

Journey Time Statistics, access to services

Cumbria and Districts, 2014

Aim

This briefing presents information regarding the accessibility of eight key services across Cumbria in 2014 by three modes of transport: public transport / walking, cycling and car.

Key points

- Average minimum journey times in Cumbria to a range of key services in 2014 were longer than both the national (England) and North West regional average with Cumbrian journeys taking an average of 24 minutes by public transport / walking (England 17; North West 16), 19 minutes by cycling (England 14, North West 13) and 12 minutes by car (England 10, North West 10 minutes).
- Key services are generally less accessible in Cumbria than in other areas of England.
- As Cumbria has higher proportions of residents living in rural areas than the national average, it is reasonable to expect that residents will experience average minimum journey times to key services that are longer than the national average.
- The average minimum travel time in Cumbria to the nearest service by public transport / walking was lowest for primary schools (12 minutes) and highest for hospitals (47 minutes).
- Average travel times by cycling varied from an average of 9 minutes to primary schools to 35 minutes to hospitals.
- Less variation was seen in average minimum journey times by car: primary schools, GP surgeries and food stores were accessible within an average of 8-9 minutes; hospital access averaged 20 minutes.
- Key services were most accessible in Barrow-in-Furness and least accessible in Eden.
- Rurality has an impact on accessing key services, particularly for those without access to a private vehicle.
- A number of communities (LSOAs) in Cumbria experience average minimum journey times that are much longer than the national, regional and county average. Three communities situated within the wards of Lyne (Carlisle), Crosby Ravensworth and Skelton (Eden) have minimum average journey times of 90 minutes or more by public transport / walking to access the nearest medium sized centre of employment, secondary school, further education college, GP surgery, food store, town centre and hospital.

Background

Estimated travel times from where people live to key local services during the morning peak travel period in England in 2014 were published by the Department for Transport (DfT) in December 2015. The eight key services are: medium sized centres of employment, primary schools, secondary schools, further education colleges, GP surgeries, hospitals, food stores and town centres. The DfT defines medium sized employment centres as those Lower Super Output Areas (LSOAs) providing between 500 and 4,999 jobs. Three modes of transport have been analysed: public transport / walking, cycling and car journeys.

The DfT's "Journey Time Statistics Access to Services" is a new statistical series replacing the former accessibility statistics data series. Although the data series provides similar types of analyses to the former accessibility statistics, new calculation methods have been used to derive the statistics, and therefore the results are not directly comparable to those published previously.

The DfT defines the average minimum travel time as the shortest travel time to a given type of service by a particular mode of transport averaged over a given area. Five minutes is added for cycle and car modes to make some allowance for parking times; cycle and car modes therefore will always be at least five minutes in duration. For public transport / walking journeys, five minutes is added to journeys where a public transport service is used to allow a margin for catching the service. However, if a quicker walking journey is available this will be used instead, with no extra time added.

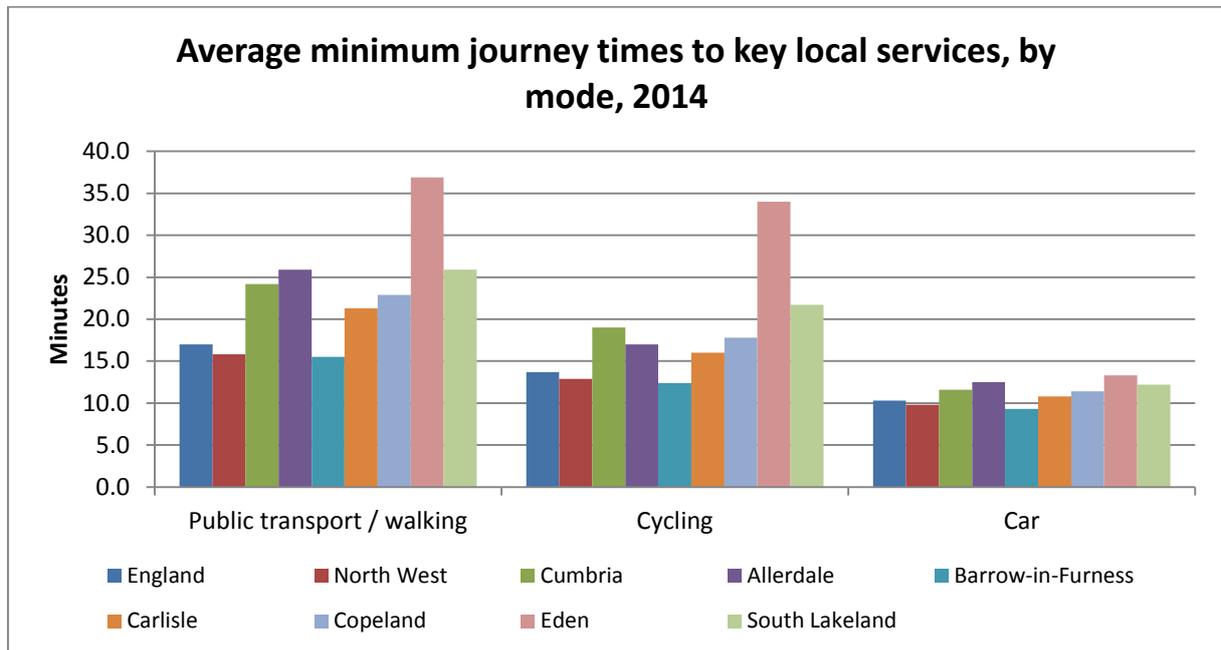
Key findings

1) Average minimum journey time to a range of key services

In 2014, the average minimum travel times in England across the range of eight key services as outlined in the previous section were 17 minutes by public transport / walking, 14 minutes by cycling and 10 minutes by car. Minimum journey times across the North West region were similar at 16, 13 and 10 minutes respectively.

Average minimum journey times in Cumbria in 2014 were longer than both the national (England) and regional average with journeys taking an average of 24 minutes by public transport / walking, 19 minutes by cycling, and 12 minutes by car. Variations were seen across the districts, with residents in Eden experiencing the longest average minimum journey times by public transport / walking (37 minutes) and cycling (34 minutes). Allerdale and Eden had the longest average minimum journey times by car (13 minutes). Residents of Barrow-in-Furness enjoyed the shortest average minimum journey times across all three modes (public transport / walking 16 minutes; cycling 12 minutes; car 9 minutes). Average minimum journey times to key local services by public transport / walking, cycling and car are illustrated in Figure 1.

Figure 1: Average minimum journey times to key local services



Source: Department for Transport Journey Time Statistics 2014

With the exception of Barrow-in-Furness, all districts have higher average minimum journey times to a range of eight key services than both the national and regional average, suggesting that key services are generally less accessible in Cumbria than in other areas of the country.

Over half (54%) of Cumbria’s residents live in rural areas, a proportion that is higher than the England and Wales average of 18%. Of Cumbria’s districts, Allerdale and Eden have the greatest proportions of residents living in rural areas (72% and 71% respectively) and although Carlisle has the smallest proportion (27%), this is still greater than the England and Wales average (Cumbria County Council, 2015). DfT journey time data for England in 2014 show large differences between urban and rural areas in relation to average minimum journey times to key services across all modes of transport, as shown in Table 1. Cumbria’s average minimum journey times to key services (24 minutes by public transport / walking, 19 minutes by cycling, and 12 minutes by car) are closer to the rural averages for England, reflecting Cumbria’s rural nature. As Cumbria has higher proportions of residents living in rural areas, it is reasonable to expect that residents will experience journey times to key services that are generally longer than the national average.

Table 1: Urban and rural average minimum journey times to key local services, England

Geography	Minimum average minimum journey time by public transport / walking (minutes)	Minimum average minimum journey time by cycling (minutes)	Minimum average minimum journey time by car (minutes)
Urban (England)	14.7	11.6	9.7
Rural (England)	27.3	23.4	13.1

Source: Department for Transport Journey Time Statistics 2014

Across England, the average minimum travel time to the nearest service by public transport and walking was lowest for primary schools and food stores (an average of 9 minutes each) and highest for hospitals (37 minutes). Average minimum travel times to the nearest service by bicycle varied from 9 minutes to primary schools, food stores and GPs and 24 minutes to hospitals. There was less variation for car journey times, with 7-8 minutes for many destinations, and 18 minutes for accessing hospitals.

Across Cumbria, the average minimum travel time to the nearest service by public transport and walking was lowest for primary schools (12 minutes) and highest for hospitals (47 minutes). Average travel times by cycling varied from an average of 9 minutes to primary schools to 35 minutes to hospitals. As for the national (England) picture, there was less variation in average travel times by car: primary schools, GP surgeries and food stores were accessible within an average of 8-9 minutes; hospital access averaged 20 minutes. A lower average minimum journey time to schools and food stores is to be expected as these services are available at more locations. Similarly, longer journey times to hospitals can be expected, as fewer locations serve populations over a wider area.

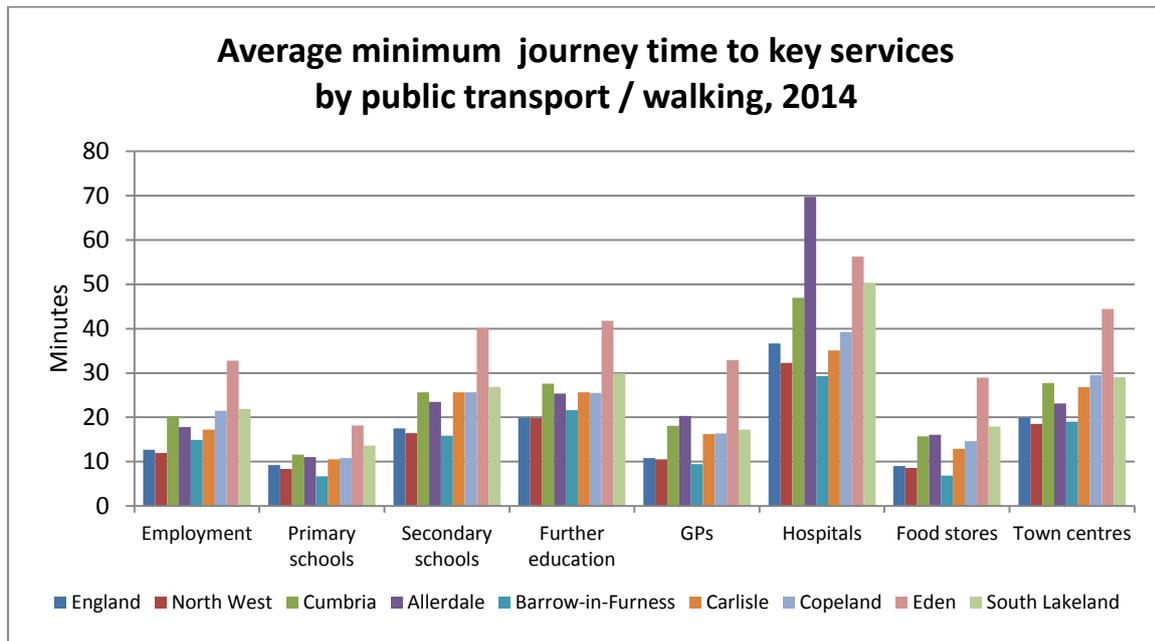
Average minimum journey times in Cumbria to all the services by all modes can be viewed in Table 2. Comparisons between Cumbria, England and the North West are illustrated in Figures 2 to 4.

Table 2: Average minimum journey times in Cumbria to key services

Average minimum journey time in Cumbria (minutes) in 2014 to:									
	Centre of employment	Primary school	Secondary school	Further education	GP surgeries	Hospital	Food store	Town centre	Average of 8 key services
By public transport / walking	20	12	26	28	18	47	16	28	24
By cycling	15	9	19	22	12	35	12	25	19
By car	10	8	11	12	9	20	8	14	12

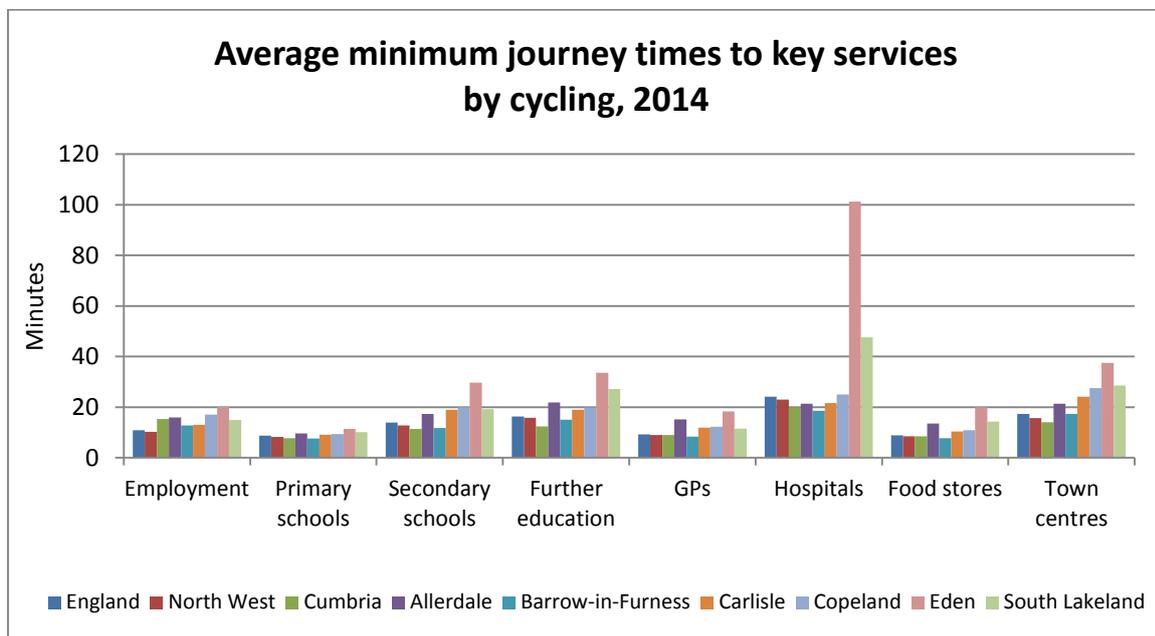
Source: Department for Transport Journey Time Statistics 2014

Figure 2: Average minimum journey time to key services by public transport / walking, 2014



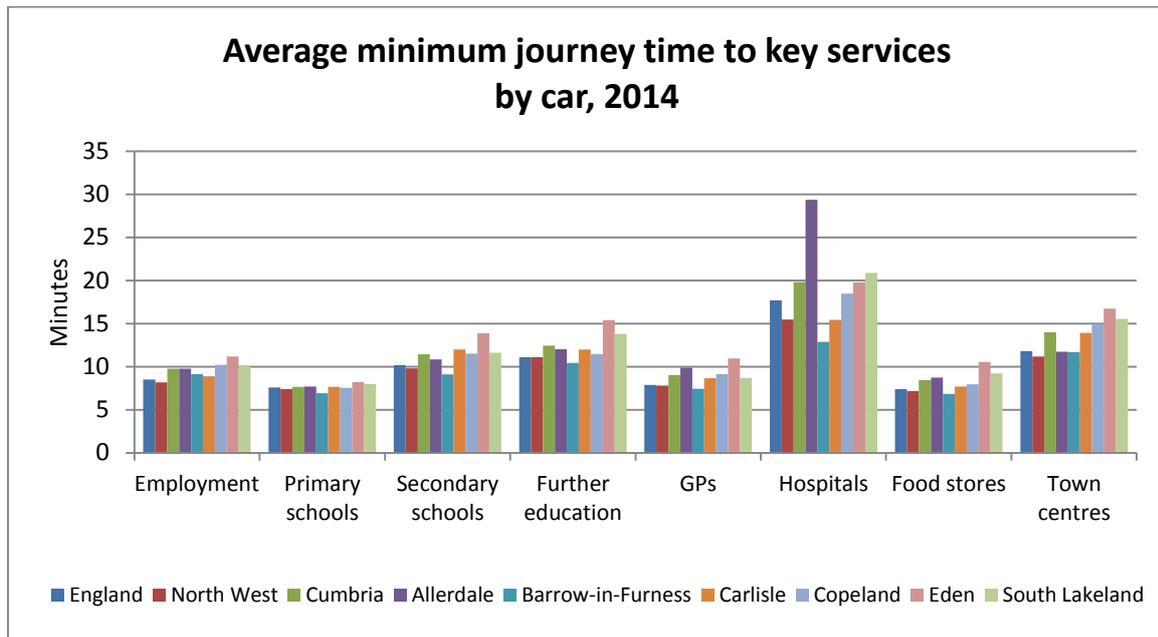
Source: Department for Transport Journey Time Statistics 2014

Figure 3: Cumbria, average minimum journey time to key services by cycling, 2014



Source: Department for Transport Journey Time Statistics 2014

Figure 4: Average minimum journey time to key services by car, 2014



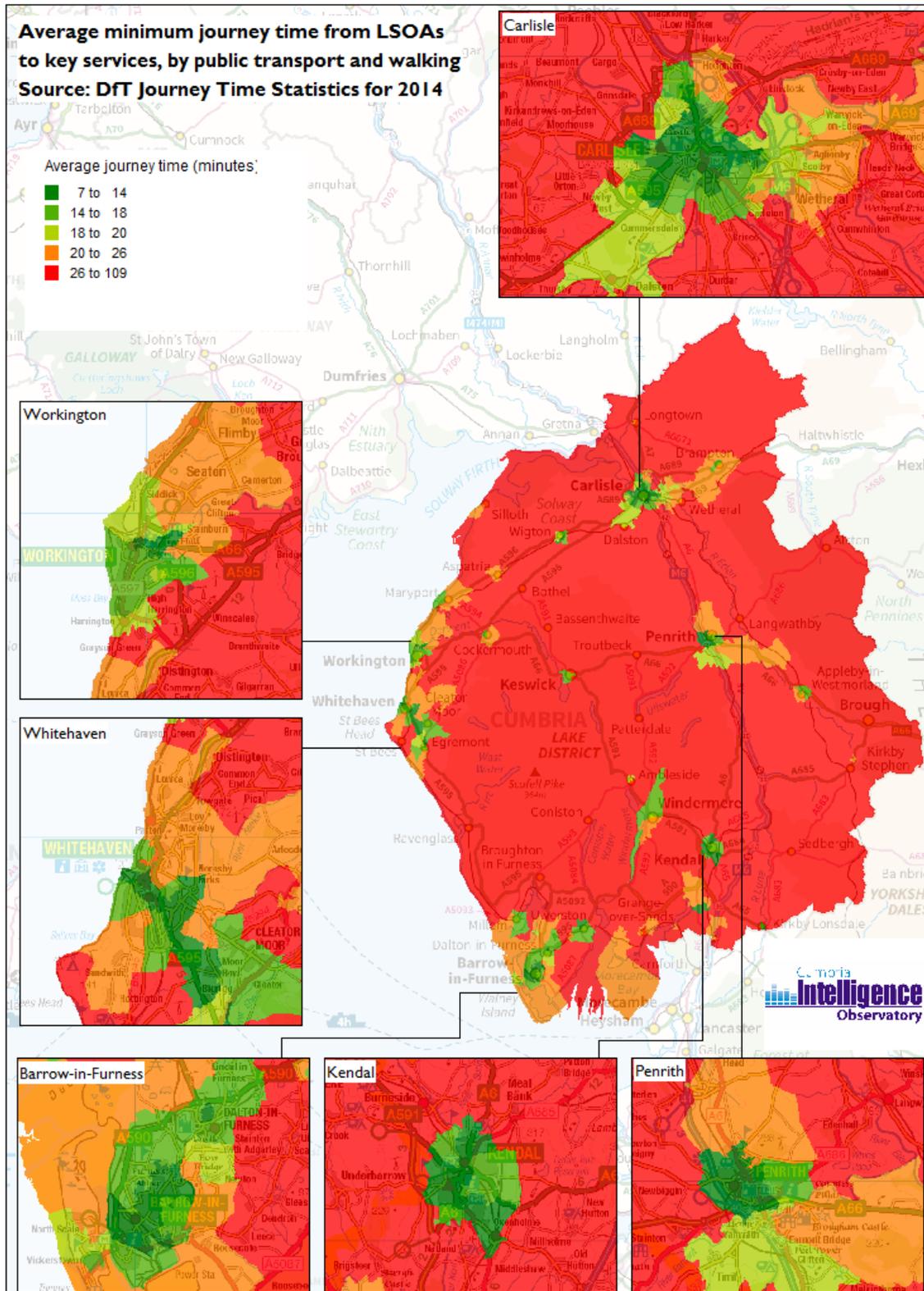
Source: Department for Transport Journey Time Statistics 2014

DfT data show that across all local authorities, the most common average minimum journey time by public transport was 15 minutes, with one quarter over 20 minutes. Very few authorities had average minimum public transport access times of less than 13 minutes. For accessing services by cycling, the most common average minimum travel time was 12 minutes, although the average minimum time was more than 20 minutes for about one in ten local authorities. The most common average minimum travel time by car across all local authorities was 10 minutes, and almost never more than 15 minutes (DfT, 2015).

Variations in the average minimum journey time to access a range of eight key services by public transport / walking and car across Cumbria’s LSOAs are illustrated in Figures 5 and 6. As described previously, it is clear from these illustrations that many areas of Cumbria experience longer average minimum journey times than the national and regional average, suggesting that a range of key services are generally less accessible in these areas. This is considered to be a result of Cumbria’s rural nature and resulting higher proportions of residents living in rural areas than the national average.

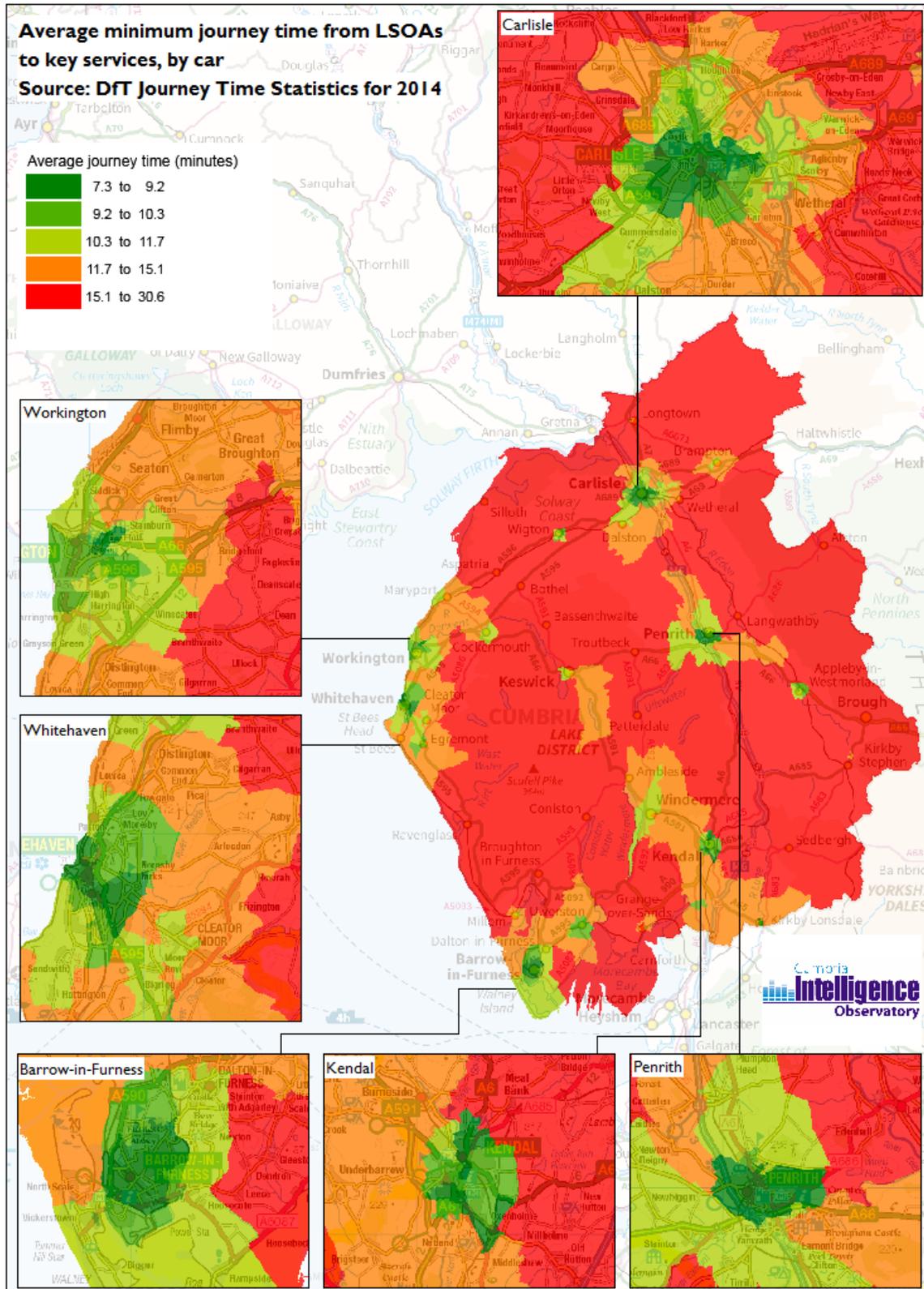
Rurality has an impact on accessing key services. Although the proportion of the population with access to a car or van is higher than the Cumbria average in communities where average journey times for travelling by public transport / walking or by cycling are particularly lengthy, it should be remembered that not everyone has access to a private vehicle. The reduction or lack of public transport services in these areas can disadvantage those without private transport, making it more difficult to access services.

Figure 5: Average minimum journey time from LSOAs to key services by public transport / walking



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Figure 6: Average minimum journey time from LSOAs to key services by car



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2) Average minimum journey time to medium sized centres of employment

Across England, the average travel time in 2014 to the nearest medium sized centre of employment (defined by the Department for Transport as being centres with 500-4,999 jobs) was 13 minutes by public transport / walking, 11 minutes by cycling, and 9 minutes by car. Rurality has an impact on accessing employment across England: travel times by public transport and walking varied from an average of 11 minutes in urban areas, to 22 minutes in rural areas; cycling averaged 9 minutes in urban areas and 18 minutes in rural areas; car journeys were slightly less varied at an average of 8 minutes in urban areas and 11 minutes in rural areas.

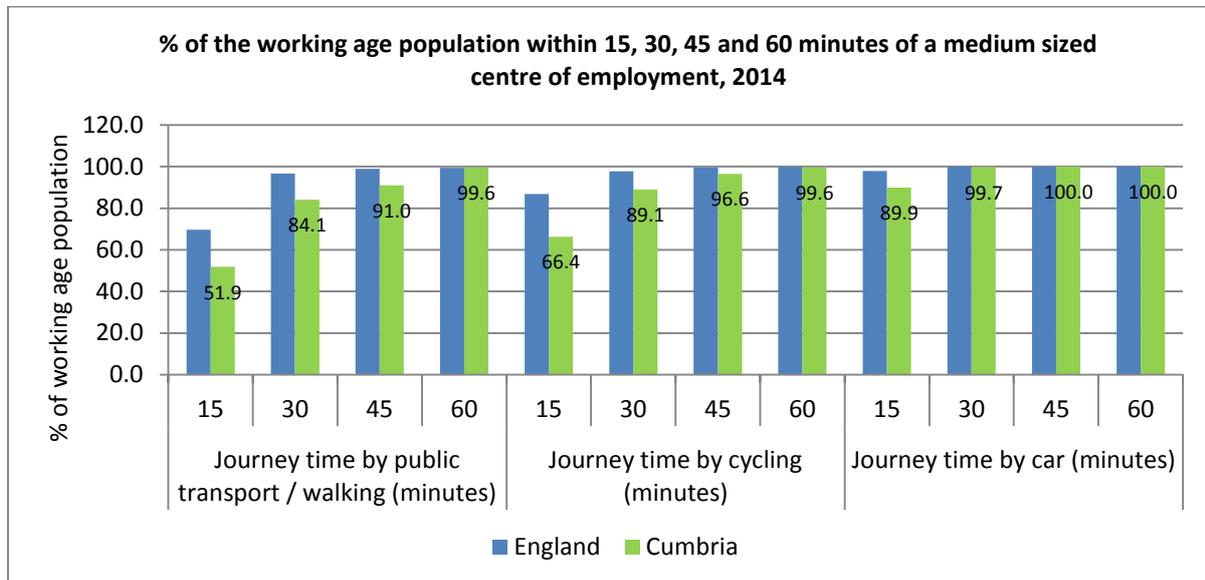
Journey times to the nearest medium sized centre of employment were longer in Cumbria than in England, averaging 20 minutes for public transport / walking, 15 minutes for cycling, and 10 minutes by car. Cumbria's average minimum journey times are closer to the rural averages for England, reflecting Cumbria's rural nature.

Variations can be seen across Cumbria's districts. Eden had a much longer public transport / walking average minimum journey time than the county average (33 minutes compared to 20 minutes), whilst Barrow-in-Furness had the shortest (15 minutes). There was slightly less variation across the districts for accessing employment by cycling: Barrow-in-Furness and Carlisle both averaged 13 minutes; Eden had the longest average minimum journey time at 20 minutes. Journey times by car were very similar across Cumbria's districts, ranging from an average of 9 minutes in Barrow-in-Furness and Carlisle, to 11 minutes in Eden.

Longer average minimum journey times to access employment are likely to reflect Cumbria's rurality. More than half (54%) of Cumbria's residents live in rural areas, with the highest proportions in Allerdale and Eden (72% and 71% respectively).

Within England, 69.7% of the working age population are within 15 minutes of a medium sized centre of employment by public transport / walking; 86.8% within 15 minutes by cycling, and 98.0% within 15 minutes by car. Proportions of the population able to access employment within 15 minutes are lower in Cumbria: 51.9% by public transport / walking; 66.4% by cycling; and 89.9% by car. Figure 7 illustrates the differences between Cumbria and England in relation to the proportion of the population able to access medium sized centres of employment within set time bands.

Figure 7: Percentage of the working age population (age 16-74 year olds) within 15, 30, 45 and 60 minutes of a medium sized centre of employment



Source: Department for Transport Journey Time Statistics 2014

Some communities face particularly long average minimum journey times to access employment. Although 84.1% of Cumbria's working age population are able to access medium sized employment centres within 30 minutes or less by public transport / walking, and 91.0% can access these centres within 45 minutes or less, there are 16 Lower Layer Super Output Areas (LSOAs) in Allerdale, Carlisle, Copeland, Eden and South Lakeland where the average minimum journey time to access medium sized centres of employment by public transport / walking is 60 minutes or more, and five where the average minimum journey time is 90 minutes or more, as illustrated in Table 3.

Table 3: Average minimum journey times by public transport / walking of 90 or more minutes to access the nearest medium sized centre of employment

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	111
E01019304	Seascale	Copeland	105
E01019310	Crosby Ravensworth	Eden	100
E01019320	Kirkoswald	Eden	96
E01019338	Skelton	Eden	109

Source: Department for Transport Journey Time Statistics 2014

Given the restrictions in accessing medium sized centres of employment by public transport and walking in these areas, it is perhaps not surprising that the proportion of households with access to a car or van in these wards is relatively high, ranging from 89.9% in Seascale to 96.7% in Kirkoswald, higher than the Cumbria average of 78.6% (*Office for National Statistics, 2011*).

Accessing medium sized employment centres by cycling is possible within 30 minutes or less for 89.1% of Cumbria's working age population, and 45 minutes or less for 96.6% of the population. It is possible to access medium sized centres of employment within 60 minutes by cycling from all Cumbria's LSOSs.

The majority of working age people in Cumbria (99.7%) are able to access medium sized employment centres by car within 30 minutes or less.

3) Average minimum journey time to primary schools

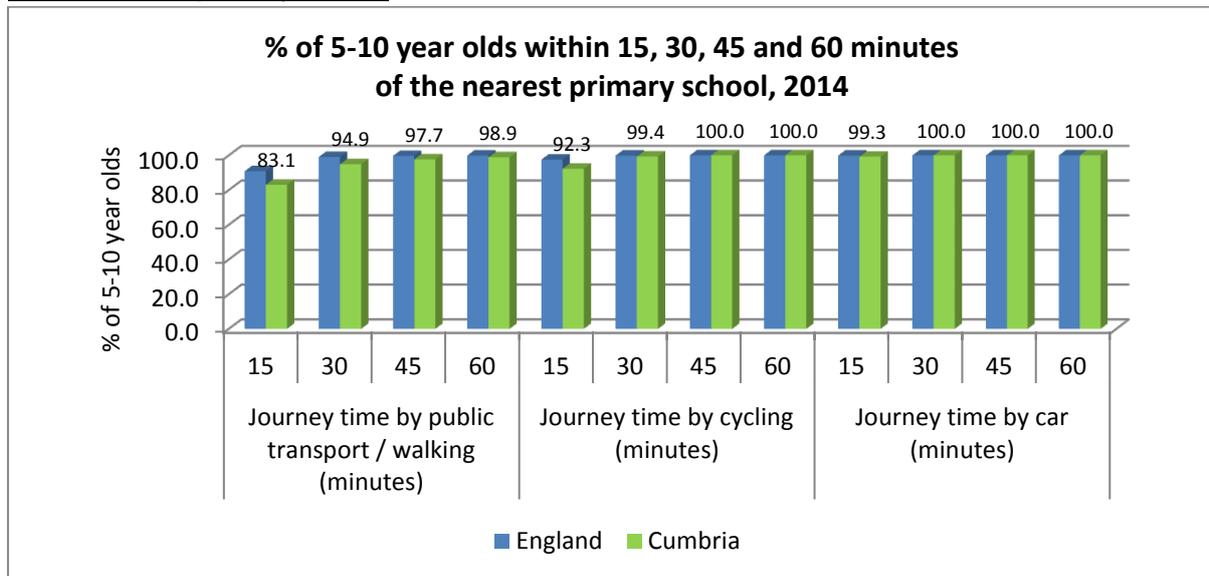
Across England, the average minimum journey time for primary school age children (5 to 10 years) to the nearest primary school is 9 minutes by public transport / walking, 9 minutes by cycling and 8 minutes by car. Some small variation can be seen nationally (England) between journey times to the nearest primary school from urban and rural areas with journeys by public transport / walking taking 8 minutes on average in urban areas compared to 13 minutes in rural areas. For accessing primary schools by cycling, journeys nationally took on average 8 minutes within urban areas, and 11 minutes in rural areas. Car journeys were similar, at 8 minutes for both rural and urban areas.

Journey times to the nearest primary school by public transport / walking were longer on average in Cumbria (12 minutes) than in England (9 minutes) and the North West (8 minutes). Average cycling journey times in the county averaged 9 minutes as for England. Car journey times to primary schools were also similar to England at 8 minutes. Cumbria's average minimum journey times fall within the national urban / rural range of journey times.

Variations can be seen across the districts in accessing primary schools by public transport / walking, ranging from 7 minutes in Barrow-in-Furness to 14 minutes in South Lakeland and the longest average in Eden at 18 minutes. Average minimum journey times to the nearest primary school by cycling showed less variation, ranging from 8 minutes in Barrow-in-Furness to 11 minutes in Eden. Average car journey times showed even less difference, with all districts averaging 7-8 minutes to the nearest primary school. Relatively small variations between travel times across the districts are likely to reflect the comparatively large numbers of primary schools across Cumbria in both rural and urban locations.

Across England, 91.0% of the primary school age population are within 15 minutes of the nearest primary school by public transport / walking, 98.0% are within 15 minutes by cycling, and 100.0% are within 15 minutes by car. Proportions are lower within Cumbria, with 83.1% within 15 minutes by public transport / walking, 92.3% within 15 minutes by cycling, and 99.3% within 15 minutes by car. Figure 8 shows the differences between Cumbria and England in accessing the nearest primary school within set time bands.

Figure 8: Percentage of the primary school age population within 15, 30, 45 and 60 minutes of the nearest primary school



Source: Department for Transport Journey Time Statistics 2014

Accessibility to the nearest primary school within 15 minutes by public transport / walking was highest for pupils within Barrow-in-Furness (99.3%); the lowest proportion was seen in Eden (67.6%). All primary school age children within Barrow-in-Furness could access the nearest primary school by public transport / walking within 30 minutes (100.0%) whilst only four out of five (80.7%) in Eden could do so.

For average minimum journey times by cycling, accessibility for pupils to the nearest primary school within 15 minutes was again greatest within Barrow-in-Furness (99.8%), and lowest within Eden (78.8%). Eden had the smallest proportion of children able to access the nearest primary school by cycling within 30 minutes (96.1%).

High proportions of primary school age children were able to access the nearest primary school by car, ranging from the highest in Allerdale and Barrow-in-Furness (both 100.0%) to the lowest in Eden (96.5%). All Cumbrian children had the potential to access the nearest primary school by car within 30 minutes.

4) Average minimum journey time to the nearest secondary schools

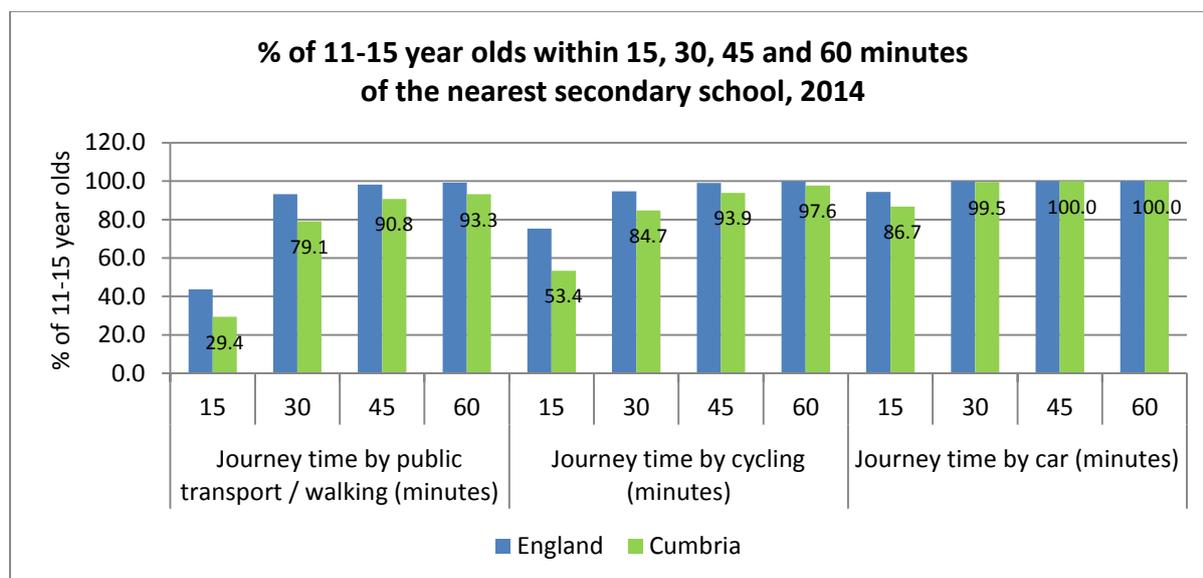
Across England the average minimum journey time for secondary school age pupils (11-15 year olds) to the nearest secondary school was 18 minutes for public transport / walking, 14 minutes by cycling and 10 minutes by car. National variations between rural and urban areas were greatest for public transport / walking (15 minutes urban, 28 minutes rural) and for cycling (12 minutes urban and 25 minutes rural). National variations for car travel showed less variation (10 minutes urban and 13 minutes rural).

Within Cumbria, average minimum journey times were 26 minutes by public transport / walking, 19 minutes by cycling, and 11 minutes by car, higher than the national urban average journey times, but within the average national rural journey times.

Average minimum journey times to secondary schools varied across Cumbria's districts. Journey times by public transport / walking were all higher than the England average with the exception of Barrow-in-Furness (16 minutes). Accessibility to the nearest secondary school by public transport / walking was least favourable within the Eden district at an average of 40 minutes, more than twice the national average (18 minutes), and higher than the rural average (28 minutes). Average cycling times ranged from 12 minutes within Barrow-in-Furness to 30 minutes in the Eden district. All districts, except Barrow-in-Furness had average cycling times higher than the national average. Average car journey times to secondary schools were less variable, ranging from 9 minutes within Barrow-in-Furness to 14 minutes in Eden.

Nationally, 43.8% of secondary school pupils could access their nearest secondary school within 15 minutes by public transport / walking, 75.3% by cycling and 94.4% by car. Proportions were much lower in Cumbria: less than a third (29.4%) could access the nearest secondary school by public transport / walking within 15 minutes; just over half (53.4%) by cycling, and 86.7% by car. The proportion of secondary school age pupils accessing their nearest school within set time bands illustrated within Figure 9.

Figure 9: Proportion of 11-15 year olds within 15, 30, 45 and 60 minutes of the nearest secondary school, 2014



Source: Department for Transport Journey Time Statistics 2014

Whilst across Cumbria, 93.3% of 11-15 year olds could access their nearest secondary school by public transport / walking within 60 minutes, this varied across the districts from 100.0% in Barrow-in-Furness to 75.8% in Eden. Eden also had the lowest proportion of 11-15 year olds able to access the nearest secondary school by cycling within 60 minutes (88.9%).

Children and young people within 22.7% of communities had average minimum journey times by public transport / walking of 30 minutes or more to access the nearest secondary school, and 12.1% had journeys of 45 minutes or more. Twenty communities (6.2%) had average minimum journey times by public transport / walking of more than 60 minutes, and seven (2.5%) experienced average minimum journey times of more than 90 minutes. The location of those seven communities is shown in Table 4.

Table 4: Average minimum journey times by public transport / walking of 90 or more minutes to access the nearest secondary school

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	120
E01019338	Skelton	Eden	120
E01019304	Seascale	Copeland	105
E01019310	Crosby Ravensworth	Eden	104
E01019259	Bootle	Copeland	100
E01019324	Morland	Eden	99
E01019131	Warnell	Allerdale	98
E01019320	Kirkoswald	Eden	95

Source: Department for Transport Journey Time Statistics 2014

Around 15.0% of communities (48 LSOAs) would have average minimum journey times of more than 30 minutes if travelling by bicycle; 20 communities (6.2%) would have average minimum journeys of more than 45 minutes. Accessing the nearest secondary school would take more than an hour for pupils within seven communities (2.2%) as show in Table 5.

Table 5: Average minimum journey times by cycling of 60 or more minutes to access the nearest secondary school

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by cycling
E01019304	Seascale	Copeland	71
E01019325	Orton with Tebay	Eden	67
E01019337	Shap	Eden	67
E01019320	Kirkoswald	Eden	66
E01019259	Bootle	Copeland	65
E01019229	Lyne	Carlisle	64
E01019228	Longtown & Rockcliffe	Carlisle	63

Source: Department for Transport Journey Time Statistics 2014

Communities within Lyne, Seascale and Kirkoswald experienced longer journey times to access the nearest secondary school by all modes of transport.

5) Average minimum journey time to further education

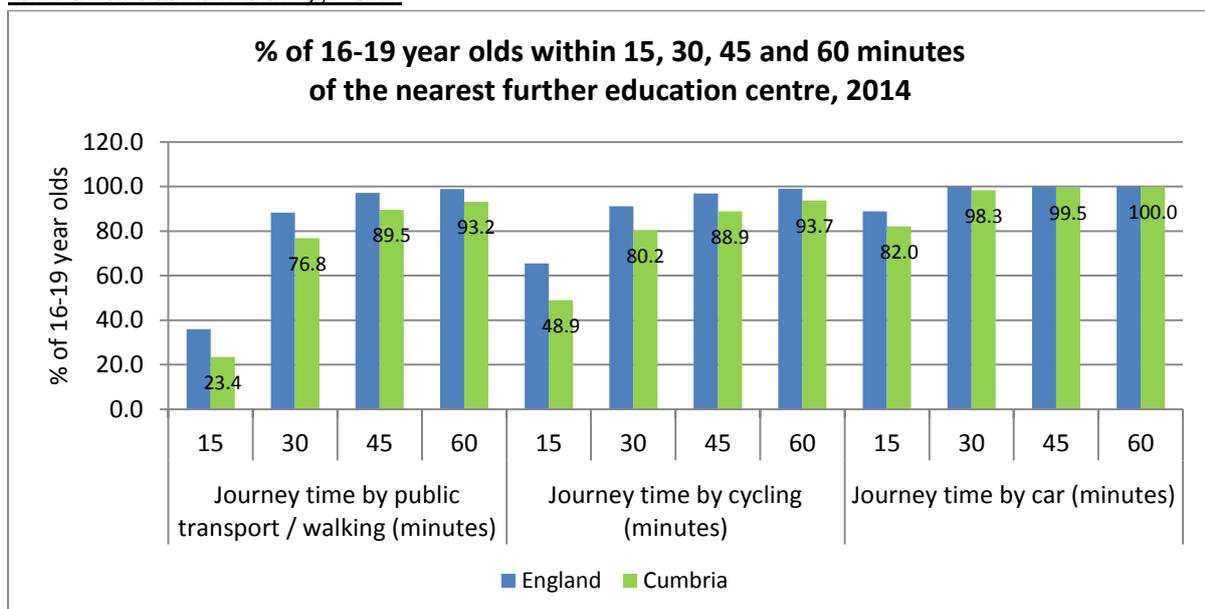
Further education opportunities can be accessed by 16 to 19 year olds across England within 20 minutes on average by public transport / walking, 16 minutes by cycling and 11 minutes by car. This varies from 17 to 33 minutes by public transport / walking from urban to rural areas and from 13 to 31 minutes for cycling. Driving times showed less variation between urban and rural areas, at 10 and 15 minutes respectively.

Average minimum public transport / walking times to further education were higher across Cumbria (28 minutes) than the national figure (20 minutes). Cycling (22 minutes) and car times (12 minutes) were also higher, but within the national urban / rural time range. Accessibility by car was quickest in Barrow-in-Furness at 22 minutes, and longest in Eden at 42 minutes. Similarly for cycling, average times ranged from an average of 15 minutes in Barrow-in-Furness to 34 minutes in Eden. Average minimum journeys by car to access further education showed less variation, ranging from 10 minutes in Barrow-in-Furness to 15 minutes in Eden.

Nationally, 36.0% of further education students had the potential to access further education within 15 minutes or less by public transport / walking, around two thirds (65.5%) could access further education within 15 minutes by cycling, and a high proportion (88.8%) could access facilities within 15 minutes by car. Proportions were lower in Cumbria, with less than one quarter (23.4%) having the potential to access further education within 15 minutes by public transport / walking, and under half (48.9%) within 15 minutes by cycling. Over four fifths (82.0%) had the possibility of accessing further education by car within 15 minutes, closer to the national average.

Proportions of the further education population with the potential to access the nearest further education facilities within set time bands are illustrated within Figure 10.

Figure 10: Proportion of 16-19 year olds within 15, 30, 45 and 60 minutes of the nearest further education facility, 2014



Source: Department for Transport Journey Time Statistics 2014

Although 93.2% of Cumbria's population could access further education within 60 minutes by public transport / walking, this varied from 100.0% in Barrow-in-Furness to 79.3% in Eden, reflecting Eden's rurality. Eden and South Lakeland also had the lowest proportions of people able to access further education within 60 minutes by cycling, 85.4% and 85.5% respectively.

Some sections of the community faced particularly long journeys to access further education. Nine communities (2.8% of LSOAs) potentially had average minimum journeys of 90 minutes or more by public transport / walking, 19 (5.9%) had average minimum journey times of 60 minutes or more by cycling, and three (0.9%) had average minimum journey times of 30 minutes or more by car. The location of these communities is set out in Tables 6 to 8.

Table 6: Average minimum journey times by public transport / walking of 90 or more minutes to access further education

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	120
E01019338	Skelton	Eden	120
E01019356	Hawkshead	South Lakeland	115
E01019304	Seascale	Copeland	105
E01019310	Crosby Ravensworth	Eden	104
E01019259	Bootle	Copeland	100
E01019324	Morland	Eden	99
E01019131	Warnell	Allerdale	98
E01019320	Kirkoswald	Eden	95

Source: Department for Transport Journey Time Statistics 2014

Table 7: Average minimum journey times by cycling of 60 or more minutes to access further education

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by cycling
E01019305	Alston Moor	Eden	111
E01019349	Cartmel & Grange West	South Lakeland	80
E01019357	Holker	South Lakeland	80
E01019355	Grange South	South Lakeland	78
E01019126	Silloth	Allerdale	76
E01019127	Silloth	Allerdale	75
E01019353	Grange North	South Lakeland	74
E01019384	Sedbergh and Kirkby Lonsdale	South Lakeland	72
E01019304	Seascale	Copeland	71
E01019325	Orton with Tebay	Eden	71
E01019354	Grange North	South Lakeland	70
E01019385	Sedbergh and Kirkby Lonsdale	South Lakeland	70
E01019320	Kirkoswald	Eden	68
E01019337	Shap	Eden	67
E01019259	Bootle	Copeland	65
E01019229	Lyne	Carlisle	64
E01019228	Longtown & Rockcliffe	Carlisle	63
E01019350	Hawkshead	South Lakeland	60
E01019356	Hawkshead	South Lakeland	60

Source: Department for Transport Journey Time Statistics 2014

Table 8: Average minimum journey times by car of 30 minutes or more to access further education

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by car
E01019305	Alston Moor	Eden	47
E01019384	Sedbergh and Kirkby Lonsdale	South Lakeland	30
E01019357	Holker	South Lakeland	30

Source: Department for Transport Journey Time Statistics 2014

6) Average minimum journey time to nearest GP surgery

Across England, the average minimum journey time in 2014 to the nearest GP surgery was 11 minutes public transport / walking, 9 minutes by cycling and 8 minutes by car. Differences can be seen in journey times from urban and rural communities. People living in urban areas could access their nearest GP surgery in 9 minutes on average, in rural areas the average was double this at 18 minutes. Average minimum journey times by cycling were 8 minutes in urban areas, and 14 minutes in rural areas. Average minimum journey times by car varied very little, at 8 minutes from urban areas, and 9 minutes from rural areas.

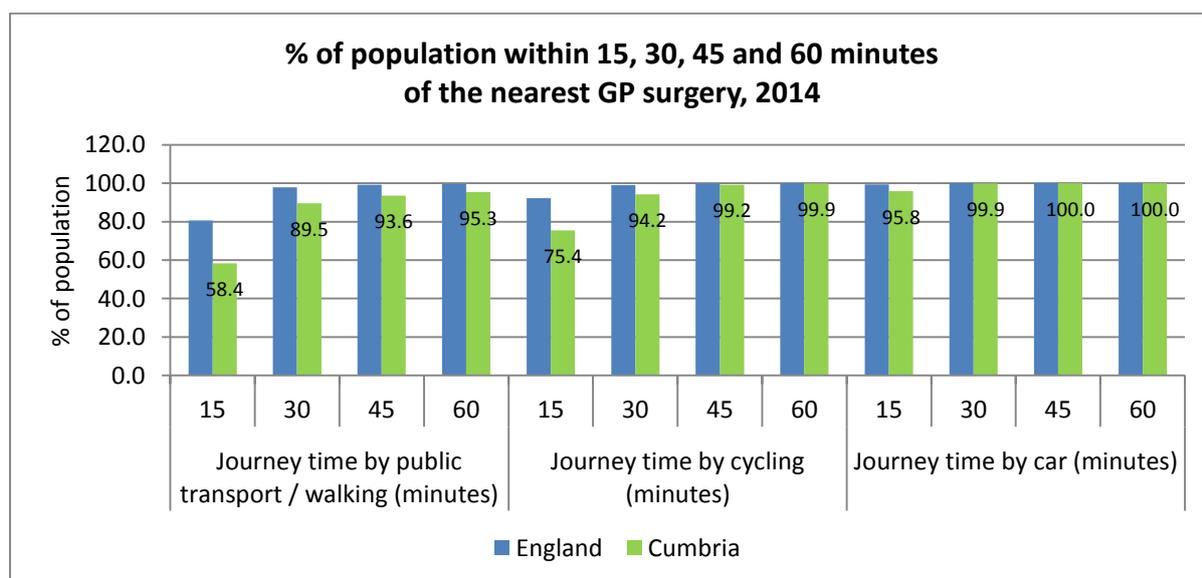
Average public transport / walking times to the nearest GP surgery were higher in Cumbria at 18 minutes than the national average (11 minutes). Times for cycling (12 minutes) and car travel (9 minutes) were also slightly higher, but within the national urban / rural time ranges.

All districts, with the exception of Barrow-in-Furness, had longer average minimum journey times by public transport / walking than the national average, with the highest in Eden (33 minutes) and Allerdale (20 minutes). Average cycling times to access the nearest GP surgery were higher in Cumbria than the England average in all districts apart from Barrow-in-Furness (8 minutes), with the highest seen in Eden at 18 minutes. Although all average minimum journeys by car were slightly longer than the national average of 8 minutes, there was little variation across the districts, where times ranged from 7 minutes in Barrow-in-Furness to 11 minutes in Eden.

Nationally, 80.6% of the population had the potential to access the nearest GP surgery within 15 minutes or less by public transport / walking, 92.1% could access their nearest GP within 15 minutes by cycling, and 99.3% had access within 15 minutes by car. Proportions were lower in Cumbria: just 58.4% had the potential to access facilities within 15 minutes by public transport / cycling; three quarters (75.4%) were potentially within 15 minutes by cycling; and 95.8% were potentially within 15 minutes by car.

The proportions of the population with the potential to access the nearest GP surgery within set time bands are illustrated in Figure 11.

Figure 11: proportion of population within 15, 30, 45 and 60 minutes of the nearest GP surgery, 2014



Source: Department for Transport Journey Time Statistics 2014

Whilst 95.3% of residents could access the nearest GP surgery within 60 minutes by public transport / walking, this varied from 100.0% in Barrow-in-Furness to just four out of five residents (80.7%) in Eden.

Residents within some communities face particularly long journeys if accessing the nearest GP surgery by public transport / walking, as shown in Table 9.

Table 9: Average minimum journey times by public transport / walking of 90 or more minutes to access the nearest GP surgery

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	116
E01019338	Skelton	Eden	105
E01019310	Crosby Ravensworth	Eden	95

Source: Department for Transport Journey Time Statistics 2014

7) Average minimum journey time to nearest hospital

Journey times in England to access the nearest hospital averaged 37 minutes by public transport / walking, 24 minutes by cycling and 18 minutes by car. As can be expected, average minimum journey times varied across the country between rural and urban areas. Hospitals could be accessed, on average, within 33 minutes by public transport / walking from urban areas and 57 minutes from rural areas. Average cycle journey times averaged 20 minutes from urban and 43 minutes from rural areas. Less variation was seen nationally with car journeys to access the nearest hospital, averaging 16 minutes from urban and 24 minutes from rural areas.

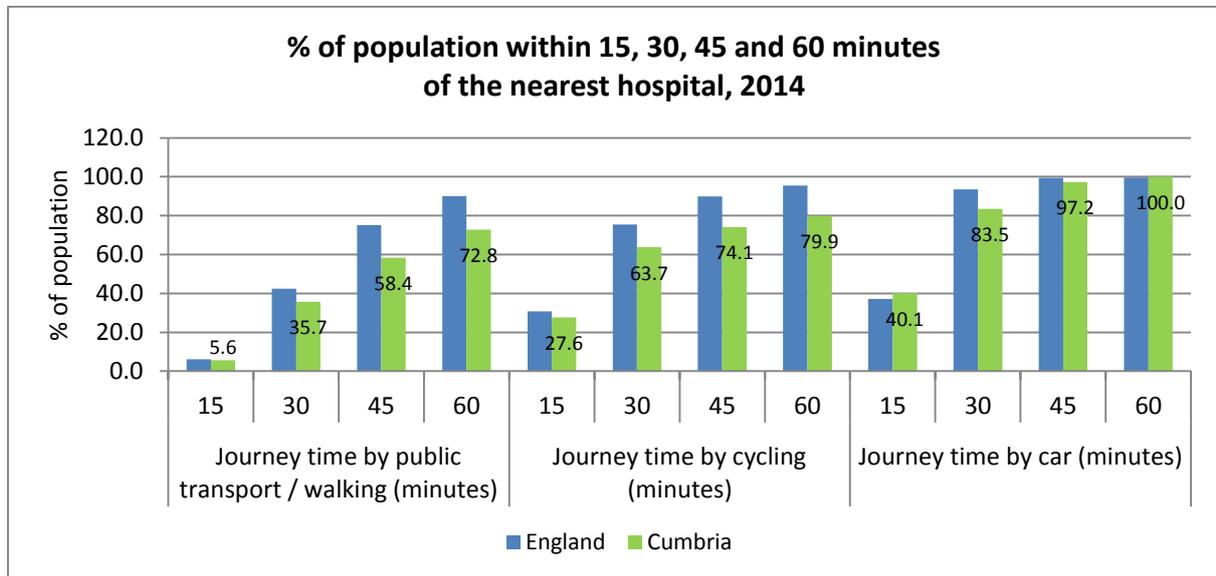
Across Cumbria, average minimum journey times were higher than the national average for each mode of transport. Access to hospital by public transport / walking averaged 47 minutes across the county, compared to an average of 37 minutes nationally. Average times across the county by cycling were 35 minutes and by car 20 minutes. Cumbria's average minimum journey times are closer to the rural averages for England, reflecting Cumbria's rural nature.

The shortest average public transport / walking times to the nearest hospital were seen in Barrow-in-Furness (29 minutes) and the longest in Allerdale (70 minutes). Cycle journey times varied from 19 minutes in Barrow-in-Furness, to 101 minutes in Eden, much higher than the national rural average of 43 minutes. The Cumbria average for accessing the nearest hospital by car was closer to the national average, 20 minutes compared to 18 minutes, with the shortest average time in Barrow-in-Furness (13 minutes) and the longest in Allerdale (29 minutes). Higher average minimum journey times to hospitals can be expected given the rural nature of Cumbria and that these services are available at fewer locations.

Just 5.6% of Cumbria's population are within 15 minutes of the nearest hospital by public transport / walking, compared to 6.1% nationally (England) and 27.6% are within 15 minutes by cycling compared to 30.8% nationally. The proportion of the population able to access the nearest hospital by car within 15 minutes was better than the national proportion

(40.1% compared to 37.2%). Figure 12 shows the proportion of Cumbrian residents within 15, 30, 45 and 60 minutes of the nearest hospital compared to England.

Figure 12: proportion of the population within 15, 30, 45 and 60 minutes of the nearest hospital, 2014



Source: Department for Transport Journey Time Statistics 2014

Whilst 72.8% of Cumbria’s population could access the nearest hospital within 60 minutes by public transport / walking, this varied from 100.0% in Barrow-in-Furness to just 57.6% in Eden. Some 26 communities face average minimum journeys to hospital of 90 minutes or more if travelling by public transport / walking. Four of these communities would face an average minimum journey by public transport / walking of 2 hours, as shown in Table 10.

Table 10: Average minimum journey times by public transport / walking of 120 or more minutes to access the nearest hospital

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	120
E01019310	Crosby Ravensworth	Eden	120
E01019338	Skelton	Eden	120
E01019356	Hawkshead	South Lakeland	120

Source: Department for Transport Journey Time Statistics 2014

In total, 68 of Cumbria’s communities would face an average cycle journey of 60 or more minutes to access the nearest hospital, and seven communities in the Eden district would have an average minimum journey of 2 hours as set out in Table 11.

Table 11: Average minimum journey times by cycling of 120 or more minutes to access the nearest hospital

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by cycling
E01019306	Appleby (Appleby)	Eden	120
E01019307	Appleby (Bongate)	Eden	120
E01019310	Crosby Ravensworth	Eden	120
E01019317	Kirkby Stephen	Eden	120
E01019318	Kirkby Stephen	Eden	120
E01019324	Morland	Eden	120
E01019340	Warcop	Eden	120

Source: Department for Transport Journey Time Statistics 2014

Across Cumbria, 49 communities would have an average minimum journey of 30 or more minutes to access the nearest hospital by car. For six of these communities, as set out in Table 12, the average minimum journey time would be 45 minutes or more.

Table 12: Average minimum journey times by car of 45 or more minutes to access the nearest hospital

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by car
E01019283	Haverigg	Copeland	49
E01019305	Alston Moor	Eden	48
E01019298	Newtown	Copeland	46
E01019299	Newtown	Copeland	46
E01019289	Holborn Hill	Copeland	46
E01019290	Holborn Hill	Copeland	45

Source: Department for Transport Journey Time Statistics 2014

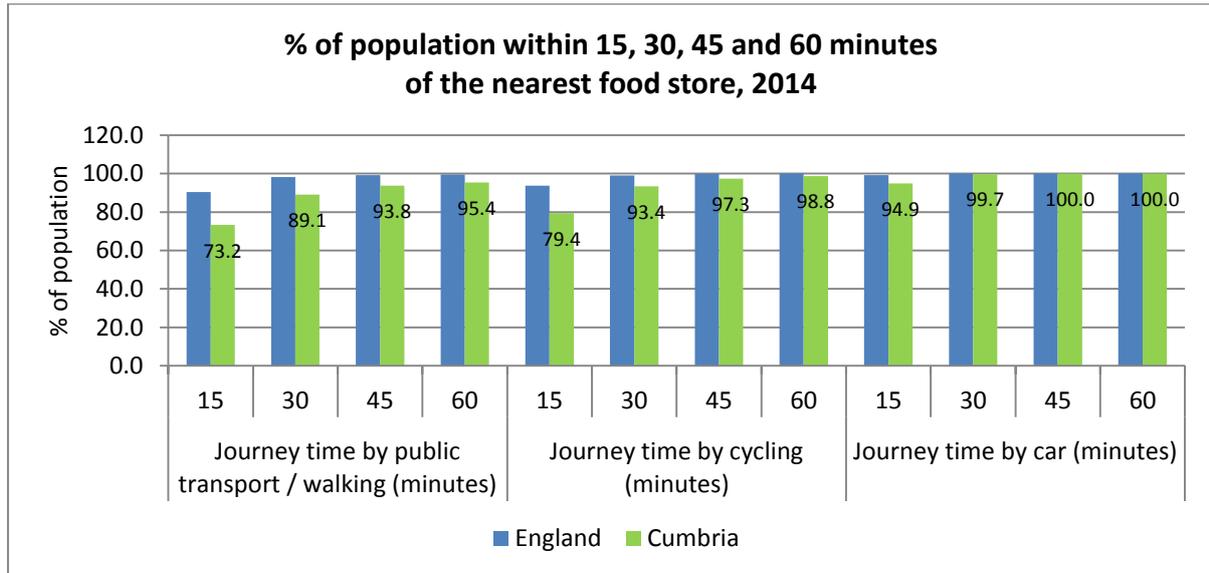
8) Average minimum journey time to nearest food store

Across England, the average minimum journey time to the nearest food store was 9 minutes by public transport / walking, 9 minutes by cycling and 7 minutes by car. Differences were seen between urban and rural areas, with an average minimum journey time of 7 minutes (urban) and 16 minutes (rural) by public transport / walking, 8 minutes (urban) and 14 minutes (rural) by cycling, and 7 minutes (urban) and 9 minutes (rural) for travelling by car.

Average minimum journey times in Cumbria to access the nearest food store were longer than the national average for all three modes: 16 minutes for public transport / walking, 12 minutes for cycling and 8 minutes by car although all within the national urban / rural average minimum journey time range reflecting the distribution and rurality of Cumbria's population.

Almost three quarters (73.2%) of Cumbria’s population were able to access the nearest food store within 15 minutes by public transport / walking, 79.4% within 15 minutes by cycling, and 94.9% within 15 minutes by car. The proportion of Cumbria’s population within 15, 30, 45 and 60 minutes of the nearest food store by all three travel modes is illustrated in Figure 13.

Figure 13: proportion of the population within 15, 30, 45 and 60 minutes of the nearest food store, 2014



Source: Department for Transport Journey Time Statistics 2014

Although 95.4% of Cumbria’s population could access the nearest food store within 60 minutes by public transport / walking, this ranged from 100.0% of the Barrow-in-Furness population, to 86.1% in Eden. A small number of communities face average minimum journey times of more than 90 minutes if travelling by public transport / walking as shown in Table 13.

Table 13: Average minimum journey times by public transport / walking of 90 or more minutes to access the nearest food store

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	116
E01019338	Skelton	Eden	100
E01019259	Bootle	Copeland	97
E01019131	Warnell	Allerdale	94
E01019310	Crosby Ravensworth	Eden	94

Source: Department for Transport Journey Time Statistics 2014

Two communities, both within the Sedbergh and Kirkby Lonsdale ward, would have average minimum journey times of 60 or more minutes if travelling by bicycle, as show in Table 14.

Table 14: Average minimum journey times by cycling of 60 or more minutes to access the nearest food store

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by cycling
E01019384	Sedbergh and Kirkby Lonsdale	South Lakeland	66
E01019385	Sedbergh and Kirkby Lonsdale	South Lakeland	66

Source: Department for Transport Journey Time Statistics 2014

All communities are within 30 minutes average minimum journey time by car to access the nearest food store.

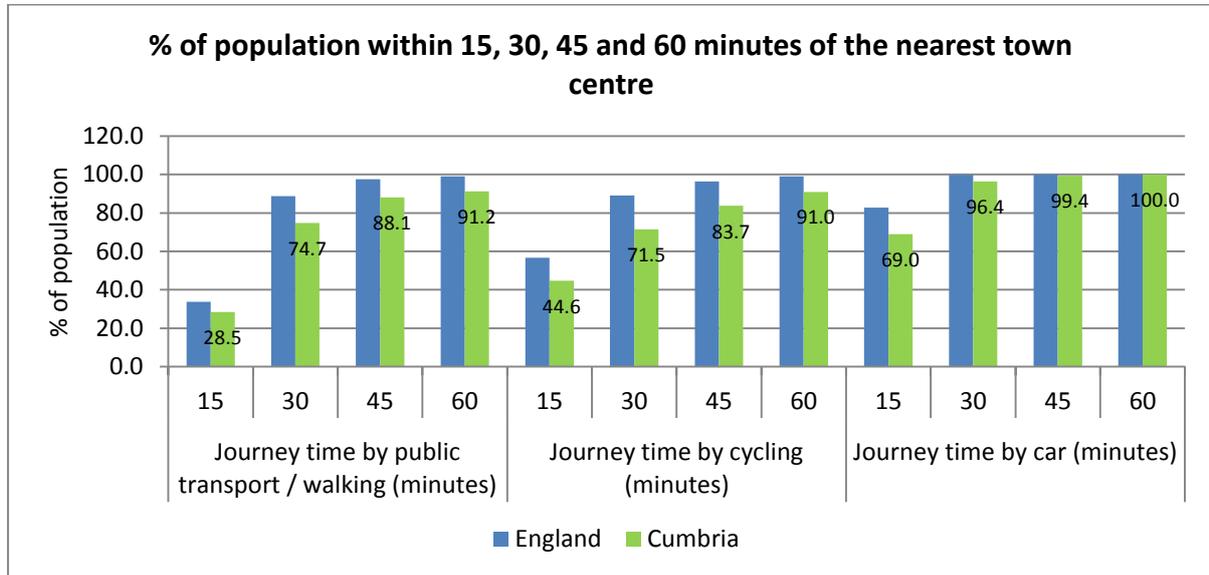
9) Average minimum journey time to nearest town centre

Across England the average minimum journey time to the nearest town centre was 20 minutes by public transport / walking, 17 minutes by cycling and 12 minutes by car. These averages varied between urban and rural areas, from 17 minutes by public transport / walking (urban) to 32 minutes (rural), 14 minutes by cycling (urban) and 33 minutes (rural), and 11 minutes by car (urban) and 16 minutes (rural).

Average journey times were longer in Cumbria than in England, averaging 28 minutes by public transport / walking, 25 minutes by cycling, and 14 minutes by car. However, all these times were within the urban / rural national range, reflecting Cumbria's rurality. Eden had the longest average minimum journey times: 44 minutes by public transport / walking 37 minutes by cycling, and 17 minutes by car. Barrow-in-Furness had the shortest average minimum journey times: 19 minutes by public transport / walking; 17 minutes by cycling, and 12 minutes by car.

The proportions of Cumbria's population within 15 minutes of the nearest town centre by all three modes were lower than in England: 28.5% within 15 minutes by public transport / walking compared to 33.7% nationally; 44.6% within 15 minutes by cycling compared to 56.7%; and 69.0% within 15 minutes by car compared to 82.8%. The proportion of Cumbria's population within 15, 30, 45 and 60 minutes of the nearest town centre by all three modes of transport compared to England is illustrated in Figure 14.

Figure 14: proportion of population within 15, 30, 45 and 60 minutes of the nearest town centre, 2014



Source: Department for Transport Journey Time Statistics 2014

Whilst overall in Cumbria, 91.2% of the population could access the nearest town centre by public transport / walking, this varied across the districts from 100.0% in Barrow-in-Furness to just 74.1% in Eden. Access by cycling within 60 minutes also varied across the districts, from 100.0% in Barrow-in-Furness to 78.7% in Eden.

Some communities face particularly long average minimum journey times across the county, and these are shown in Tables 15 to 17.

Table 15: Average minimum journey times by public transport / walking of 90 or more minutes to access the nearest town centre

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by public transport / walking
E01019229	Lyne	Carlisle	120
E01019338	Skelton	Eden	120
E01019304	Seascale	Copeland	107
E01019310	Crosby Ravensworth	Eden	103
E01019324	Morland	Eden	101
E01019131	Warnell	Allerdale	100
E01019259	Bootle	Copeland	100
E01019356	Hawkshead	South Lakeland	94
E01019276	Ennerdale	Copeland	94
E01019320	Kirkoswald	Eden	92

Source: Department for Transport Journey Time Statistics 2014

Table 16: Average minimum journey times by cycling of 60 or more minutes to access the nearest town centre

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by cycling
E01019305	Alston Moor	Eden	120
E01019304	Seascale	Copeland	99
E01019303	Seascale	Copeland	90
E01019229	Lyne	Carlisle	87
E01019355	Grange South	South Lakeland	85
E01019225	Irthing	Carlisle	84
E01019354	Grange North	South Lakeland	83
E01019353	Grange North	South Lakeland	83
E01019279	Gosforth	Copeland	79
E01019349	Cartmel and Grange West	South Lakeland	77
E01019357	Holker	South Lakeland	77
E01019317	Kirkby Stephen	Eden	73
E01019126	Silloth	Allerdale	73
E01019325	Orton with Tebay	Eden	73
E01019384	Sedbergh and Kirkby Lonsdale	South Lakeland	72
E01019127	Silloth	Allerdale	72
E01019385	Sedbergh and Kirkby Lonsdale	South Lakeland	70
E01019259	Bootle	Copeland	70
E01019318	Kirkby Stephen	Eden	69
E01019320	Kirkoswald	Eden	68
E01019337	Shap	Eden	68
E01019309	Brough	Eden	65
E01019200	Brampton	Carlisle	64
E01019202	Brampton	Carlisle	64
E01019228	Longtown & Rockcliffe	Carlisle	63
E01019201	Brampton	Carlisle	62
E01019381	Lyth Valley	South Lakeland	60

Source: Department for Transport Journey Time Statistics 2014

Table 17: Average minimum journey times by car of 30 or more minutes to access the nearest town centre

Community (LSOA code)	Within Ward:	District:	Average minimum journey time (minutes) by car
E01019305	Alston Moor	Eden	49
E01019229	Lyne	Carlisle	38
E01019304	Seascale	Copeland	37
E01019303	Seascale	Copeland	33
E01019355	Grange South	South Lakeland	32
E01019353	Grange North	South Lakeland	31
E01019279	Gosforth	Copeland	31
E01019349	Cartmel and Grange West	South Lakeland	31
E01019384	Sedbergh and Kirkby Lonsdale	South Lakeland	31
E01019357	Holker	South Lakeland	30
E01019225	Irthing	Carlisle	30

Source: Department for Transport Journey Time Statistics 2014

Further information

For further information regarding this dataset or for any information about the content of this report, please email the Performance and Intelligence Team at Cumbria County Council: info@cumbriaobservatory.org.uk

Further information about Journey Time Statistics is available on the DfT website:

<https://www.gov.uk/government/collections/journey-time-statistics>

Data sources:

Cumbria County Council. (2015). *Population Joint Strategic Needs Assessment*. Location: <http://www.cumbriaobservatory.org.uk/health/JSNA/2015/population.asp> [accessed 01/11/2016]

Department for Transport. (2015). *Journey Time Statistics 2014*. Location: <https://www.gov.uk/government/collections/journey-time-statistics> [accessed 01/11/2016]

Office for National Statistics. (2011). *Census 2011 – car or van availability*. Location: <https://www.nomisweb.co.uk> [accessed 25/05/2016]