Accessibility

Accessibility Planning

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

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Accessibility

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

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Priority Areas

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

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Priority Areas

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

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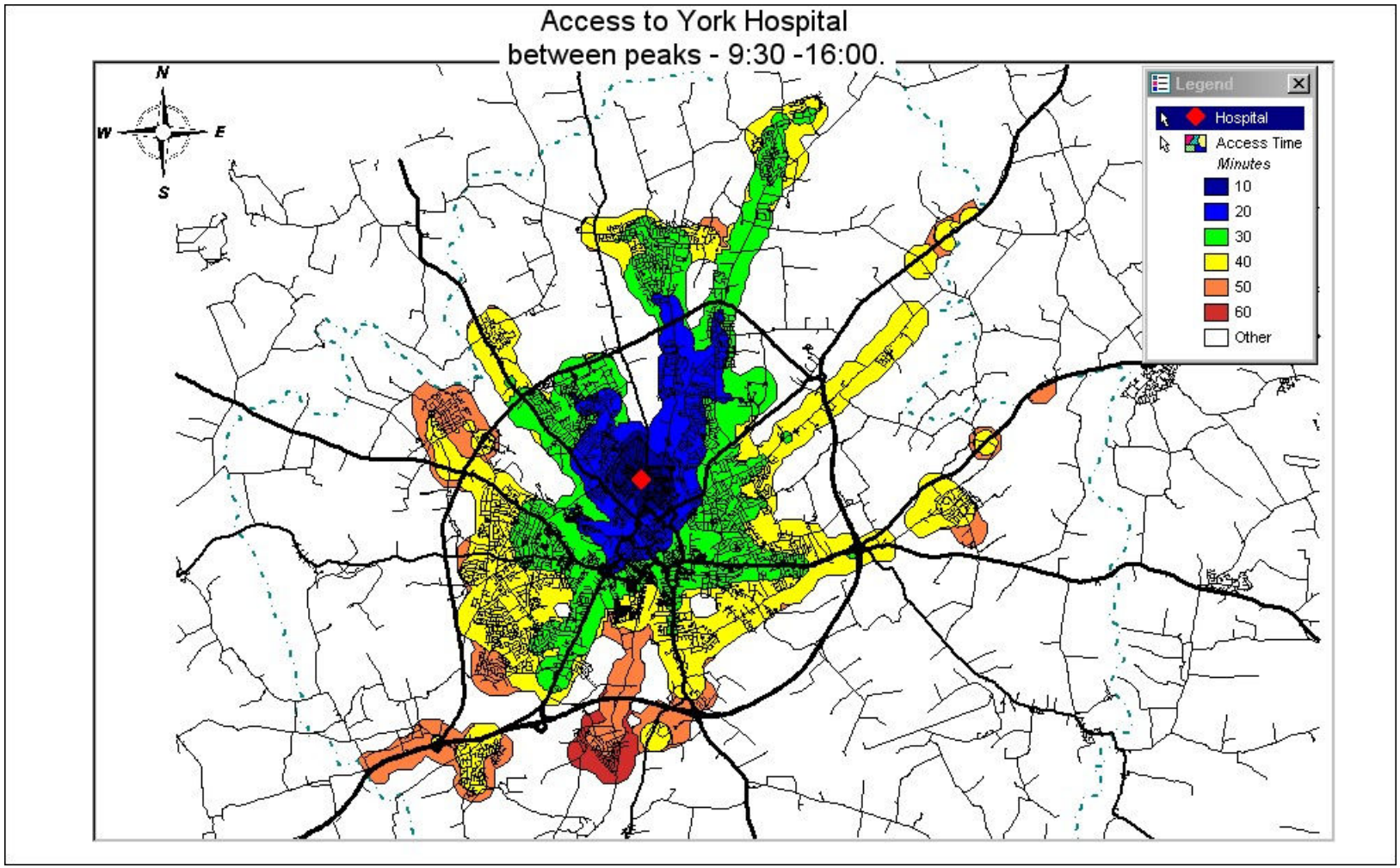
Access to York Hospital



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Transport Information

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

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Access to Out-of-Town Centres

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

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Rural Accessibility Problems

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

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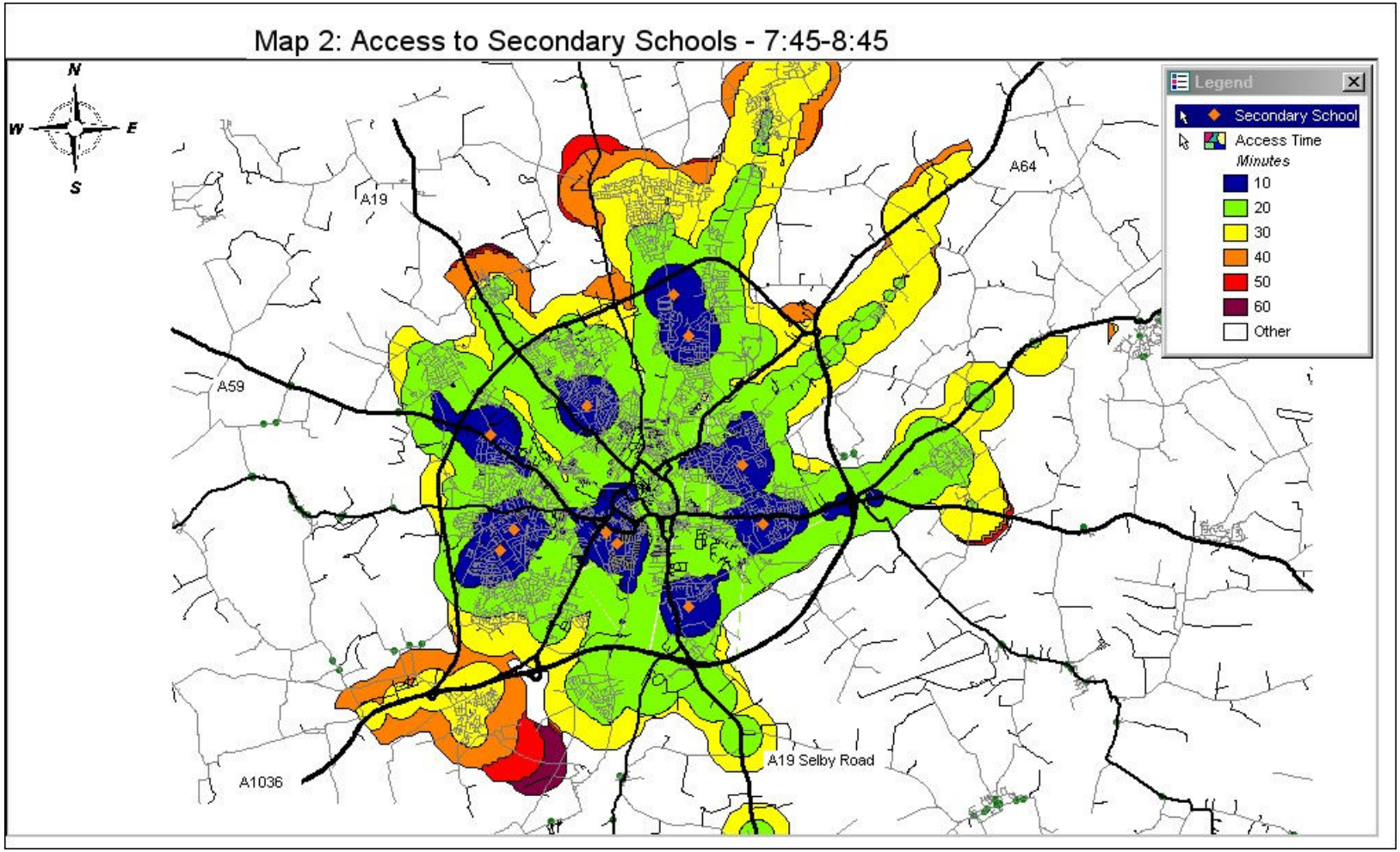
Access to Education



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Other Key Areas

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

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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

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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

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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

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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

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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

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Accessibility

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

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What Other Accessibility Improvements Are We Planning to Make?

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

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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

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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 of the city centre, Clifton Moor or Monks Cross by Public Transport

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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

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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

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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)

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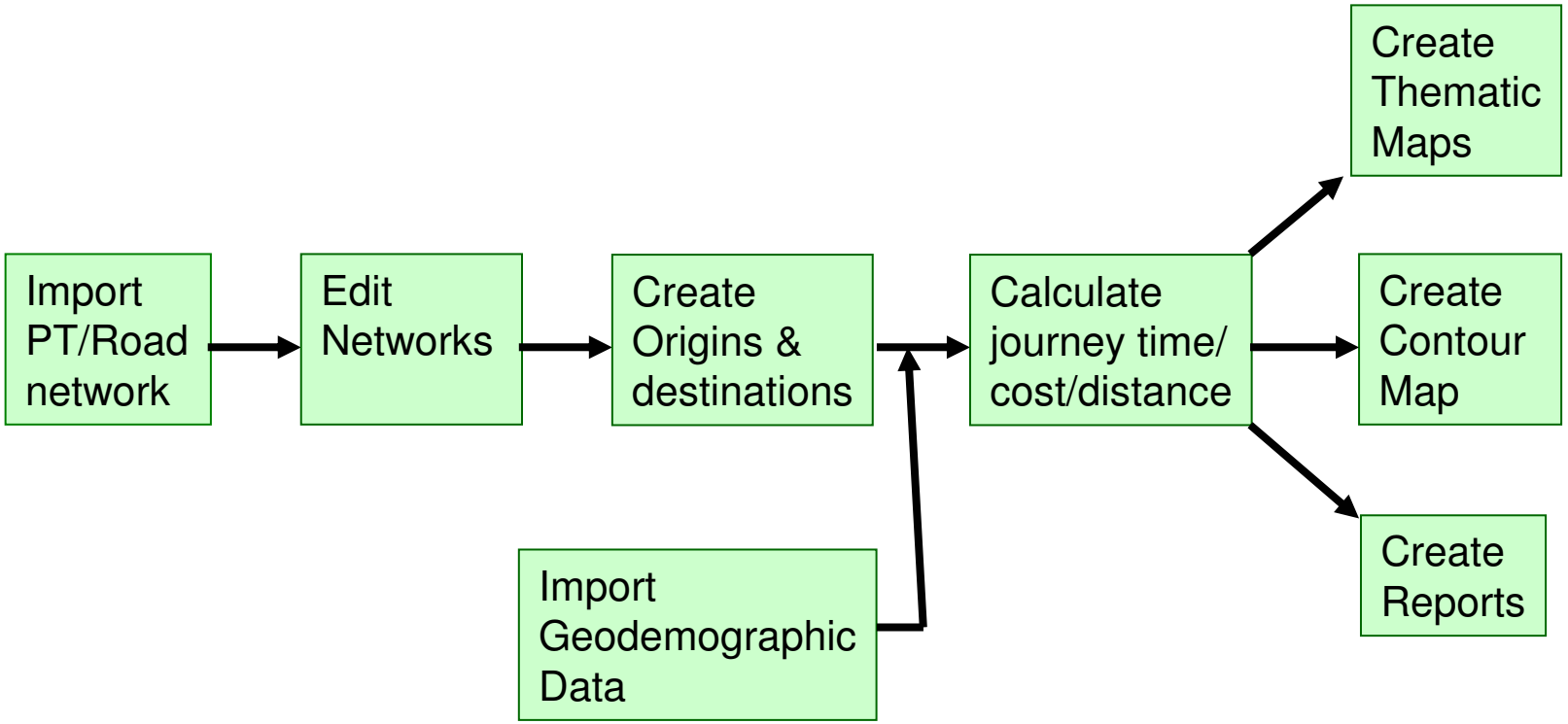
How Does the Model Work?



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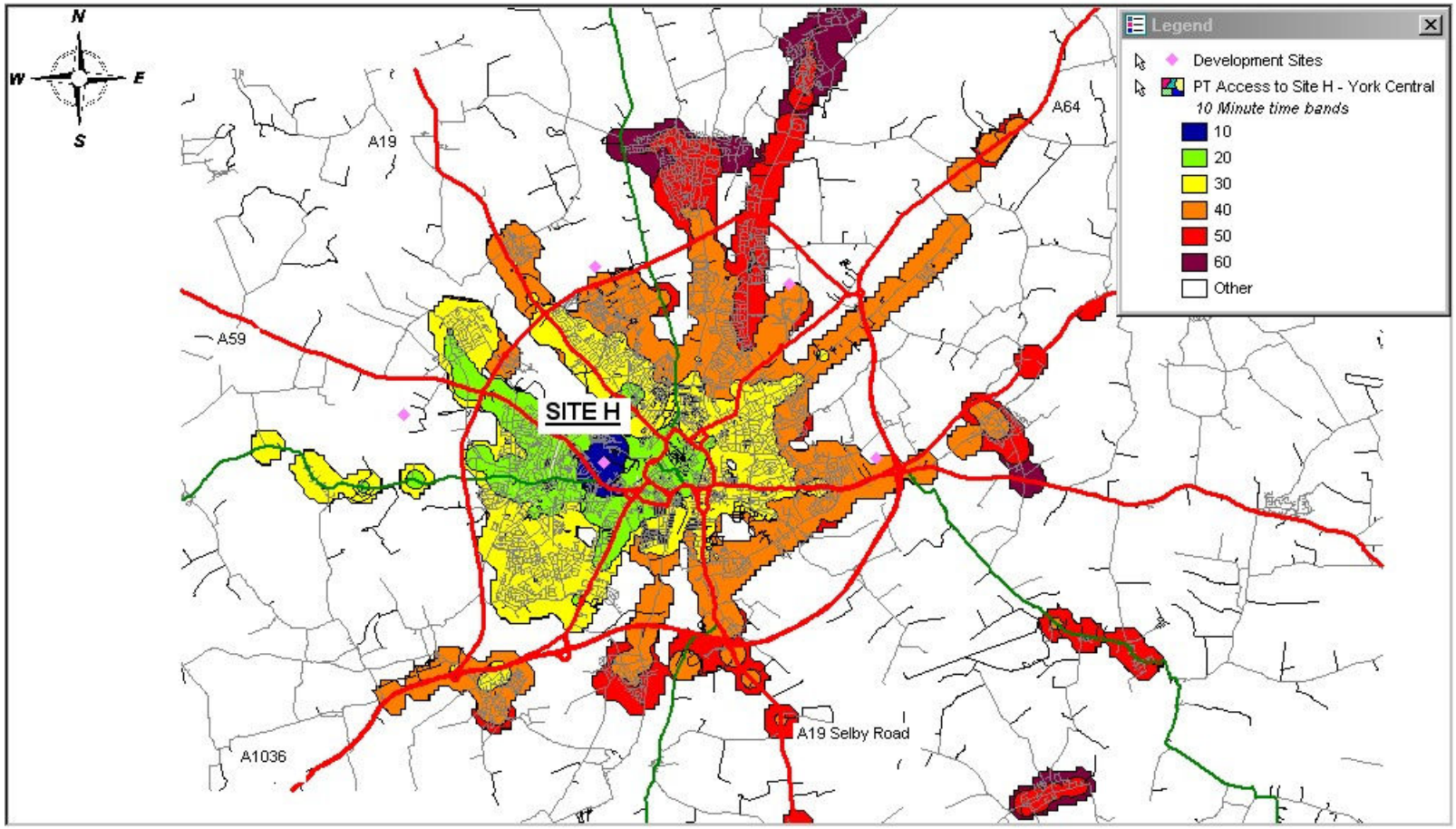
The Output

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



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