

Accessibility Planning

- Accessibility Planning Partnership Launched 18/01/05
- 2nd Partnership Meeting 25/10/05
- Accessibility Strategy submitted to DfT 31/03/06

Accessibility Strategy - Remit

Where, How and Who

- Access to:
 - Health
 - Education
 - Employment
 - Retail
 - Leisure and Culture
- Access by:
 - Bus
 - Rail
 - Bicycle
 - Foot
 - Mobility Scooter/
Wheelchair
 - Taxi
 - Car
- Access for:
 - Young
 - Elderly
 - Mobility Impaired
 - Rural Inhabitants
 - Ethnic Minorities
 - Job seekers
 - All

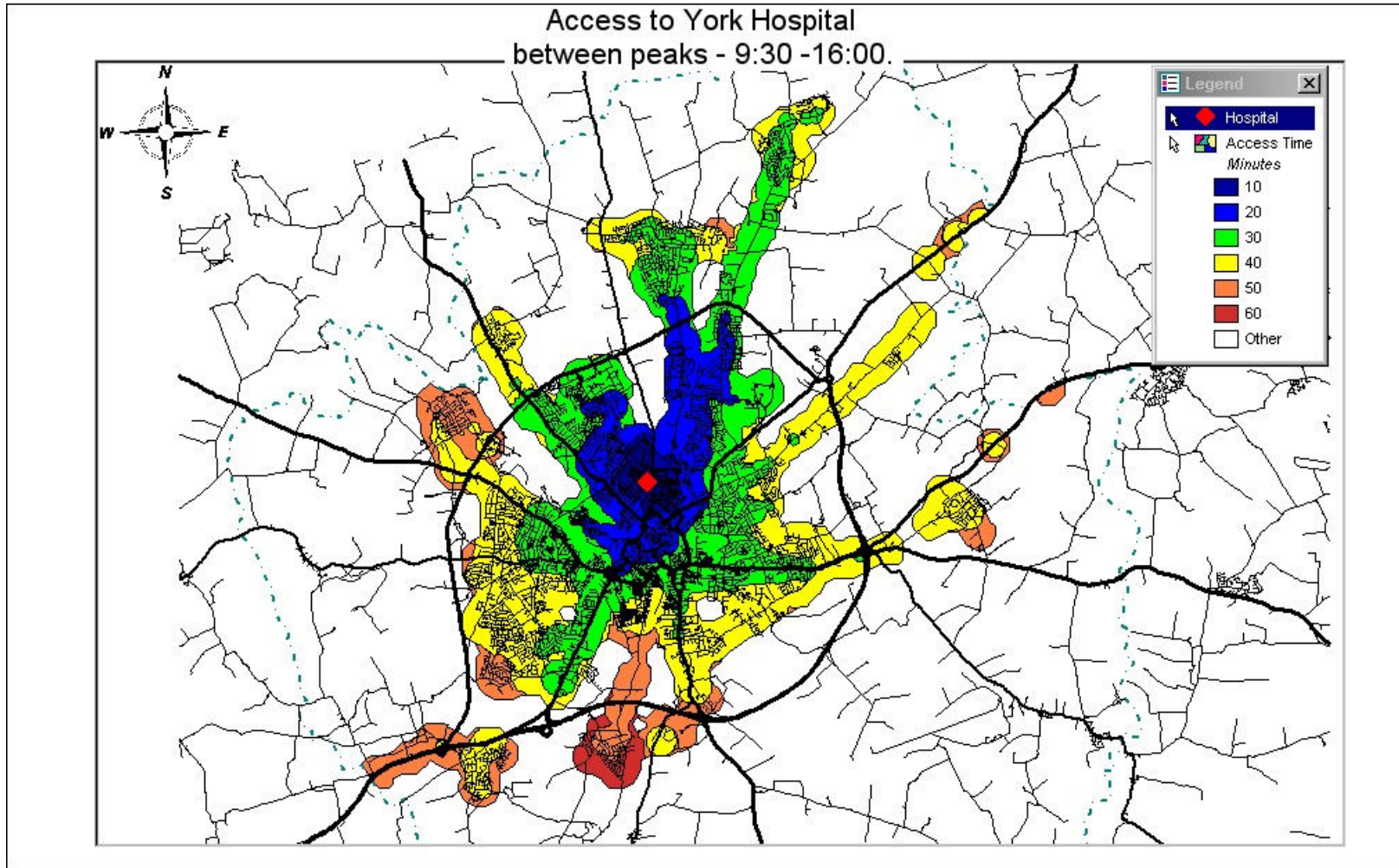
Priority Areas

- Problems identified through:
 - Accessibility Partnership
 - Local Transport Plan 2 consultation
 - Key Stakeholders
 - Residents
 - Early mapping work
- Priority areas established

Priority Areas

- Access to York Hospital
- Transport Information
- Access to out-of-town centres
- Rural accessibility problems
- Access to Education

Access to York Hospital



Transport Information

- Improved Information – Improved Confidence
- Real-time
- Bus Route Network Publicity
- Improve Signage on walking / cycle networks



Access to Out-of-Town Centres

- Orbital / Cross City Bus Services
- Developer Contributions
- Demand Responsive Transport

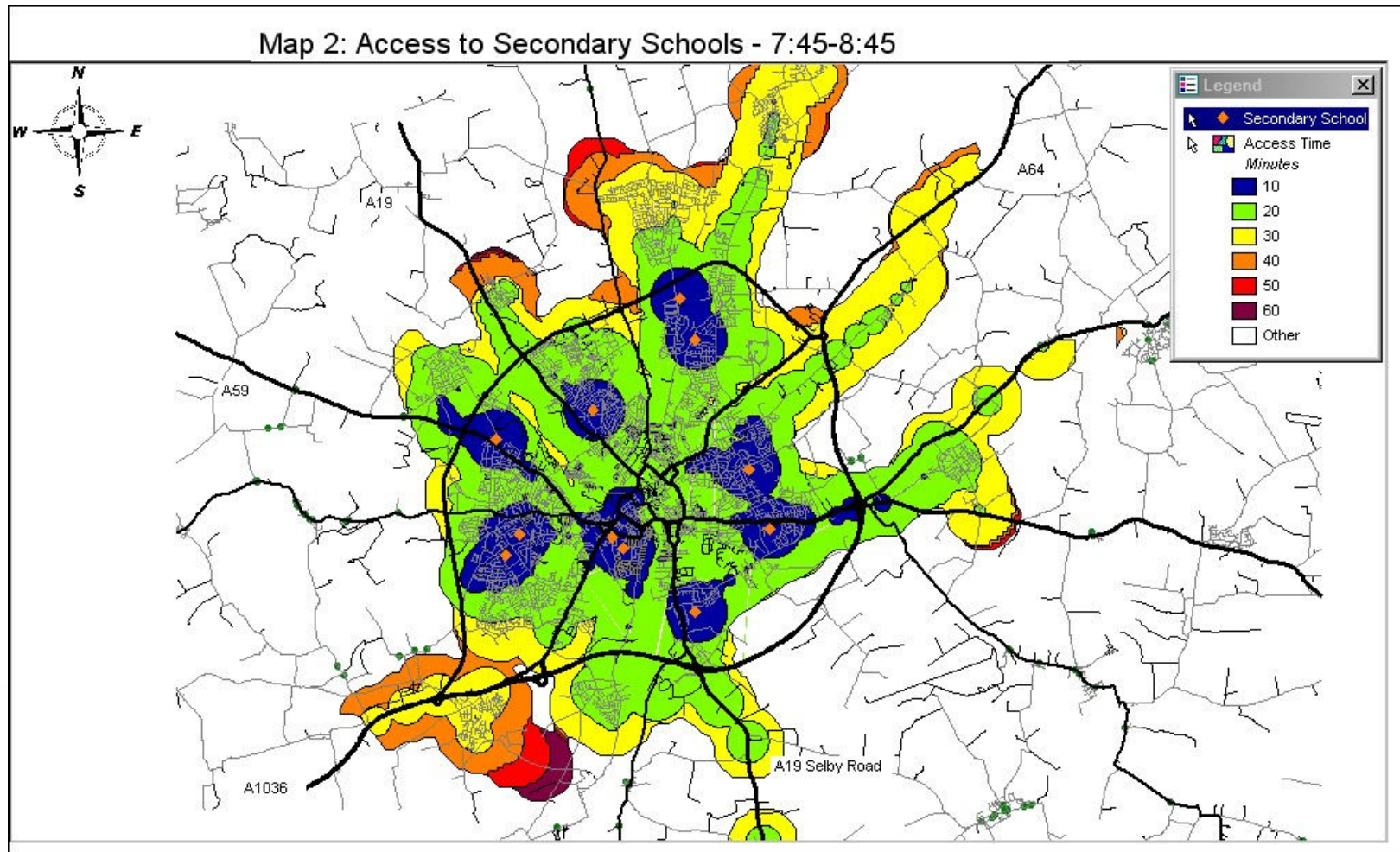


Rural Accessibility Problems

- Public Right of Way Network
- Powered Two Wheelers
 - Wheels to Work Scheme
- Support Cross Boundary Services
- Demand Responsive Transport



Access to Education



Other Key Areas

- Cost of transport
- Community Transport
- Availability of off-peak transport
- Bus stop access
- Other pedestrian / cycle / taxi issues

What Are We Already Doing to Improve Accessibility for Pedestrians?

- Audits of existing routes (mostly on radial roads)
 - Crossings
 - Dropped kerbs
 - Trip hazards
 - Obstructions
- Construction of new routes
- Marketing campaigns
- Maintenance
 - Surface improvements
 - Dropped kerbs
 - Programmed
 - Reactive

What Are We Planning to Do to Improve Accessibility for Pedestrians?

- More Route Audits & crossing improvements
- Possible expansion of 'Footstreets' Zone
- Completion of Station to City Centre route
- Better route signing
- More marketing
- Minor amendments to Pedestrian Route Network to better reflect types of trip
- Investigate better facilities to cross river

What Are We Already Doing to Improve Accessibility for Cyclists?

- New off-road routes
- New on-road lanes or signed routes
- Provide cycle parking at attractions
- Regular updates to Cycle Route Map
- Advanced stop lines
- Park & Cycle / Cycle & Ride
- Route signing
- Cyclist training at different levels
- Marketing Campaigns
- Route maintenance

What Are We Planning to do to Improve Accessibility for Cyclists?

- Fill in gaps in the route network especially at junctions
- Address problems associated with shared use routes
- Link outlying villages to the City Centre
- Investigate better river crossings
- Improve route signing
- More marketing
- Improve existing cycle parking
- Link network to all attractions

What Are We Already Doing to Improve Accessibility for Bus Users?

- Park & Ride
- FTR Bus
- BLISS
- Tendered Bus Services
- Concessionary Fares
- Improved access to buses
- Bus Information Services

What Are We Planning To Do to Improve Accessibility for Bus Users?

- New Park & Ride
- FTR Bus development
- Extension of BLISS
- Orbital Routes
- Cross City Routes
- Interchange Points
- Bus Stop Access Audit
- Concessionary Fare Review
- Real-Time Information
- Personalised Journey Planners

What Other Accessibility Improvements Are We Planning to Make?

- Rail
 - Haxby Station
- City Centre Shuttle
- Taxis
 - Rank Audit
 - Concessionary Travel?
- Car Clubs

Working with Partners

- Improve transport availability
- Reduce the cost of travel
- Reduce the need to travel
 - Mobile services
 - Locate services in accessible locations
- Improve physical accessibility
- Improve conditions and provision for walking and cycling
- Improve travel information and awareness
- Co-ordinate the timing of services

Accessibility in the LTP

Several indicators have been adopted as part of the LTP to monitor levels of accessibility to various activities:

- Indicator 1A – Percentage of the population of working age living within 30 mins of the city centre, Clifton Moor or Monks Cross by Public Transport
- Indicator 2A – Percentage of households living within 30 mins of York Hospital by Public Transport
- Indicator 2B – Percentage of 16-19 year olds living within 30 mins of York College by Public Transport
- Indicator 2C – Percentage of households living within 30 mins of a sports centre by Public Transport
- Indicator 2D – Percentage of households living within 30 mins of the city centre, Clifton Moor or Monks Cross by Public Transport

Schemes included in the LTP Capital Programme to Improve Accessibility

- Junction improvements (Dunnington, Crockey Hill, James Street Link, ORR junction improvements)
- Bus stop improvements (easy access kerbs, timetable displays, real-time information, shelter provision)
- Implementation of missing links on the cycle route network
- TCMS / BLISS
- Footway improvements
- Safe Routes to Schools
- Cycle parking provision or improvement at key destinations

The Role of Accessibility Mapping

“Accession” Mapping Package acquired from MVA Consultancy as part of an agreement with the DfT.

Its principal uses are:

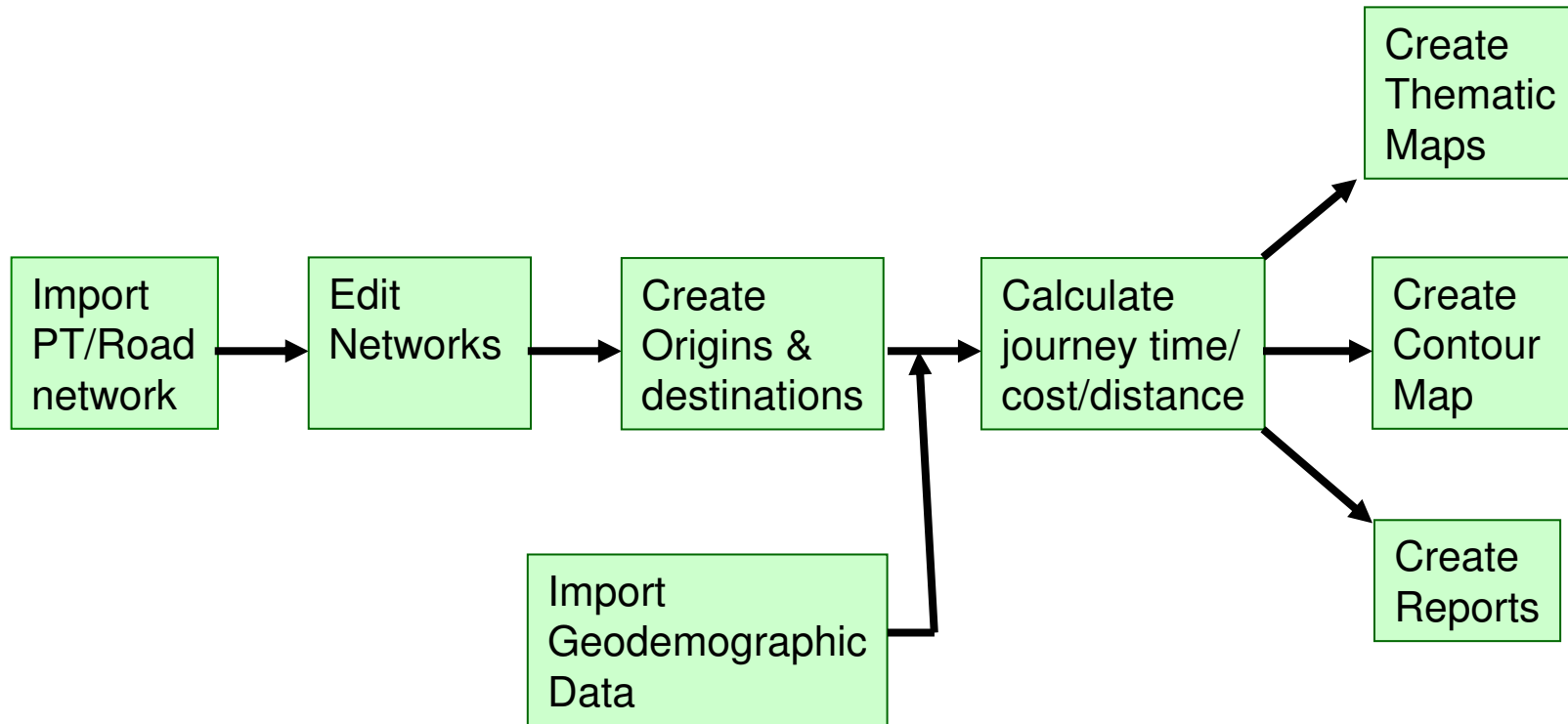
- Mapping social exclusion from essential facilities such as health, employment, education and shops
- Modelling the population and socio-economic groups within catchments, taking into account all modes of travel
- Public transport route planning (using ‘what if..’ scenarios)
- Catchment analysis and business relocation analysis
- Travel Plan formulation – to identify the best times for employees to travel and planning the provision of new services
- Analysing and mapping census data to identify the location of target groups

How does Accession work?

Data imported

- Road network (ITN / OSCAR)
- Bus stop network (NAPTAN / TransXchange)
- Bus routes and frequencies
- Origins (residences, postcode-based)
- Destinations (Schools, hospitals etc)
- Settings (vehicle speeds and related costs)

How Does the Model Work?



The Output

The main type of output used thus far to indicate levels of accessibility is contour mapping as below

Map 5: PT Access to Site H - York Central 7:00am - 10:00am

