sets out a Core Central Lancashire Sub Regional Strategy. An accessibility study for Chorley Borough will complement this, the Preston City Centre Access Strategy and the South Ribble Accessibility Study.

The study will identify the problems of accessibility to services within Chorley Borough and, where necessary, the need to travel outside the Borough, it will propose partnerships with service providers to provide solutions to the problems. It will set out the transport infrastructure needed in the long term to allow efficient local and long distance travel for people and for goods. Topics will include access to:

- essential services; education, employment, healthcare and shopping for food
- social and leisure activities
- town centre services
- residential areas, and
- bus services and railway stations

It will also examine:

- the local bus network
- the network of pedestrian and cycling routes
- parking for cars, coaches and trucks including secure overnight parking
- inter-urban links, and
- links to the motorway network

This is a wide ranging brief more akin to the remit of a full transport strategy, this Accessibility Plan will need to concentrate on the first set of the above bullet points.

The partnership theme of this Accessibility Plan is emphasised by a further reference in the Local Transport Plan.

7.6.11 Chorley Pathfinder

The Chorley Local Strategic Partnership has been chosen to act as the Pathfinder Partnership for delivering improvements to service accessibility. The Pathfinder will aim to identify the following:

- Places where there are accessibility problems in key areas of service delivery on an evidence based approach
- Any barriers to the understanding by service providers of the relationship between the spatial organisation or services, transport provision and the accessibility needs of different sections of the population and how those barriers might be removed
- The priority areas within Chorley Borough for action
- Solutions for overcoming the identified accessibility problems and any barriers to implementing those solutions, including the ability to fund solutions from partners' mainstream budgets.

3.2 Ambition Lancashire – the County Community Strategy

This picks up the theme of service accessibility in the following ways:

- Easily accessed travel infrastructure
- Address skills shortages
- Invest in transport improvements

3.3 Chorley Borough’s Community Strategy 2005-2025

This has a Strategy Priority of ‘Improving access to and take-up of public services’ and includes an Action to ‘develop a Transport Accessibility Plan for the Borough’ with the aims to determine urban and rural locations for action; identify solutions with Partners; determine resources and actions for implementation.

3.4 Chorley Borough Council’s Corporate Strategy

This has a Strategic Objective of ‘Improved access to public services’ and a Key Project to produce a Transport Accessibility Plan.

3.5 Chorley Borough Local Plan Review

This contains a range of transport policies that aim to achieve improvements in public transport, in pedestrian and cycling facilities and access thereto.

3.6 Chorley Town Centre Strategy

This has an Accessibility and Movement theme aimed at improving parking provision and access to and within the town centre by bus, on cycle and foot. It also aims to improve cultural and leisure services in the town centre.

3.7 Chorley Cycling Strategy

This identifies a range of initiatives to improve the opportunities to use cycling as a mode of travel through work by the Borough Council and in partnership with the County Council.

3.8 Accessibility of Cycling as a Leisure Pursuit

This report of the Borough Council’s Environment Overview and Scrutiny Panel is, as the title suggests, more concerned about the leisure use of cycling than accessing services. However increased cycle use will clearly have health benefits and the recommended improvements in cycle route provision would be of benefit to all cyclists.

3.9 Account has also been taken of the following Parish Plans:

- Adlington
- Coppull
- Croston
- Eccleston*
- Heapey and Wheelton
- Mawdesley
- Ulnes Walton
- Whittle-le-Woods
- Withnell

* Village Design Settlement

4. HOW KEY LOCAL SERVICES ARE DELIVERED

4.1 The Plan concentrates on the following essential services:

- education – particularly for adults
- employment
- healthcare
- shopping for food
- post offices and pharmacies

4.2 The Plan also considers:

- social and leisure activities
- town centre services

Education and Employment

4.3 These are inextricably linked and can usefully be considered together. Transport access to schools is a multi-faceted issue raising a number of problems not least of which are the high levels of car use particularly in the morning peak hour and associated localised road congestion. However these are outside the scope of this Plan. Fortunately many school and sixth form college learners do still travel by public transport (mostly on specially chartered buses), cycle or go on foot.

4.4 Adult education is a key matter for this Plan because it poses particular accessibility issues and is closely related to employment either in terms of getting into work or as on-going job training. Apart from employer sponsored courses, funding for this depends very much on tailoring provision to the latest Government resourced initiative. There are two key local providers in this sector:

- Runshaw College
- Lancashire College

4.5 Lancashire College particularly aims to provide localised community based provision. The college have learning organisers who go out to meet community groups, partnership organisations, carers etc to assess the need for neighbourhood level provision of courses. This targeted provision is not widely publicised. It is often aimed at assisting people into employment. In this regard there is liaison with Job Centre Plus. The courses concentrate on basic literacy and numeracy abilities ('Skills for Life') that can assist job applications and employment requirements. A range of NVQ courses are also available. Each adult learner in the future is likely to have an 'individual learning account' to buy training on a self selection basis. This can include Learn Direct web based courses but these are not appropriate for people with poor IT skills.

4.6 Runshaw College concentrates on 16-18 year old 'sixth formers' at its Langdale Road, Leyland campus but offers more vocational courses at Market Street, Chorley with adult and business provision at Euxton Lane. The Langdale Road campus is well served by chartered buses, at Euxton Lane a moped/cycle rental scheme operates.

4.7 Aside from this centralised provision Runshaw operates a number of outreach services. There is an IT bus which travels to numerous venues to offer taster sessions. The College also runs courses within employers' premises and at local hotels.

4.8 A recent College initiative has been to meet the vocational training needs of 14-16 year olds in secondary schools through the use of mobile units offering courses in hair and beauty, engineering and construction.

- 4.9 The CVS seek to enable voluntary work in many ways but particularly by providing publicity and information. Volunteering is a good way of getting into or back into work providing people with the confidence and experience to go on to 'regular' employment. Voluntary work is also helpful for older people who although may not be looking for a stepping stone to paid employment want to achieve the satisfaction of providing a service whilst at the same time helping themselves to remain active and healthy.
- 4.10 The Learning and Skills Council initiatives are also geared to: community based learning; 'job clubs', young people not in education or training; single parents; the over 50's; and are running pilot programmes for these target groups working with Job Centre Plus. An initiative that could be taken forward is one that involves local communities helping themselves. This involves doing an audit of skills that people have in a neighbourhood, this often reveals skills and other abilities that are not being used or are under used. This can reveal people with driving skills suitable for community car schemes and caring skills freeing up other people for employment.
- 4.11 Job Centre Plus has a local office in Hamilton Street, Chorley and is keen to foster partnership working in helping people into work and employers fill job vacancies.
- 4.12 However the difficulty with all these initiatives is the full extent of the reach being achieved is not known, many people in need could well be missed. The other aspect is it is difficult for employers as well as potential employees to appreciate the full range of courses available. A way forward would be to create a web-based training portal.

Healthcare

- 4.13 Largest single health care facility in the Borough is of course the Chorley and South Ribble District General Hospital off Euxton Lane, Chorley. This provision is part of the acute care provided by the Lancashire Teaching Hospitals Trust with the other main facility being the Preston Royal Hospital at Fulwood.
- 4.14 Each hospital specialises in particular operations and other procedures. Together the two hospitals serve the whole Preston, South Ribble and Chorley area. The Euxton Lane facility is well served by bus services and there is a patient transport service between the two hospitals.
- 4.15 At present primary health care and prevention is provided elsewhere at GP surgeries and associated clinics. A major new facility of this kind is planned at Friday Street, Chorley. This is close to Chorley town centre but it is not directly served by public transport and pedestrian access from the Interchange relies on subway/underpass routes. A new GP surgery/clinic is also planned at Buckshaw Village.
- 4.16 There is considerable public interest at the moment in proposals for a new CATS (Clinical Assessment Treatment and Support service facility). It has recently been announced that this will be based at the hospital. The reasoning behind pursuing CATS is that far too many people are being treated in acute care facilities for minor procedures that can be provided more economically at a special (CATS) unit for this purpose.
- 4.17 There is an out of hours GP cover service based at Euxton that provides a walk in service and home visits.
- 4.18 The newly set up Central Lancashire Primary Care Trust is keen to pursue a more dispersed model of healthcare which can go out into the community to deal with minor complaints and prevention – such as in schools, sports facilities and community centres. There is also scope to be innovative in co-ordinating transport between the ambulance services, Travel Care, Dial-a-Ride etc. Other professionals such as the Fire Service can be used to provide health

care information and carry out minor interventions when they visit vulnerable people to give advice.

Social and Leisure activities

- 4.19 Regular access to these activities can have a significant positive impact on people's physical and mental well being. This is particularly so for older people. The emphasis is moving away from 'sedentary care' where people sit around all day either at home, with domiciliary care, in residential care or day care centres to more active pursuits both mentally and physically. Travelling to facilities even if they are in the local community can be a particular problem especially with mobility handicapped people and those in remoter rural areas.
- 4.20 In terms of the over 50's these activities can be combined with 'job clubs' for those people intending to return to work.
- 4.21 The Lancashire Sport Partnership is keen to increase physical activity through sports and leisure pursuits amongst people of all ages so as to gain health improvements. After leaving school many people cease doing sports and this can have particular health care issues especially later in life.
- 4.22 However it is also a problem for young people of school age where a lack of exercise can contribute to overweight problems. The programme of extended hours at school for sports activities can help but it raises transport issues after the school buses have left the premises.
- 4.23 Self-help groups of parents can overcome some of this but community car schemes do not target young people. More use of school and community mini-buses and joined up activity with local sports clubs can help. Taxis and private hire cars can act as buses for shared journeys.
- 4.24 Lancashire Police are particularly keen to encourage young people into 'diversionary' activities such as using skate parks, boxing clubs etc to reduce criminal and nuisance problems. Some police officers locally are directly involved in such initiatives. The Youth and Community Service has a part to play in this as well.
- 4.25 Part of people's overall perception of well-being is how they view their local neighbourhood and policing is an aspect of this. Lancashire Constabulary is committed to neighbourhood based policing and the Police and Communities Together (PACT) initiative is proving a useful way of providing information and reassurances to local neighbourhoods. It is assisting the way the Police aim to provide community beat coverage.
- 4.26 There are of course a wide range of social leisure activities provided in the Borough by private operators and the public authorities. Some community centre type facilities, particularly in smaller villages are under threat from greater income generating alternative uses. This also applies to large scale facilities such as the Camelot theme park.
- 4.27 In terms of sports pitches and play areas the level of provision and distribution across the Borough varies with some sites difficult to access due to being in isolated locations.

Shopping for Food

- 4.28 Eating properly clearly has an important affect on health. There is much emphasis now on the consumption of fresh fruit and vegetables. Retailers, as well as health care professionals, are publicising this fact.
- 4.29 Britain has seen a big concentration of food retailing into a few large companies and Chorley Borough is no different. Generally these major retailers operate from large stores although some have also bought up chains of smaller shops. Markets continue to play an important

role but are also subject to this competition. Overall there has been a significant reduction in small independent food shops typically located in the more accessible town and local centres. Town planning powers cannot be used to stifle competition between retailers but can be invoked to resist pressures for out of centre stores as well as help protect the loss of small shops. Superstores tend to be in more peripheral locations that can raise transport accessibility issues. The County Council and bus operators aim to serve these stores with regular services, some retailers have operated their own free buses.

Town Centre Services

- 4.30 Chorley town centre has a concentration of essential services and is generally well served by public transport. It is the location for important social and leisure facilities although performance venues are limited and there is no cinema. These are issues which the Town Centre Strategy aims to address. All of the Borough Council's service provision functions are based in the town centre.

5. THE LOCAL TRANSPORT NETWORK

Pedestrian Facilities

- 5.1 Pedestrian facilities are normally only important in the highly localised context to enable access to nearby services or to bus stops and railway stations, but in some instances footway connections between nearby villages are particularly important and cause problems if they are incomplete. This is particularly true between Croston and Bretherton. Many children of families living in Croston attend school in Bretherton and the footway link is incomplete leaving no option but for trips to be taken by car. Parish Plans also note a lack of roadside footways in Eccleston, Mawdesley and Ulnes Walton. There is currently only one minor scheme to resolve a problem of this type proposed in the Borough.
- 5.2 Across the Borough there has been for some time a programme of providing drop kerbs on footway corners at road junctions to assist invalid carriage, wheelchair and pram/pushchair users – this provision is continuing to be implemented and is noted as an on-going issue in the Adlington Parish Plan. Several zebra and traffic signal assisted pedestrian road crossings have recently been provided along with other pedestrian refuge schemes and there is an on-going programme of providing these mainly as pedestrian refuges, some being associated with bus stops. The Mawdesley Parish Plan refers to a need for pedestrian road crossing improvements at New Street and there are similar aspirations in Coppull and Eccleston.
- 5.3 Pedestrian access to and within Chorley town centre is particularly important in enhancing the visitor attraction of the town. Further paving and pedestrian priority measures are planned here including a Town Hall square. Pedestrian access to and from town centre car parks including sign posting will continued to be improved.

Cycling Facilities

- 5.4 The cycle route network in Chorley has improved in recent years but there are still links to complete. There is a National Cycle Route through the Borough from Cuerden in the north (starting in fact at Preston) to Adlington in the south. The route is complete through Cuerden Valley Park and from Exuton/Astley Village to Chorley town centre.
- 5.5 Roadside cycle lanes have also been provided along the A6 in Whittle-le-Woods (although the Parish Plan refers to safety issues) through the Hartwood roundabouts and in to Chorley town (although within the town the route needs further improvement) and south out to Adlington. The A6 is also a barrier to West/East movements. In this direction cycle links in the Borough are poorly developed. This is a point picked up in the Eccleston Village Design Statement regarding linking the village with Chorley town.
- 5.6 The Buckshaw Village and Gillibrand developments do make provision for good cycle facilities as does the Gillibrand Link Road with onward connections to Eaves Green.

Local bus network

- 5.7 Nearly all bus services covering the Borough run on routes in and out of Chorley town centre, seven operators are involved. The A6 carries a very frequent (10 minute) daytime weekday service using low floor vehicles between Bolton and Preston via Chorley town centre and the hospital. A less frequent service (every 30 minutes daytime) connects Chorley to Preston via Leyland and Buckshaw Village. The frequency of services to Buckshaw Village will soon increase to every 15 minutes day time as the development grows. Regular buses link Chorley to Wigan via Coppull (every 15 minutes daytime) and Chorley to Blackburn via Withnell (every 30 minutes daytime).

- 5.8 In 2006 Lancashire County Council won DfT Kickstart funding to improve the 'Chorley town' services. The enhanced provision branded 'Network Chorley' started in July 2006 using new low floor mid-size vehicles mostly operating on circular routes at frequencies of up to 15 minutes. In addition to covering Chorley town, services extend out to Astley Village, Coppull, Charnock Richard, Croston, Eccleston and Euxton. Ridership grew from the outset and has now increased by 50% since the services started.
- 5.9 Separate from Network Chorley more limited rural services operate to other communities including Bretherton, Coppull Moor Lane/'Old Parish', Heapey, Heskin, Limbrick, Lower Adlington, Mawdesley, Wheelton and Withnell Fold. Some notable leisure attractions are poorly served by service buses – these include Botany Bay Villages. The Camelot theme park only has an hourly service. Adlington, Coppull, Croston, Eccleston, Heapey & Wheelton, and Whittle-le-Wood Parish Plans all report some concerns about bus local services although it should be noted that Lower and Higher Wheelton are served by the regular Chorley to Blackburn route.
- 5.10 Ridership figures for other than the Network Chorley services are confidential as this is commercially valuable information to the bus operators. However following major investment by Stagecoach 'Dayrider' and 'Megarider' tickets offer significant discounts for regular travellers. Children generally travel at half fare up to the age of 16. Senior Citizens travel free within the Borough and 50p on cross-boundary journeys after 9.30am Monday to Friday and all day Saturday, Sunday and Bank Holidays. Before 9.30am or elsewhere in Lancashire they can travel at half fare. From April 2008, off-peak travel for Senior Citizens will be free throughout England.

Community, Specialist and Personalised Transport

- 5.11 There are a variety of other mini-bus and car based services that provide more individual and specialist transport in the Borough.
- 5.12 The Dial-a-Ride service covers most of the Borough utilising 5 mini-buses one of which operates in the evening. Three quarters of trips run to a timetable but passengers can telephone for service at other times and given a few days notice can receive a door to door service.
- 5.13 The service is only available for those people in particular need of such transport and where alternative provision is not available. It generally serves elderly and/or mobility handicapped people. Concessionary fare passes are accepted in lieu of payment otherwise fares are slightly above service bus rates.
- 5.14 The service is supported by grants and is currently operating at near capacity. This level of usage justifies extending the provision or at least finding additional ways of achieving this type of service.
- 5.15 The Red Rose Runner service uses two mini-buses and is aimed at providing transport for medical appointments – return hospital trips. Some non-medical very rural trips are also made. The service is also grant aided and operated at very nearly full capacity.
- 5.16 The separate voluntary car scheme is available for individuals with particular transport difficulties to use on a once per week basis provided 48 hours notice is given. Passengers need to be a member, bus passes are eligible although in any event services are free after 9.30am. The scheme is a not for profit initiative funded by the County Council with volunteer drivers receiving a mileage rate. Most drivers are elderly and only willing to do daytime trips, generally they do not wish to carry youths.

- 5.17 None of these above mentioned schemes are widely advertised but information is given out at talks and other events as well as at libraries and GP surgeries. However most people find out about the services by word of mouth and through seeing the vehicles.
- 5.18 In addition the County Council runs the Travel Care specialist mini-buses for elderly and disabled people to enable trips to be made to daycare and other specialist centres.
- 5.19 The Ambulance Service, aside from the paramedic emergency provision, also provides hospital patient transport for those people unable to travel by other means.
- 5.20 In Chorley Borough there are 30 Hackney Carriage taxi licences (and there will be 7 more from April 2007) and 126 Private Hire licences. The fares they charge are capped at a maximum level, lower fares can be levied. Some of the cars are multi-person vehicles and a few have mobility accessible features.

Local Rail Network

- 5.21 There are currently four railway stations in the Borough. Two of these – at Chorley and Adlington are on the Manchester-Preston line with through services to Blackpool, Barrow in Furness, Windermere, Manchester Airport and Buxton. The services are operated by two companies – First Transpennine and Northern Trains. Chorley has a weekday daytime frequency of 3 trains per hour in each direction. Adlington has now only an hourly service, although with additional trains at peak commuting periods; the station has basic facilities.
- 5.22 Euxton Balshaw Lane railway station is on the west coast mainline and has an hourly trains on the Preston/Wigan/Liverpool service. Coppull once had a railway station, reinstating this was supported by 91% of respondents to the Parish Plan. The station at Croston is on the Preston - Ormskirk line with onward connections to Liverpool. The peak service frequency at Croston is 75 minutes and the Parish Plan refers to a campaign for improvements as well as better integration of rail and bus timetables.
- 5.23 The Preston-Manchester services are particularly well used by commuters with some overcrowding on evening peak hour services from Manchester although some longer trains are now being used and First Transpennine have recently introduced new rolling stock with some separate first class accommodation. The usable length of the platforms at Chorley station has recently been increased. Most but not all trains stop at Chorley.
- 5.24 Second class day return tickets Chorley to Manchester are stepped down in price through the day from the early morning peak price of around £8. However they are significantly dearer than those available from Horwich Parkway (two stops nearer Manchester) in the Greater Manchester Passenger Transport Executive area.
- 5.25 There is potential to promote more combined cycle and rail journeys but to encourage this there is a need to improve cycle parking at railway stations. This would have the benefit of increasing the non-motorised catchment area of stations from about 1 mile for walking to 3 miles.

Roads – including inter-urban and motorway links

- 5.26 The central urbanised area of the Borough from Clayton-le-Woods in the north to Adlington and Coppull in the south is 'contained' within the M6 and M61 motorways and is reasonably well served by junctions although the unauthorised use of Charnock Richard Services in this respect points to a demand for full access here. Recent improvements have been made to Junction 29 (Leyland) of the M6 and enhancements are planned to Junction 8 (Chorley) of the M61 both funded by the Buckshaw Village development. The M65 provides good access to East Lancashire.

- 5.27 In terms of A roads the A6 is the main north-south route converging on Chorley town with recent improvements at the Hartwood roundabouts. Nearby is a new junction off the A6 into the regional strategic employment site ('The Revolution') at Buckshaw Village.
- 5.28 Currently the Eaves Green Link Road is under construction and on opening (in 2008) it will complete the southern and western bypass of Chorley town.
- 5.29 The other main north-south A road is the A49 linking Coppull to Wigan and Euxton to Preston. The A581 connects Chorley town to the western parishes of the Borough including Croston directly. The A674 performs a similar role serving north eastern parishes and on to Blackburn.

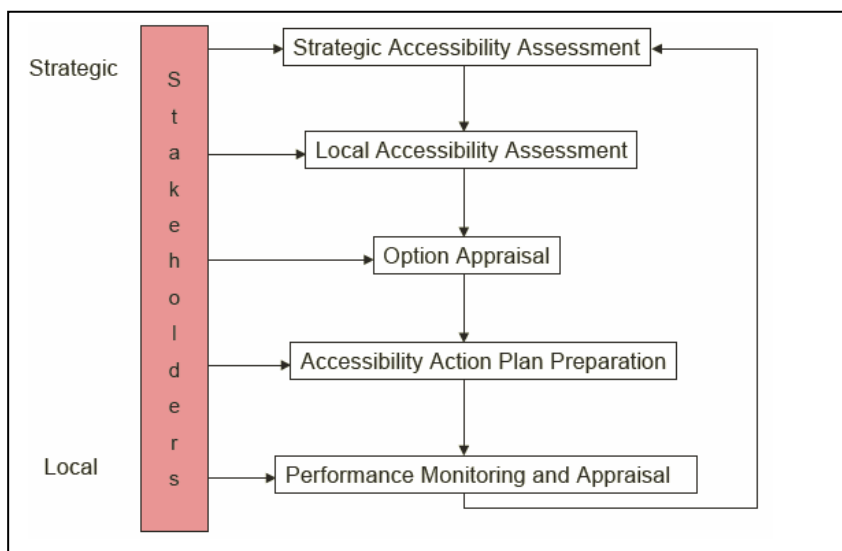
Parking

- 5.30 Although there are localised issues associated with (residents) car parking in almost every town and village in the Borough it is also referred to in an access to services context in the Adlington, Coppull, Croston and Mawdesley Parish Plans. In Chorley town centre this is a matter of major significance in terms of access to key services.
- 5.31 Nearly all Chorley town centre car parks are secure awarded pay and display surface level facilities enforced by Parkwise wardens who also administer on-street time limited and residents only parking restrictions. Most of the provision is aimed at short stay shopper visits, the scope for long stay parking has been reduced causing some spread of this use to unrestricted streets peripheral to the town centre.
- 5.32 Car parking space is less fully used at the southern end of the town centre where there is scope for alternative uses – such as retail and/or leisure developments. An extension is proposed to the Market Walk shopping scheme at the north end of the town centre onto part of the 'Flat Iron' car park. However it is envisaged this new retail space will be supplemented by a multi-storey pay on exit car park resulting in a net increase in parking provision.
- 5.33 The Borough Council has committed to reviewing the provision and operation of the town centre car parks. This includes the ways in which people pay for use and the charges levied. Current costs are typically 50p per hour for short stay provision which makes the charges amongst the lowest in Lancashire.
- 5.34 Chorley railway station has 70 long stay marked out car parking spaces and use is free to train passengers but demand is high and usually the provision is fully occupied by 8.00am on weekdays. Adlington station has only very limited provision. The number of spaces at Croston and Euxton Balshaw Lane railway stations is sufficient to meet demand. The new station proposed for Buckshaw Village (opening late 2008) will have 300 car spaces and so act as a parkway facility.
- 5.35 The Chorley and South Ribble Hospital now operates pay and display provision for patients and visitors. This has eased the availability of spaces but caused some spread of parking to unrestricted streets nearby.
- 5.36 All pay car parks have free concessions for mobility handicapped car users.
- 5.37 The only publicity provided lorry park in the Borough is off Friday Street on the eastern edge of Chorley town centre. This provides free overnight provision and appears sufficient to meet demand and has adequate security.
- 5.38 There is no dedicated coach park in the Borough although day visitor provision is available at major leisure attractions such as Botany Bay Villages and the Camelot theme park. In Chorley town centre there are coach drop off and pick up lay-bys. The Chorley Bus Interchange has two stop/layover bays for service buses.

6. METHODOLOGY

- 6.1 This Accessibility Plan has been developed in accordance with the five-stage process recommended by the Department for Transport in their Guidance on Accessibility Planning in Local Transport Plans.

Figure 1 - The Accessibility Planning Process



6.2 Stage 1 - Strategic Accessibility Assessment

The strategic assessment began with an initial mapping analysis using the Department for Transport's (DfT's) Accession software to study public transport and walking journey time accessibility to key services. Areas of poor accessibility were identified and compared to car ownership and deprivation levels to identify those areas most at risk of exclusion. At the same time, in order to reality check the mapping exercise, all the parish councils in Chorley Borough were invited to contribute their observations of those areas where accessibility problems were most acute. The Chorley Council Best Value General Residents Survey 2006 was also analysed to provide further information about perceived problems.

6.3 Stage 2 - Local Accessibility Assessment

Following the Strategic Assessment and determination of priorities, partners were identified to engage in more detailed discussions about issues raised and highlight key accessibility issues at a local level. As a part of the local accessibility assessment, meetings were held with service providers to identify where partners' own strategies have implications for accessibility levels. These issues have also been aired at arrange of forum and other meetings to gain users views.

- 6.4 Local assessments are a continuous process to be further developed as issues come to light in ongoing strategic accessibility monitoring.

6.5 Stages 3 and 4 - Option Appraisal and Action Planning

As the issues in a Local Accessibility Assessment become evident, then effective intervention, especially for groups at risk of exclusion, can be discussed with partners and action plans developed. Further options may need to be considered within each Local Accessibility Assessment as the action plans take effect and accessibility changes within the area.

6.6 Stage 5 - Monitoring

In order to gauge the effectiveness of the interventions made by this Pathfinder project, a programme of monitoring will be established. This is likely to be a combination of specific targets relevant to individual action plans and a regular review of the strategic assessments.

7. EVIDENCE GATHERING

Strategic Accessibility Assessment

Demographic background

Car Ownership

- 7.1 The Social Exclusion Unit recognised that the need to travel has become greater and more complex over the last 50 years, driven by the dramatic increase in car ownership over that period. Average travelling distances to key destinations such as work, learning, hospitals, shops and leisure have increased substantially. Furthermore, private cars have given people the opportunity to make complex linked journeys and the freedom to travel at a time of their own choice.
- 7.2 Many people now see private cars as a crucial component of modern life. The majority of people have successfully adapted to complex lifestyle changes through greater car use. Many families own several cars and this has tended to accelerate the process. Unfortunately those people who do not have the ability to travel by car will not be able to take advantage of the new opportunities as easily, as other transport provision has generally failed to keep pace in a number of respects.
- 7.3 Low car ownership tends to be concentrated in the principal urban areas. However, there will be other areas, with higher car ownership levels but poorer public transport provision, where members of a household are unable to travel whenever they need to. This may be because there is no car in the household, other household members may be using available cars or no-one is available to drive them. Particularly in rural areas, the isolation that this causes can be acute. Illness and disability can also reduce the ability to use a car particularly later in life.
- 7.4 Whilst Chorley Borough as a whole has fairly high levels of car ownership compared to the rest of Lancashire, 20% of households do not have a car and fewer than 40% have access to 2 or more cars. The figures below show the distribution of car ownership across the district.

Figure 2 – Households with no car

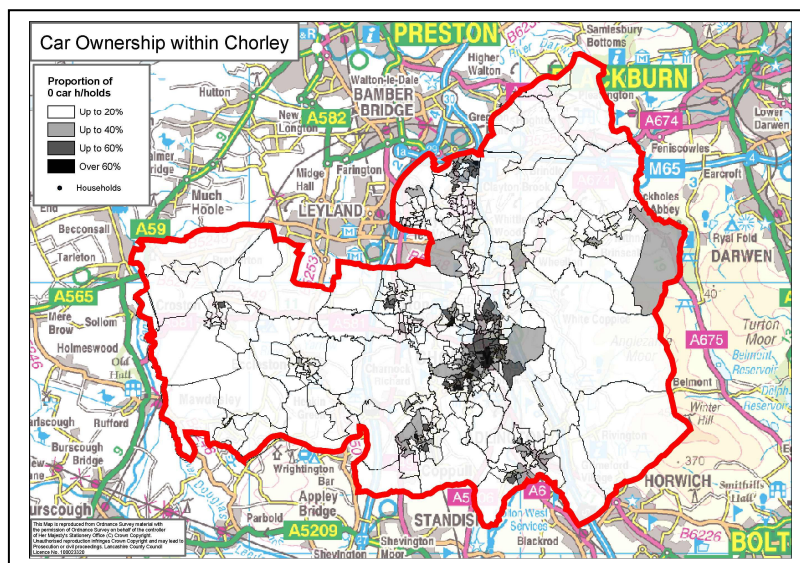
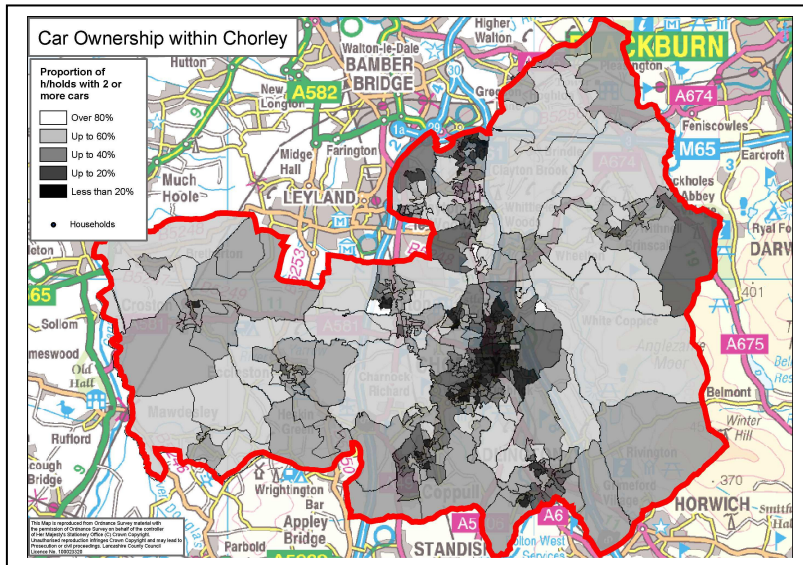


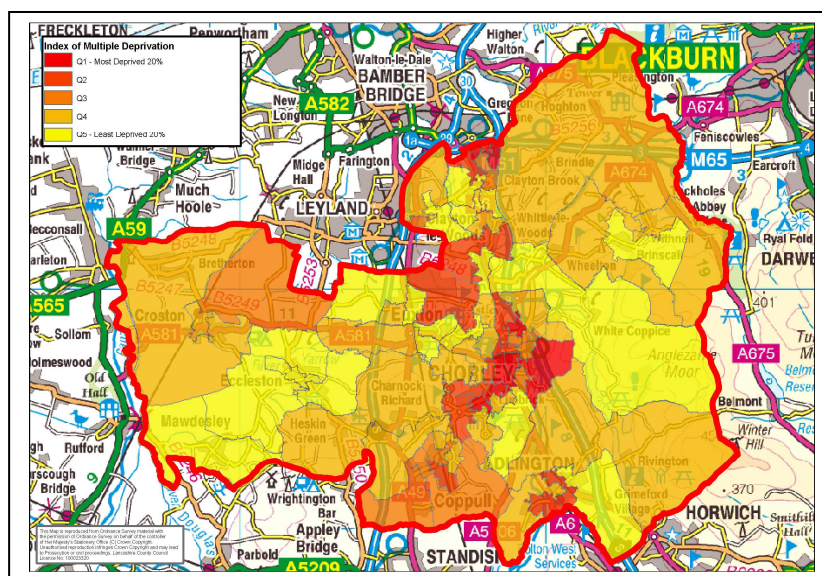
Figure 3 – Households with 2 or more cars



Indices of Deprivation

- 7.5 The Index of Multiple Deprivation (IMD) is shown at the Lower Level of Super Output Areas (SOAs) based on zones used in the 2001 Census of Population. The IMD for each SOA in England has been ranked between 1 (most deprived) and 32,482. The ranking of SOAs has been divided into five quintiles, with the 20% most deprived SOAs in England in Quintile 1 and the 20% least deprived in Quintile 5.
- 7.6 Plotting the indices on a map of Chorley by quintile clearly shows the most deprived parts of the district located in the urban areas. It is important to recognise that analysis by SOA will not reveal small numbers of people who may suffer serious levels of social exclusion through poor accessibility to key services and amenities.
- 7.7 Chorley is one of only three districts in Lancashire that does not have any SOAs in the worst 10% in the country. Of its 66 SOAs, however, 8 (12%) are in the worst 10 to 20%, as shown in the figure below.

Figure 4 – Index of Multiple Deprivation



7.8 The component indices of the Index of Multiple Deprivation all show a similar pattern. The greatest deprivation is generally within the urban area, although as has been said, this does not mean that there is no deprivation in other areas.

Accession modelling

7.9 The DfT Accession software has been used to carry out the strategic accessibility mapping exercise. Journey times to key services, as defined by the DfT, by public transport and walking have been calculated, for the key times of day judged to be relevant to each service. The strategic services assessed in this exercise are:

- Primary schools
- Secondary Schools
- Further Education establishments
- Major employment opportunities
- Hospitals
- GPs' surgeries
- Supermarkets.

7.10 The DfT has also specified travel time thresholds that represent the journey times it is reasonable to expect a person to undertake, based on the National Travel Survey. As a part of the Local Transport Plan, travel time thresholds for Lancashire were defined which were thought to be more appropriate for this area.

Table 1- Travel Time Thresholds

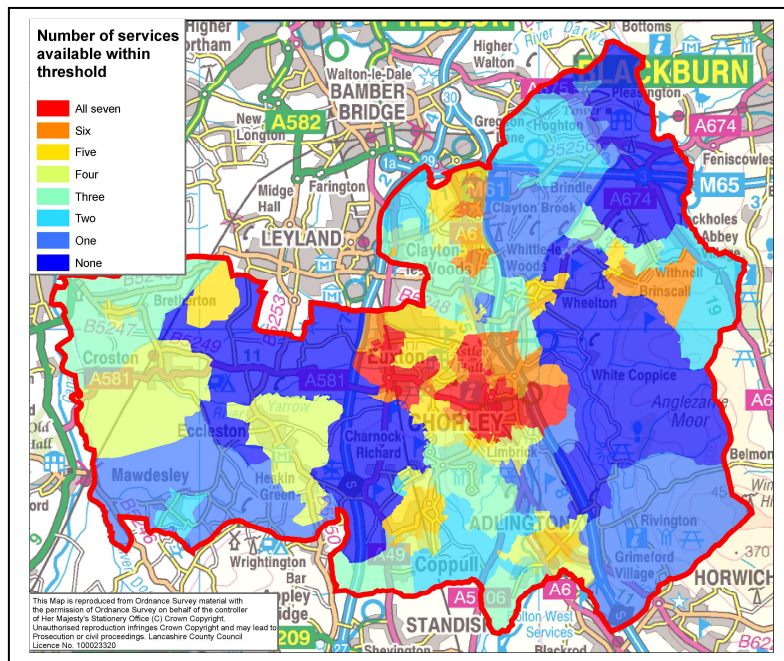
Minutes

Primary School	15
Secondary school	30
Further Education	30
Employment opportunity	30
Hospital	30
GP	15
Supermarket	30

7.11 It is considered that these thresholds are desirable but recognised that, in practice, it may not be possible to achieve these levels in many rural areas in Lancashire.

7.12 A composite threshold map, showing how many services are accessible to an area was produced for the Local Transport Plan. The Chorley Borough area of this map is reproduced below and gives an overview of accessibility within the district.

Figure 5 – Services available within threshold times



7.13 The principal results of the Accession mapping are that:

- The central urban area of Chorley itself is generally well served by public transport. Problems tend to be in the rural areas, although Clayton-le-Woods and Adlington have areas that are less well served.
- Some residents of areas within the following areas have difficulty accessing healthcare by public transport, particularly where car ownership is low:
 - Abbey Village
 - Adlington/Anderton/Heath Charnock
 - Charnock Richard
 - Clayton-le-Woods
 - Croston
 - Eccleston
 - Wheelton

Adlington/Anderton/Heath Charnock appear to have the greatest problems.

- There is not enough information on adult Further Education (FE) provision across the district to allow a proper accessibility assessment. Further work with Runshaw and Lancashire Colleges as well as the Learning and Skills Council and Job Centre Plus is needed to establish current levels of provision.
- Areas that have problems accessing employment, or where there are employers who have staff recruitment and retention problems, must be identified. In particular, access to employment from Adlington appears poor.

The detailed analysis of the Accession modelling is provided in Appendix A.

7.14 In October 2006 all parish councils in Chorley Borough were invited to comment on transport issues and service accessibility in their areas. The responses received together with an examination of Parish Plans revealed a number of issues in different parts of the Borough. Particular accessibility problems were identified in the Adlington, Anderton and Heath Charnock area. Other comments made by parish councils at the event or later in the process were concerns about public transport between Brindle and Chorley as well as along Coppull Moor Lane/Chapel Lane. Information about the Accessibility Study was given out at and responses received from a range of organisations and individuals at meetings of the following:

- Lancashire Local
- Chorley Borough Parish Councils Liaison
- Choosing Health in Chorley and South Ribble
- Chorley Partnership Board and Economic Regeneration Sub-Group
- Chorley Community Forum South
- Older People's Forum

7.15 Meetings were held with the Service Provider Partners in January and early February 2007 and a draft of this Plan was sent to these organisations for comment. Many useful suggestions were made and have been incorporated in this finalised Plan.

7.16 Although the main assessment of accessibility is derived from the public transport and service provision facilities location data held by the County Council and analysed using the DfT Accession software this has been supplemented by perception information has been drawn from the following residents surveys carried out in 2006:

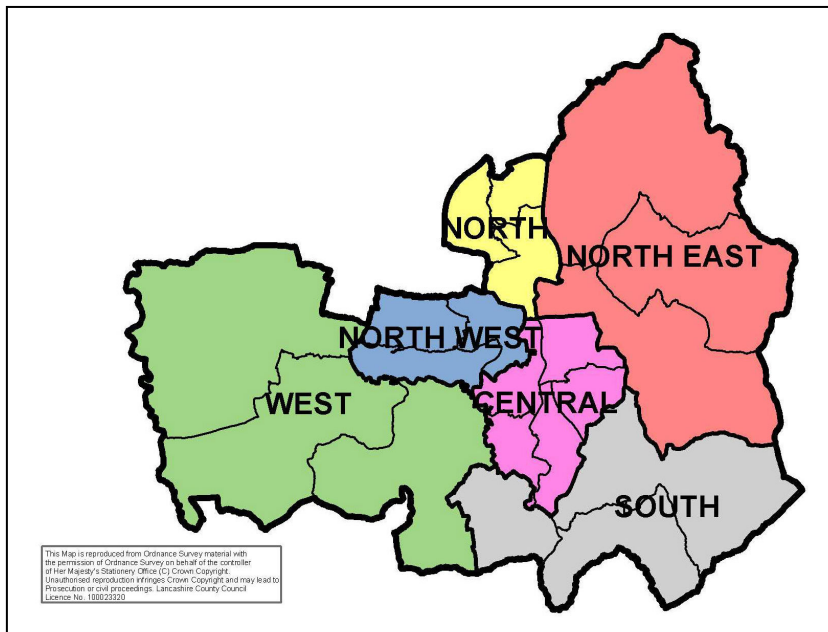
- MORI Best Value General Residents Survey – see Appendix B
- Life in Lancashire Residents Survey– Chorley results

Best Value General Residents Survey 2006

7.17 In 2006, all local authorities were required to undertake a statutory survey of residents about the quality of the services the local council provides. Ipsos MORI North undertook this survey for Chorley Council. Among the objectives of the survey was the desire to identify accessibility issues faced by residents. The analysis therefore provides a perceptual overview of service provision in the district. These perceptions will sometimes not correlate with the actual situation. However it is nevertheless important to be aware of these perceptions as these in themselves can be a barrier to accessing services.

7.18 The full survey methodology is given in the Ipsos MORI North report that is available separately. For the purposes of the analysis, the Borough was subdivided into 6 'small' areas as shown below.

Figure 6 – Ipsos MORI North Chorley Small Areas.



7.19 MORI's own analysis includes a number of points of direct relevance to this accessibility study. Compared to the district as a whole, the key services seen as needing improvement in each area are:

- Central - Cultural facilities, shopping facilities, job prospects, education provision
- South - Sports and Leisure facilities
- West - Public transport
- North East - Public transport
- North West - Health services, sports and leisure facilities
- North - Public transport, community activities

7.20 Over the district as a whole, level of crime and clean streets are the two things that are seen as both important to quality of life and in need of improvement. These are both important factors in the perception of accessibility of services.

7.21 The data collected by MORI has been made available to this accessibility study. Some demographic information about respondents to the survey is available as well as their home postcode.

7.22 One of the questions in the survey concerned ease of access to facilities. The answers to this question, by area, show the following services and facilities where more than 10% of the respondents found access very or fairly difficult:

- Central – A shop selling fresh fruit and vegetables, the hospital
- South – The hospital, a sports facility
- West – The hospital, a sports facility
- North East – The local shops, a shopping centre/supermarket, a shop selling fresh fruit/vegetables, the hospital, the local town centre, a sports facility,
- North West – A shop selling fresh fruit/vegetables.
- North – A shop selling fresh fruit/vegetables.

7.23 Mapping the responses by service/facility using the home postcode of the respondent gave further indications of accessibility problems. The areas affected seem to be:

- GP/Pharmacy – Clayton-le-Woods, Weld Bank and Burgh Hall areas of Chorley. Access to a pharmacy is a particular problem
- Post Office – Clayton-le-Woods, Clayton Green, Burgh Hall/Weld Bank/Gillibrand areas of Chorley. All these areas lack a Post Office.
- Hospital – Coppull, Croston, Eccleston, Clayton-le-Woods, Weld Bank and Gilibrand areas of Chorley
- Sports facility – Croston, Eccleston, Adlington
- A town centre – Clayton-le-Woods
- A shop selling fresh fruit/vegetables – Croston, South Euxton, Chorley

7.24 Although the Chorley Borough sample size is too small to be significant, the results of a recent Lancashire County Council Life in Lancashire survey appear to bear out the findings above.

8. HOW ACCESSIBLE ARE SERVICES IN CHORLEY BOROUGH?

Summary of findings

8.1 Drawing together the results from all the elements of the strategic study, including residents' perceptions, the accessibility issues across the Borough can be summarised as follows:

- Whilst the central urban area of Chorley itself is generally well served by public transport, there are areas of deprivation and low car ownership that make it essential that key services are genuinely easy and cheap to access. Ability to get to employment, education, shopping and cultural facilities are all seen as in need of improvement, whilst access to the hospital is felt to be difficult. In a number of more outlying parts of the urban area, access to post offices and pharmacies is regarded as a problem.
- Problems are also found in other urban areas of the district, with Clayton-le-Woods and Adlington and Coppull in particular having areas of deprivation and also problems accessing services. The hospital, sports facilities and shops selling fresh fruit and vegetables are perceived as difficult to access in these areas. Accession mapping suggests that GP access may also be an issue for those without cars. Access to employment from areas of Adlington appears poor, a view confirmed by the parish plan, whilst pharmacy and post office access is seen as lacking in Clayton-le-Woods. Post office access is reported as difficult in several urban areas and this is supported by the Accession modelling work.
- Residents in the more rural areas to the West and North East of Chorley regard public transport as the service most in need of improvement and identify access to most services as difficult. This corroborates the Accession analysis which suggests that healthcare access in particular is an issue in many of the villages in the district, especially:
 - Abbey Village
 - Adlington/Anderton/Heath Charnock
 - Charnock Richard
 - Clayton-le-Woods
 - Croston
 - Eccleston
 - Wheelton
 - Brinscall

The initial focus of this strand should be Adlington/Anderton/Heath Charnock where problems appear to be greatest

8.2 Some discussions with partners have taken place to establish the validity of the strategic audit. From these discussions, further points emerge related to the strategic analysis:

- Other than in the central area, education provision is not seen to be an issue. However, further data provided by Runshaw and Lancashire Colleges will be analysed to assess adult Further Education (FE) provision across the district. There is a feeling from both colleges that access to basic skills education could be broadened.
- Areas that have problems accessing employment, or where there are employers who have staff recruitment and retention problems, must be identified. In particular, access to employment from Adlington should be investigated.

9. WHAT TRANSPORT IMPROVEMENTS ARE FEASIBLE?

9.1 Pedestrian

- Further measures to help pedestrians, including the mobility handicapped, safely cross busy roads
- Minor improvements to improving footway provision such as short missing links using existing verges – highway widening schemes to provide footways which are reliant on acquiring adjoining land are unlikely to be feasible due to cost and ownership issues
- Improving access to and within Chorley town centre

9.2 Cycling

- Completion of the main network cycleway network and links off
- Minor priority improvements and on-going proficiency training to reduce conflicts with other road users
- Measures to improve access to key service centres and to enable combined journeys with rail

9.3 Bus

- Some limited bus service enhancements where current problems exist and developer contributions are available to serve new employment and housing sites
- Better coordination of services
- Improved access to timetables to enable people to plan their journeys more easily
- Greater help for the most vulnerable people in terms of concessionary travel

9.4 Community, Specialist and Personalised Transport

- Greater coordination between different operators in the use of vehicles and drivers
- A more unified approach in responding to use requests

9.5 Rail

- Promote and enable new station provision
- Improve parking provision
- Improve rail capacity

9.6 Road

It is not considered feasible to promote new road schemes or improvements as part of this Plan although opportunities for improve pedestrian, cycling and public transport facilities as part of road schemes will be taken.

9.7 Parking

Parking in Chorley in Chorley town centre is being addressed through a number of initiatives arising out of the Town Centre Strategy. Improvements at railway stations have been mentioned above. Addressing parking issues in the centres of Adlington, Coppull, Croston and Mawdesley pose a number of difficult to resolve issues associated with land availability, capital costs of provision and on-going maintenance/operation.

10. WHAT SERVICE PROVISION IMPROVEMENTS ARE FEASIBLE?

10.1 Education and Employment

- Greater coordination of information about people in need of adult education and training
- Improve access to information about training programmes
- Respond quickly to the latest government initiatives such as 'Train to Gain' to maximise grant funding for training programmes
- Make more use of community locations for education and training provision
- Promote self-help schemes and neighbourhood based initiatives to enable people to get into work
- Promote voluntary work as a means of acquiring job skills

10.2 Healthcare

- Reduce the use of acute care services through the implementation of a CATS service in an accessible location
- Make greater use of proposed and existing GP surgeries for minor procedures and assessments provided these are well located in terms of access

10.3 Social and Leisure Activities

- Promote and enable the extended and dual use of schools and other facilities
- Make more use of community centres, day care facilities for active leisure pursuits
- Aim to improve the distribution of sports pitches and play areas to provide a better match with the distribution of need

10.4 Shopping for Food

- Aim to protect local shops from alternative uses
- Promote the use of markets
- Restrict the expansion of peripheral large stores

10.5 Post Offices and Pharmacies

- Aim to protect local outlets from alternative uses
- Allow expansions of local shops to incorporate these uses

10.6 Town Centre Services

- Consider how these services can also be provided elsewhere or on an out-reach basis

11. PATHFINDER LEARNING POINTS

11.1 The following are main points arising from producing this Plan that can guide the roll out of this approach to other areas:

- To ensure a full accessibility study is achieved within one year an early start is needed
- Regular joint meetings between the County and Borough Councils are vital
- Member involvement in the working group provides useful buy in and context
- Early briefing of the LSP is helpful as it ties in commitments from the service provider partners
- Joint meetings with the service providers is useful because it facilitates the brainstorming of ideas and hopefully sets the seeds for future joint working
- Publicising the initiative at fora and other meetings usefully adds to the stock of knowledge
- Involving parish councils and examining Parish Plans helps fill in local details
- Up to date residents survey data provide a useful overview of perceptions

12. CONCLUSIONS AND RECOMMENDATIONS

12.1 The outcomes of the Plan are set out below as a series of specific recommendations, however these will need to be worked up further through an action plan to enable implementation. The recommendations are wide ranging and cross cutting. They represent a combination of existing, emerging and new proposals. Successful implementation of the action plan will be reliant on the involvement of the relevant Chorley Partnership sub-groups and service providers.

12.2 Pedestrian

- Aim to coordinate road crossing measures with access to public transport and key services
- Investigate the scope for targeted provision of new roadside footways particularly in rural areas
- Inform implementation of the Chorley Town Strategy with further pedestrian priority requirements

12.3 Cycling

- Improve links from Buckshaw Village and other new developments to the surrounding trip attractors, such as the town centre, hospital and schools
- Complete the National Cycle Route from Preston to Adlington, including Buckshaw Village to Cuerden Valley Park and the canal towpath from Chorley to Adlington.
- Develop links onto the National Cycle Route
- Improve cycle access to Chorley town centre and the railway station thus promoting combined rail and cycle journeys
- Improve links to employment areas in surrounding districts, eg Walton Summit, South Rings, Lancashire Business Park.
- Promote cycling at schools

12.4 Bus

- Extend Network Chorley to provide a regular service to Adlington including Lower Adlington with early morning start and evening finishing to enable employment commuting
- Pursue the improvement of bus service provision in the Botany area of Chorley using developer financial contributions from this expanding employment location and investigate how this can combine with visitor trips to Botany Bay Villages
- Improve the coordination of bus and train services to enable easier connections to be made
- Investigate more effective ways of providing timetable information including a project that would enable personal travel planning
- Explore the scope of using Smart cards to provide concessionary travel for accompanying carers

12.5 Community, Specialist and Personalised Transport

- Investigate the coordinated use of Dail a Ride, Red Rose Runner, community cars, Ambulance Service, school minibus and taxi/private hire vehicles to provide more flexible services
- Pursue a joint booking system for such a service
- Pursue personal travel planning via a web portal for those with learning difficulties and their carers

12.6 Rail

- Continue to enable the provision of Buckshaw railway station
- Pursue additional car parking to serve Adlington railway station
- Renew efforts to achieve a new station at Coppull
- Lobby Network Rail to include more trains stopping at Chorley in the revised timetable
- Support Network Rail in their bid to increase train lengths

12.7 Parking

- Investigate to scope to improve parking provision in the centres of Adlington, Coppull, Croston and Mawdesley
- Inform the implementation of car parking improvements through the Chorley Town Centre Strategy
- Provide more cycle parking at railway stations

12.8 Education and Employment

- Pursue Lancashire and Runshaw Colleges adult education initiatives that can adapt to the latest funding sources available – such as ‘Train to Gain’ that is emerging for NVQ Level 2 to Level 3 learning programmes
- Assist adult learners to self select their training and provide access to information about training programmes to employers through a web portal
- Assist initiatives for 14-16 year olds at secondary schools that combine academic learning with vocational training and work placements with a scheme to enable the more flexible use of minibuses
- Investigate the scope to set up a pilot neighbourhood-based self help scheme that will identify existing skills and carer opportunities

12.9 Healthcare

- Inform the provision of a CATS service in terms of needs and accessibility
- Assist with assessing the accessibility of the proposed GP/clinic unit at Friday Street, Chorley and at Buckshaw Village
- Provide accessibility information to inform the feasibility of providing more services at existing GP surgeries

12.10 Social and Leisure

- Assist with the provision of more community-based provision by identifying potential venues and transport solutions
- Re-assess the existing provision and location of sports pitches and play areas in terms of their accessibility and bring forward proposals to remedy deficiencies

12.11 Shopping for Food

- Inform the determination of planning applications for new food retailing and loss of local shops in terms of need (through conducting an audit) and by providing accessibility data
- Contribute to efforts to promote Chorley's markets in terms of their accessibility

12.12 Post Offices and Pharmacies

- Use accessibility information to inform proposals to lose and relocate post offices
- Inform the determination of planning applications for pharmacies in terms of need and accessibility data

12.13 Town Centre Services

- Help to inform ways in which County and Borough Council services can be provided more locally

Appendix A

ANALYSIS OF ACCESSIBILITY MAPPING

The urban area is well served by public transport. Problems generally tend to be in the rural areas. A number of important destination types have been considered in this analysis. The time period chosen for any given destination is intended to be appropriate to the journey type. This type of analysis does not include the cost of the journey. Particularly in deprived areas, the journey may appear perfectly acceptable but in fact be beyond the means of the would-be traveller. It should also be noted that those at risk of exclusion are also less likely to own a car, creating a vicious circle.

The Accession software assumes that all journeys are made by walking and public transport.

Health Access

GP Access:

Analysis was carried out for 4 time periods representing 3 typical weekday appointment times and an emergency Saturday appointment.

Bretherton, Mawdesley, Charnock Richard, Wheelton, Higher Wheelton, Brindle and Hoghton, as well as many smaller settlements, all lack access to a GP by Public Transport at 0930hrs. Not surprisingly, the rural areas of Chorley generally have high car ownership levels, although this does not mean that there are not residents who struggle to access services. However, Charnock Richard and Wheelton have areas of low car ownership where it is likely that a significant number of residents are reliant on public transport.

At 1400hrs, the area without public transport access has expanded to include Heskin Green, Heath Charnock, Clayton-le-Woods, Abbey Village and, in the urban area of Chorley, parts of Astley Village and Burgh Hall. Whilst Heskin Green, Heath Charnock and Burgh Hall have high levels of car ownership, the other areas have pockets of low car ownership where access issues may need to be addressed.

Access to a GP surgery in the late afternoon (1600hrs) is generally good. Bretherton, Mawdesley, Heskin Green, Abbey Village, Brindle and Hoghton all have poor public transport access, but only Abbey Village has low levels of car ownership.

Saturday morning access to surgeries is good in the urban areas of Chorley. Bretherton, Mawdesley, Heskin Green, Charnock Richard, Higher Wheelton, Brindle and Hoghton all have poor public transport access, but with the exception of part of Charnock Richard, car ownership levels are high.

Looking at levels of deprivation, both the indices of health deprivation and multiple deprivation, the areas of poor public transport access that could be of concern are the urban areas of Chorley and Clayton-le-Woods.

Priority recommendation:

- 1) Consider access in Wheelton, Charnock Richard and Clayton-le-Woods.
- 2) Consider access in the outlying urban areas of Chorley and Abbey Village
- 3) Consider access to other rural areas

Hospital Access:

Access to hospital was considered for 3 groups – patients, visitors and staff.

Patient access:

Hospital access is generally very good in the urban areas of the Borough and in the rural areas to the east of the town. However, access at 0930hrs from Bretherton, Croston, Eccleston, Mawdesley, Heskin Green, Charnock Richard, Abbey Village, Brindle and parts of Accrington is very poor. At 1430hrs, virtually the same areas have public transport issues, although Adlington has good access, whilst Withnell, Brinscall and Higher Wheelton now have poor access. When car ownership is considered, parts of Croston, Eccleston, Brinscall, Abbey Village and Adlington are likely to have residents with particular difficulty in accessing the hospital at these times. Investigation of the indices of deprivation indicates that parts of Adlington are a particular priority.

Visitor access:

Whilst patients generally access the hospital during the day, further evening and weekend access to the hospital was considered for visitors and staff.

At 1830hrs, Bretherton, Croston, Mawdesley, Brindle, Hoghton, Abbey Village, Clayton-le-Woods and parts of Euxton and Adlington all have poor public transport access. By 2000hrs, when visitors could expect to be returning home, access by public transport has reduces further and Eccleston, Heskin Green, Charnock Richard and large parts of Coppull and Adlington are without public transport provision.

On Saturdays, at 1400hrs and 1800hrs, public transport access is generally good in the urban areas and poor in the rural areas, although parts of Euxton and Adlington have poor access, whilst the Wheelton/ Brinscall/ Abbey Village corridor has good accessibility. Sunday access at 1400hrs is more curtailed, with the virtually no public transport access from the rural areas.

When car ownership is considered, parts of Croston, Eccleston, Brinscall, Abbey Village, Clayton-le-Woods, Euxton, Charnock Richard and Adlington are all likely to have residents with problems visiting friends and relatives in hospital.

Staff access:

A final Accession run was carried out for 0800hrs weekday to add to the picture for staff access. Bretherton, Croston, Mawdesley and parts of Charnock Richard to the west of Chorley have poor access, as do Higher Wheelton, Brinscall, Withnell and Abbey Village to the east. In the urban area, parts of Clayton-le-Woods have poor access, but the most glaring access problem is Adlington, which has no public transport access to hospital.

In terms of car ownership, all the areas highlighted as of concern for patient and visitor access are also of concern for staff access. Where employment deprivation is considered, however, there is a potentially big problem for residents of Adlington.

Priority Recommendations:

For the Health theme:

- 1) Access to Croston and Eccleston to the west and Brinscall and Abbey Village to the east of Chorley.
- 2) Address concerns about ease of visiting from Clayton-le-Woods, Euxton and Charnock Richard.

For the Health and Employment themes:

- 1) Investigate access problems from the western parts of Adlington and
- 2) From Adlington outside peak hours.
- 3) Investigate issues in parts of Croston and Brinscall

Healthy affordable food

The analysis so far has concentrated on access to supermarkets only. There are a number of smaller food shops throughout the district that offer healthy affordable food. However, data collection at this scale is difficult and so will not be attempted unless problems are indicated.

In general, access is very good across the district. On a weekday or Saturday morning (1000hrs) only residents in Bretherton are without adequate public transport access. Even at 2000hrs on a weekday or on a Sunday afternoon, public transport coverage is good, although Bretherton, Mawdesley, Brindle and Hoghton now lack access.

No areas of low car ownership are outside access thresholds for supermarket access. It must also be remembered that all parts of the Borough are covered by supermarket home delivery services. There are therefore no recommendations at this stage for further analysis of access to healthy affordable food. At a later date, further work may be undertaken in conjunction with the PCT to assess in detail access to food from areas thought to be at risk and suffering health deprivation.

Education

Access to primary schools is generally good, even in the rural areas. Access to secondary schools is likewise good, although Mawdesley has poor access in the evening (1800hrs).

Further Education access is difficult to monitor. Access for 16-19 year olds is generally good, since the colleges compete for students and provide transport. Access for adult learners, particularly in the evening appears very poor, but this does not take account of provision in the community. However, education deprivation is an issue in the urban areas of Chorley.

Recommendation:

A data collection exercise to assess the extent of adult learning provision across the Borough.

Employment

This is a difficult area to use Accession to analyse. Employment is distributed across the Borough, but of more interest are job vacancies. Although an issue of access from Adlington has been identified, it is suggested that Accession is not an appropriate tool for strategic analysis and that feedback from communities and Job Centre Plus will be more valuable. There is a known issue with access to employment around Charnock Richard, for example.

Post Offices

Access to a post office is not one of the key services for which a journey time threshold has been set. However, post offices are a valuable community resource and in the light of the current consultation on the future of the post office network, Accession mapping was carried out to illustrate how the Borough meets the suggested access criteria.

There are two purely distance-based criteria:

- 90% of the population to be within 1 mile

- 99% of the population to be within 3 miles

Chorley Borough overall only meets the second criteria.

There are also further criteria based on the nature of the area. Only 2 are relevant to the Borough:

- In urban areas, 95% of the population to be within 1 mile of a post office:
- In rural areas, 95% of the total rural population to be within 3 miles of a post office

Whilst the rural criterion is met, the urban is not as there are significant gaps in provision particularly in Clayton Green, Clayton-le-Woods and the most southwestern areas of Chorley itself.

Appendix B

MORI BEST VALUE GENERAL RESIDENTS SURVEY QUESTIONS ON LOCAL SERVICES AND PUBLIC TRANSPORT

Q33. How easy or difficult is it for you to get to the following places? Please tick ✓ one box per row

	Very easy	Fairly easy	Neither easy nor difficult	Fairly difficult	Very difficult	Not relevant
Local shops	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A shopping centre/supermarket	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A Post Office	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A church, mosque or place of worship	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A GP's surgery	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A Chemist/Pharmacy	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A shop selling fresh fruit and vegetables	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
The local hospital	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Public open green spaces e.g. a park	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A bus stop	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A train station	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Your local town centre	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A library	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A local community centre	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A children's play area	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A sports/leisure centre/gym	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Theatre or cinema	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A Bank/cash point	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Council/neighbourhood office	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
A Police Station	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

SECTION 8 : PUBLIC TRANSPORT

Q34. Thinking about your local area, do you think the following have got better or worse over the last three years, or have they stayed the same? Please tick ✓ one box per row

	Better	Stayed the same	Worse	Don't know
The local train service overall	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
The local bus service overall	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4

Q35. How frequently, if at all, do you use the local train service? Please tick ✓ one box only

Almost every day	At least once a week	About once a month	Within the last 6 months	Within the last year	Longer ago	Never used	Don't know
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8

Q36. How frequently, if at all, do you use the local bus service? Please tick ✓ one box only

Almost every day	At least once a week	About once a month	Within the last 6 months	Within the last year	Longer ago	Never used	Don't know
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8