

ACCESSIBILITY STRATEGY

CONTEXT FOR ACCESSIBILITY PLANNING

In February 2002, the SEU published its report *Making the Connections: Final Report on Transport and Social Exclusion* which demonstrated the importance of transport and accessibility to social inclusion.

The report concluded that the key barriers to accessibility were:

- location of services in inaccessible places;
- availability of transport to meet demand and the suitability of vehicles to meet the needs of users;
- cost of transport;
- information on travel options; and
- safety and security.

The report also set out a cross-Government strategy for reducing social exclusion by improving access to the services with the greatest impact on life opportunities:

- jobs;
- health care;
- learning; and
- food shops.

It anticipated joint action between Government departments (and their local delivery agencies) to improve public transport, introduce more innovative travel options or change the location and delivery of services that people need.

Who's doing Accessibility Planning and why?

The Government expects all transport authorities to incorporate the concept of Accessibility Planning into their LTPs, including setting local targets for assessing accessibility improvements. In doing so, local transport authorities have been given the responsibility for leading on Accessibility Planning. Within West Yorkshire, the development of LTP2, and an approach to Accessibility Planning, has been undertaken jointly by the Partnership authorities.

The development of the Accessibility Strategy has been informed by a process of awareness-raising, collation of local evidence and partnership working.

HOW THE LTP AND ACCESSIBILITY PLANNING FITS TOGETHER

LTP objectives aim to facilitate the delivery of wider goals for the economic, social and environmental well being of the West Yorkshire sub region and have been developed with full consideration of accessibility objectives.

'Delivering Accessibility' is one of the shared priorities in the LTP. Our objectives for delivering accessibility identified in the LTP are:

- To improve access to jobs, education and other key services for everyone.
- To improve accessibility for those people, services and facilities which have poor accessibility.
- To broaden travel horizons and access to information.
- To encourage planning for accessibility.

Other LTP Priorities

In addition to 'Delivering Accessibility', there are four other complementary key strands within the LTP:

- Tackling Congestion;
- Safer Roads;
- Air Quality and Vehicle Emissions; and
- Effective Asset Management.

Measures to address congestion, road safety, air quality and asset management will have a positive impact on accessibility, for example:

- the integration of land use planning and transport, will reduce the need to travel;
- better pedestrian and cycling facilities will create a more attractive local environment;
- physical accessibility will be improved by making bus stops and bus and rail stations more accessible;
- revenue funding will be used to maintain and develop public transport services, concessionary fare schemes, raise awareness of public transport, improve safety and security and improve information; and
- rail and bus services will be improved through our bus and rail strategies.

It is an intention that accessibility planning will, in the longer term, assist local decisions made about how LTP funding is targeted.

How accessibility planning fits with wider policy agendas

Improving accessibility to jobs and services helps meet the wider regional, sub-regional and local policy visions and objectives including:

- promoting social inclusion;
- economic regeneration;
- Welfare to Work;
- reducing health inequalities; and
- improving participation and attendance in education.

Accessibility planning is specifically being developed within the context of the community strategies across the five district authorities. The 'Calderdale Futures Plan' recognises that 'access to services (and facilities) is a major influence on the quality of life of people in Calderdale and can promote the inclusion of individuals and groups in the life of the wider community'. In Leeds, local accessibility issues are identified in the five District Partnership Area Action Plans which cover the whole of the city and are the local delivery plans for the implementation of the city's Regeneration Plan; the strategy to deliver the Narrowing the Gap priorities of the local strategic partnership.

The District Councils, as Planning Authorities, have begun the preparation of LDFs and accessibility planning is influencing the development of these documents through the criteria in the RSS and local engagement (including core strategies and other local development documents, area action plans and supplementary planning documents).

The Accessibility Strategy will assist stakeholders to meet their objectives but in order to do so successfully, the accessibility planning process relies on input and commitment from all sectors.

ACCESSIBILITY ISSUES AND CHALLENGES

We believe that there are four key challenges in West Yorkshire to be addressed by our LTP Accessibility Strategy. These are to:

- maintain the existing, already high baseline levels of public transport accessibility;
- improve accessibility for those people, services and facilities which have poor accessibility;
- overcome a historical legacy of dispersed land use; and
- better understand local accessibility issues and priorities and through doing so, help to deliver local community strategies.

These challenges are made more difficult because West Yorkshire is a large and diverse area. Potential partners, service providers and stakeholders are numerous, they vary within each sector and between each district authority area.

The LTP highlights:

- the role of Leeds and Bradford city centres as major employment centres both now and in the future;
- more polycentric settlement patterns elsewhere (e.g. the 'Five Towns' and the 'Heavy Woollen Area');
- extensive rural areas in some district authorities;

The LTP refers to external trends, including:

- significant additional housing (mostly in infill areas);
- greater centralisation of facilities (for example health facilities in Wakefield); and
- new employment sites and new regeneration areas that make maintaining and improving accessibility a major challenge.

Accessibility planning takes place against a backdrop of changing economic, social and land use conditions.

Identifying issues and challenges by mapping

The DfT has developed mapping software 'Accession' to measure accessibility to key services. Accession and our own in-house software (PTAM) have been used to develop an initial picture of travel time accessibility to key services in West Yorkshire. For accuracy, 2001 Census data and population-weighted output area centroids have also been used.

The DfT has identified a number of national core indicators which measure travel time to jobs and key services. Our performance against the DfT's core indicators is relatively high as follows:

Access to school

- 98.1% and 99.8% of pupils of compulsory (primary) school age are within 15 and 30 minutes respectively of a primary school by bus.
- 94.1% and 99.8% of pupils of compulsory (secondary) school age are within 20 and 40 minutes respectively of a secondary school by bus.

Access to further education

- 84.6% and 99.8% of 16-19 year olds are within 30 minutes and 60 minutes respectively of a further education establishment by bus.

Access to work

- 98.1% and 99.8% of people of working age (16-74) are within 20 minutes and 40 minutes respectively of a workplace by bus.
- 99.2% and 99.9% of people in receipt of Jobseekers' allowance are within 20 minutes and 40 minutes respectively of a workplace (workplace is a super output area with more than 499 jobs) by bus.

Access to hospitals

- 85.2% and 99.7% of households are within 30 minutes and 60 minutes respectively of a hospital by bus.
- 89.5% and 99.7% of households without a car are within 30 minutes and 60 minutes respectively of a hospital by bus.

Access to General Practitioners (GPs)

- 96.4% and 99.7% of households are within 15 minutes and 30 minutes respectively of a GP by bus.
- 98.4% and 99.9% of households without a car are within 15 minutes and 30 minutes respectively of a GP by bus.

The accessibility maps that we have produced in relation to the core indicators suggest areas for further investigation. For example the mapping shows that:

- 33% of the population in Calderdale is not within 30 minutes of a hospital by bus;
- 28% of the population in Wakefield is not within 30 minutes of a further education establishment by bus; the mapping work has shown that this is a particular problem in southeast Wakefield.

Additionally, a number of major employment sites across West Yorkshire have limited accessibility, an example being Aire Valley Leeds. Some initial steps have been taken through the introduction of a Metro Connect Service, and the relationship between transport and land-use will form a key part of the regeneration strategy.

Our mapping capability has been further developed to provide us with indicators and maps that include journey times by other modes of travel e.g. walking and cycling. We intend to investigate the feasibility of incorporating journey cost into the mapping process.

The core indicators in LTP guidance relate to travel time accessibility. For some people, public transport travel time may not be the greatest barrier to accessibility, for example:

- punctuality and reliability were identified as a top priority in public consultation;
- market research also identified personal safety and security as a key area for concern;
- the nearest facility may not be the most suitable facility i.e. parents may place educational quality above ease of access;
- people with disabilities may consider the biggest barriers to accessibility to be physical obstacles; and
- consultation highlights cost and the cost of interchange journeys as a barrier.

Identifying accessibility issues through consultation

Accessibility issues have also been identified through LTP consultation, local stakeholder involvement and collation of local data and evidence. We have consulted with key partners and representatives of service user groups across the districts to identify issues and priorities. We have identified issues which are specific to certain services and destinations; issues which are relevant to specific groups of people; and issues which affect access to all services.

Key accessibility issues

Consultation backed up by the accessibility mapping, and an analysis of the social, economic and demographic data for West Yorkshire has identified what we currently understand to be key strategic accessibility issues in West Yorkshire and issues which are more localised. The issues identified are not exhaustive:

General levels of accessibility:

- Despite fairly high levels of accessibility against the DfT's core indicators, LTP consultation identified lengthy travel times and 'difficulty getting to services and facilities' as two of the most important tasks for us to address in the LTP.

Land Use and Location of Services:

- The legacy of dispersed land use within West Yorkshire has resulted in out of town employment sites, leisure and shopping facilities which are difficult to access for non-car users.
- Historically, services have been centralised with little regard to accessibility and the ability of communities to access those services. Health services across West Yorkshire are being reconfigured; a need for accessibility information to contribute to this process has been identified.
- The promotion of 'choice' in the education and health sectors potentially conflicts with goals for improved accessibility.
- Rural deprivation is linked with isolation from jobs and services (e.g. former mining towns and villages in Wakefield and Leeds)
- Closure of local shopping and community services necessitates longer, more awkward journeys.

Public Transport:

- Access to shift work (specifically early morning and late evening shifts) when public transport services are less frequent or inexistent.
- Limited travel horizons within disadvantaged communities for travel to work and further education, and in some cases to health services.
- Differing standards of physical accessibility at rail stations and on trains.
- Cost of travel, generally but also in relation to specific groups of people such as job seekers and job starters, and also affecting access to healthcare appointments for older people who are given appointments outside the time when concessionary fares apply.

- Additional barriers to public transport use for older people, people with disabilities and people with learning difficulties.

Quality of Life:

- Greater access needs of disadvantaged groups such as older people, people with a disability.
- Inadequacy of pedestrian and cycle access to local services.
- Fear of crime and intimidation as a barrier to travel.
- Fear of road accidents and injuries.
- Poor health linked to physical inactivity.

Prioritisation

Issues have been prioritised according to need and opportunity. We have also taken into account partners' policies, objectives and timescales and fit with the broader local context (e.g. community strategy priorities). The availability of partners and resources to deliver within the agreed timescales has also informed this process.

Strategic West Yorkshire priorities

At a strategic level, a key long-term priority will be to embed accessibility in partners' approach to service delivery. The development of our mapping package will enable us to visually plot the accessibility implications of land use and location decisions. This tool will help us to encourage our partners to consider the accessibility implications of their organisational decisions.

It is also recognised that accessibility needs to be given full consideration in relation to our own policy development, for example inclusion of accessibility criteria in the review of public transport tendered services.

Accessibility planning is already influencing the development of LDFs across the district authority areas and will continue to influence this process.

District priorities

A range of district based issues have been prioritised following discussions with partners and use of mapping information.

Neighbourhood Renewal and other regeneration areas which cover the most disadvantaged communities have provided an opportunity for focusing initial investigations in some districts.

Access to primary health care has been identified by residents within peripheral Neighbourhood Renewal Fund (NRF) areas in Kirklees as an issue of particular concern. A joint survey of 35,000 households in NRF and other areas undertaken in 2005 identified specific NRF areas where perceptions of accessibility to primary care services was considered lower than average. Proposals to address this issue in partnership with the local Primary Care Trust are outlined in the Action Plan (see Table C.1).

The Aire Valley Leeds regeneration area is one of the most significant areas for new investment and employment in Leeds. Unemployment in the communities adjacent to Aire Valley Leeds is more than double the city average and transport is a recognised barrier to these new and existing opportunities. Poor access means that local people find it hard to travel to jobs in the area. Proposals to address this in partnership with the Aire Valley Employment Team are outlined in the Action Plan.

Neighbourhood Renewal Areas are also a priority area for further investigation in Bradford.

ACTION PLAN

An Action Plan has been put together to address strategic, countywide issues and local, district based issues. The Action Plan is not an exhaustive list of accessibility issues in West Yorkshire.

Over the period of LTP2, work with stakeholders will continue in order to identify additional priorities. For example, it is intended that the Local Strategic Partnership in Wakefield will confirm the accessibility priorities for the city, and the Environmental Well Being Partnership has already been engaged in this process.

The work that has been carried out to date has identified that there are areas which require more investigation in order to fully understand the nature of the problem. For example consultants have been commissioned to undertake a survey of rural accessibility needs in South Kirklees. Isolation from community services and social networks is a recognised problem which the consultants are investigating from the perspectives of both service providers and end users.

Delivery of the identified actions will require on-going partnership working. Where appropriate, further consultation with service users and community groups will take place in order to develop solutions.

Work will also take place with operators in reviewing networks and to encourage investment in modern, physically accessible vehicles.

The Action Plan details activities that will commence in the first year of LTP2. The Plan will be updated annually to reflect progress and emerging priorities.

APPENDIX C
ACCESSIBILITY STRATEGY

Table C.1: Action Plan

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Health									
NHS Trusts in West Yorkshire are reconfiguring acute services. At a strategic level, this represents a challenge to ensure that access to services is fully considered in this process.	West Yorkshire	Mapping of existing access levels, stakeholder consultation	NHS Trusts, West Yorkshire local authorities, local strategic partnerships	Influence location decisions through engagement with key stakeholders, provision of a sound evidence base, and development of detailed joint action plans. Ongoing travel planning activity with stakeholders.	West Yorkshire local authorities, Metro, NHS Acute Trusts		Improved access to health and social care services.	To be developed in line with individual reorganisation timescales	Indicator: Proportion of people within 30 minutes travel time by public transport of nearest hospital. Target: To ensure that 89.5% of households in West Yorkshire without access to a car are within 30 minutes of a hospital by public transport by 2011.
	Potential relocation of services from St. Lukes Hospital & Huddersfield Royal Infirmary to Halifax (outside of district)	Consultant's Report, Accession mapping & analysis, Dec 2005	Calderdale & Huddersfield NHS Trust, Kirklees Highways Service, Calderdale MBC, Metro	Inform NHS consultation exercise and service delivery decisions. Ongoing travel planning activity with stakeholders.	Calderdale & Huddersfield NHS Trust	Investigation: Kirklees Revenue	Improved access to health and social care services.	Commencing 2006/7	Indicator: Proportion of people within 30 minutes travel time by public transport of nearest hospital.

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Primary Care Trusts in West Yorkshire are reconfiguring primary care services. At a strategic level this represents a challenge to ensure that access to services is fully considered in this process.	West Yorkshire wide.	Awareness of existing issues arising from current reorganisation of services	Primary Care Trusts, West Yorkshire local authorities, local strategic partnerships	Influence location decisions through engagement with key stakeholders. Ongoing travel planning activity with stakeholders.	West Yorkshire local authorities,, Metro, NHS PCTs		Improved access to health and social care services.	Ongoing	
Perception of poor accessibility to local primary health services, & PCT programme of centralising service delivery in 'super centres' in main towns in North Kirklees	Peripheral Neighbourhood Renewal Areas in North Kirklees (Heavy Woollen area): Chickenley, Dewsbury South (Thornhill), Fieldhead, Windy Bank	Joint Kirklees & PCT 'Currently Living In Kirklees' ('CLIK') survey March 2005 of 35,000 households in NRF & other areas. PTAM & Accession mapping	North Kirklees PCT, Kirklees Neighbourhood Renewal, Kirklees Highways Service, Metro	Provision of hospital service & transport information to households. Ongoing travel planning activity with stakeholders.	West Yorkshire local authorities,, Metro, NHS PCTs	Revenue funding	Improved access to health and social care services.	Commencing 2006/7	
Real and perceived barriers to accessing health and social care services at the St George's centre, Middleton from South Leeds	Leeds	Mapping, discussions with local partners	South Leeds PCT, Metro, Leeds City Council	Improve provision and quality of travel information. Ongoing travel planning activity with stakeholders.	South Leeds PCT, Metro, Leeds City Council		Improved access to health and social care services.	Commencing 2006/7	

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Barriers to accessing health services on the periphery of Leeds city centre, specifically Leeds General Infirmary (LGI) and the Mount centre	Leeds	Mapping, feedback from stakeholders	Metro, LGI, The Mount	New city centre shuttle bus, providing a frequent, free service from the bus and rail stations and other city centre locations in order to expand accessibility catchments	Metro	Metro, with partnership contributions	Improved access to health services	Commencing 2006/7	Indicator: Proportion of people within 30 minutes travel time by public transport of nearest hospital.
Real and perceived barriers to accessing the expanding Eccleshill Health Campus for communities in North Bradford and parts of Leeds.	Bradford / Leeds	Mapping, local research and consultation with communities	North Bradford PCT, Metro	Improve provision and quality of travel information, investigate alternative travel options. Ongoing travel planning activity with stakeholders.	North Bradford PCT, Metro	Existing revenue resources, possible LTP capital for small infrastructure and possible revenue commitment from other partners (to be investigated).	Improved access to health and social care services.	Commencing 2006/7	
Bradford Royal Infirmary (BRI). Staff and patient records show high numbers travelling from Aire Valley/Baildon (data available) but long journey times with interchange.	Bradford	Mapping, feedback from stakeholders, staff and patient records (through travel planning activity).	Metro, BRI	Gather evidence and develop a business case for further approaches to operators, explore alternative solutions and funding opportunities.	Metro, BRI	To be identified through business case development		TBC	Indicator: Proportion of people within 30 minutes travel time by public transport of nearest hospital.

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Education									
Access to 16-19 education including special needs students	West Yorkshire	Consultation with Travel Plan contacts at Further Education Colleges	Metro, District Education Partnerships, Colleges, Connexions, Learning & Skills Council	Work with education partnerships to develop greater understanding of student travel needs and existing interventions. Review & develop student ticketing policies across West Yorkshire. Provision of transport information to prospective students. Improved information and marketing of ticketing options for students (Student Plus discounted ticket).	Metro	Existing revenue sources	Improved evidence base for decision making and future actions	Commencing 2006/07	

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Access to 16-19 education	North Kirklees (Heavy Woollen Area), Rural South Kirklees	Kirklees Learning Partnership 'Review of 14-19 Education 2003'. Melia Review of 14-19 Education & Training in North Kirklees 2004. Consultants study, Accession mapping & analysis, Dec 2005.	Kirklees Education Service, Kirklees Highways Service, Metro	Provision of transport information to prospective students. Improved information and marketing of ticketing options for students (Student Plus discounted ticket).	Kirklees Education Service	Kirklees Education Service, Kirklees LTP/ Revenue, Metro	Improved awareness of post 16 education services and transport options	Starting 2006/7	Investigate the feasibility of measuring improved awareness of post 16 education services and transport options.
Food Shops / Health									
Access to local shops & services	Littletown & Mill Bridge, Cleckheaton (North Kirklees)	Kirklees Highways Service commissioned study by Huddersfield University Oct 05 - March 06 undertaking audit of shopping services, walking routes & consultation exercise	Spennymoor Local Area Committee, Huddersfield University, Kirklees Environment Unit, Kirklees Highways, Kirklees Culture & Leisure Service, North Kirklees PCT	Maps of services & walking routes distributed to households, Possible pedestrian signing & infrastructure improvements	Kirklees Highways	Spennymoor Local Area Committee, Kirklees Highways LTP	Support viability of local shopping centre & encourage walking	Commencing 2006/7	

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
General									
Pedestrian access to local shops & services for residents in Ovenden	Ovenden (Neighbourhood Management Pathfinder area)	Local data and consultation. 'Access to services' is a key theme of the pathfinder programme.	Ovenden Initiative, CMBC Transportation	Pilots - pedestrian audits/access improvements. Address barriers to walking.	Ovenden Initiative, CMBC Transportation	CMBC Revenue / LTP Capital, Ovenden Initiative	Improved access to local services	2006/7	Under development.
Older People									
Barriers to public transport use contributing to social isolation amongst older people. Availability, reliability, cost, customer service, physical barriers.	West Yorkshire	Local consultation with older people and service providers. Local research e.g. Driven report.	Metro, bus operators, district councils, West Yorkshire Community Transport Forum	Bus strategy interventions, including delivery of a more accessible network, consideration of the role of demand responsive and community transport, improving physical accessibility to the network, improving the customer/driver interface. Review of Accessbus. Community transport capacity building project (subject to funding).	Metro, bus operators, local service providers	LTP, Yorkshire Forward (Community transport capacity building)	Improved satisfaction of public transport for older people.	Commencing 2006/7	We will use the target L2, and indicator LTP5 to monitor success in this area.

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Rural areas									
Access to local services from rural communities	West Yorkshire	Accessibility mapping and local evidence.	West Yorkshire Rural Transport Partnership Forum	Ongoing provision and development of rural transport services and Taxibus services. Ongoing use of accessibility mapping, community and stakeholder consultation to identify accessibility gaps, interventions and funding sources. Rural interchange projects, shopmobility, Wheels to Work, rural car clubs (subject to YF funding).	Metro, West Yorkshire Rural Transport Partnership Forum.	RBCC. RTP Delegated fund 2006/7 (TBC). Rural Bus Service Grant (until 2008). Yorkshire Forward	Improved access to local services and facilities for residents of rural areas.	Ongoing	Under development.
	Rural South Kirklees	Kirklees Highways Service commissioned survey of service providers & users undertaken Jan 06, to identify & prioritise needs	Denby Dale Centre, Kirklees Highways, Kirklees Rural Transport Partnership, Metro	Funding bid to Yorkshire Forward for Voluntary Community minibus service	Denby Dale Centre	Investigation: Kirklees Highways LTP/Revenue Delivery: Local Area Committees, Yorkshire Forward	Assistance in providing local community bus services	TBC	Under development.

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Mobility									
Access and acceptability of public transport for people with disabilities and learning difficulties. Physical accessibility of infrastructure and vehicles, driver attitudes.	West Yorkshire	Local consultation with people with disabilities and learning difficulties and service providers. Local research e.g. People in Action My travel project report, Driven report.	Metro, bus operators, district councils	Bus strategy interventions, including delivery of a more accessible network, consideration of the role of demand responsive and community transport, improving physical accessibility to the network, improving the customer/driver interface. Review of Accessbus. Information provision.	Metro, bus operators, West Yorkshire Community Transport Forum, local service providers e.g. People in Action	WYTESA, LTP2 Capital Programme	Increase in the number of drivers trained and improved customer satisfaction	Commencing 2006/7	Under development.
Employment									
Community severance and poor pedestrian access for communities on the periphery of the city centre creating barriers to employment.	Leeds	Evidence of community severance in Leeds. Mapping of access times on foot. Discussions with local partners.	Leeds City Council, Jobcentre Plus.	Package of measures for pedestrian improvements. Provision of training and information for local jobseekers.	Leeds, Jobcentre Plus	LTP2 Capital Programme	Reduced levels of economic inactivity.	Commencing 2008/9	We will set a target to increase the proportion of households adjacent to the city centre which are within a 20-minute walk of the centre.

APPENDIX C
ACCESSIBILITY STRATEGY

Issue	Location	Evidence	Partners	Proposed Actions	Responsibility	Funding source	Outcomes	Timescale/ Milestones	Indicator/ Target
Poor access to employment in Aire Valley Leeds regeneration area for local communities.	Leeds	Aire Valley Leeds Employment Team, including evidence from local employers.	Aire Valley Leeds Employment Team (Jobcentre Plus and Leeds Jobs and Training).	Identify accessibility issues affecting local communities. Use of mapping to identify local catchment areas. Identify skills shortages. Provide training and information for local jobseekers. Inform refinement of Transport Strategy.	Leeds, Aire Valley Employment Team, Metro	TBC	Reduced levels of economic inactivity.	Commencing 2006/7	Over the course of LTP2 we intend to set a target to reduce levels of economic inactivity in wards adjacent to the Aire Valley area
Limited public transport to employment sites located near motorways and major new development areas.	West Yorkshire	Invest Connect Enhance (ICE) new routes to employment, study, mapping, discussions with local partners.	Under development.	Ongoing role of travel plan activity, influencing DC and land use planning.	Metro	Use of section 106 to secure developer funds, Kickstart bids	Improved access to jobs.	TBC	We are unable to set a target as funding has not yet been secured for substantial actions.
Limited travel horizons, travel cost barriers for job seekers	West Yorkshire	Local consultation with job seekers and Jobcentre Plus, Connexions report, national research.	Jobcentre Plus, West Yorkshire West Yorkshire local authorities,, Metro	West Yorkshire Travel for Work Partnership Project: information and ticketing interventions	Metro, Jobcentre Plus	Yorkshire Forward Sub Regional Investment Plan (to be approved)	Improved access to jobs.	Commencing 2006/9	Under development.

MEASURING OUR SUCCESS

Targets

We recognise the importance of setting outcome based targets to deliver accessibility improvements. Our work to date has identified a range of issues which require further investigation before we are able to set meaningful targets. For example in Aire Valley Leeds we could currently set a journey time based target for travel to employment sites in this area, but this would not reflect the work being done to deliver skills and training in the target areas. We anticipate being able to set a target to reduce unemployment in areas adjacent to Aire Valley Leeds in future Annual Progress Reports.

Our Action Plan details the range of issues identified and similarly we expect to be able to set outcome targets for the majority of these during the period of LTP2.

There is a requirement in LTP2 to set at least one accessibility target. Through consultation and mapping our analysis of accessibility issues has identified that the proposed reconfiguration of health services across West Yorkshire is a key priority. Currently 85% of households are within 30 minutes of a hospital by public transport. For households without access to a car the figure is 89.5%.

As specified in our Action Plan partnership working with the health authorities aims to ensure that the reorganisation of health services does not have a negative impact on accessibility. We therefore propose a target to ensure that these levels of accessibility do not decline.

A full explanation of the target is contained in Appendix E.

DEVELOPING ACCESSIBILITY PLANNING PARTNERSHIPS

The development of a strong, committed relationship with partners is a key objective within the accessibility planning process. Although the process is being taken forward by the transport sector, successful implementation will require that partners take an active role in developing and delivering solutions. This may include making changes to the way that services are delivered.

At a strategic level, the development and delivery of accessibility planning is being reported through and aligned with the Transport theme group of the WYEP. This relationship aims to achieve high-level recognition and buy in to the accessibility planning process in West Yorkshire.

Early development of partnership working involved engaging with stakeholders at a West Yorkshire level. In order to further develop the accessibility planning process partners have also been engaged at a local district level.

Stakeholder engagement to date has aimed to raise awareness of accessibility planning and identify accessibility issues at a strategic and local level. This has involved:

- an internal seminar for land use planning officers;
- two initial awareness raising accessibility planning seminars in West Yorkshire, giving examples of best practice and local case studies. Over 100 stakeholders from across West Yorkshire attended the events, representing key organisations such as Jobcentre Plus, Primary Care Trusts, NHS Trusts, Planning authorities, education transport and regeneration partnerships. These events highlighted to partners the benefits of involvement in the process;
- circulation of the outline accessibility strategy to stakeholders across West Yorkshire;

- consultation with stakeholders and public sector partners on accessibility issues which has raised the profile of accessibility planning; and
- the organisation of two national Beacon Conferences on accessibility planning. These conferences were designed to facilitate information sharing between practitioners and were very well received.

Stakeholders have formally supported the development and delivery of accessibility planning and letters of commitment have been received from the partners shown in Table C.2.

Table C.3 sets out our approach to engaging with stakeholders. The engagement plan is a 'living' document, which will be referred to on a regular basis and will be updated according to developments in the accessibility planning process.

Table C.2 List of organisations committed to supporting accessibility planning

Organisation	Location/Coverage
Calderdale PCT	Calderdale
Eastern Wakefield PCT	Wakefield
Education Leeds	Leeds
Job Centre Plus	Wakefield
Job Centre Plus	Huddersfield
Learning and Skills Council West Yorkshire	West Yorkshire
Leeds Mental Health NHS Trust	Leeds
North Bradford PCT	Bradford
North Kirklees PCT	Kirklees
The Mid Yorkshire Hospitals NHS Trust	Wakefield
Wakefield Local Education Authority	Wakefield
West Yorkshire Strategic Health Authority	West Yorkshire
Yorkshire Forward	Yorkshire

Table C.3 Stakeholder engagement plan

Stage of Accessibility Planning	Purpose of stakeholder involvement	Stakeholder Organisations	Methodology	Timescales	Responsibility	Completed
<p>Stage 1: Strategic Accessibility Assessment and development of outline Accessibility Strategy</p>	<p>Making stakeholders aware of Accessibility Planning. Seek early feedback from partners on their perceptions of accessibility issues within their service areas. Kick start the partnership process and identify practical mechanisms for taking the accessibility planning process forward in West Yorkshire. Inform the development of the outline accessibility strategy.</p>	<p>Yorkshire Forward LSPs Strategic Health Authority JobCentre Plus Primary Care Trusts Acute Trusts Mental Health Trusts Ambulance Trust Health inequalities partnerships Learning and Skills Council Learning Partnerships Colleges Local authorities: Planning services Education services Neighbourhood Renewal Economic development Social services Leisure services</p>	<p>Accessibility planning seminars and workshops. Attended by over 100 delegates.</p>	<p>April 2005</p>	<p>Metro and the five West Yorkshire district authorities</p>	<p>✓</p>

APPENDIX C
ACCESSIBILITY STRATEGY

Stage of Accessibility Planning	Purpose of stakeholder involvement	Stakeholder Organisations	Methodology	Timescales	Responsibility	Completed
	Provide stakeholders with an opportunity to support the outline accessibility strategy and demonstrate their commitment to the accessibility planning process.	Key stakeholders from the above list.	Letter requesting statements of support from stakeholders.	May 2005	Metro	✓
	<p>Feed back to stakeholders following the accessibility planning seminars held in April.</p> <p>Feedback from stakeholders at the events has been incorporated into the outline strategy.</p>	All stakeholders who attended or were invited to the seminars.	Outline strategy to be circulated by post/e-mail.	July 2005	Metro and the five West Yorkshire district authorities	✓

APPENDIX C
ACCESSIBILITY STRATEGY

Stage of Accessibility Planning	Purpose of stakeholder involvement	Stakeholder Organisations	Methodology	Timescales	Responsibility	Completed
<p>Stage 2: Local Accessibility Assessments</p>	<p>Inform the development of Full Accessibility Strategy. Strengthen stakeholder involvement. Issue identification. Data and evidence gathering. Prioritisation of areas, groups and issues for further action. Development of local indicators.</p>	<p>Checklist of essential stakeholders to be developed for use in each district authority. LSPs should play a key role. Should include service user/interest groups as well as service providers.</p>	<p>Toolkit to be developed for use in each district authority. Activity to include: presentations at and feedback from LSPs, meetings with individual organisations, seminars and workshops with thematic and/or geographic focus, telephone discussions, and use of pro-formas for issue identification.</p>	<p>June 2005 – December 2005</p>	<p>To be led by individual district authority within their areas, with support from Metro; with active involvement of stakeholders.</p>	✓
<p>Stage 3: Option appraisal and identification of Resources and Stage 4: Accessibility plan preparation</p>	<p>Inform the development of Full Accessibility Strategy. Identifying locally appropriate actions to tackle identified accessibility priorities. Develop local action plans.</p>	<p>As above.</p>	<p>Toolkit to be developed for use in each district authority. Activity to include workshops, discussions, meetings, mail out for partners to ratify the outcomes.</p>	<p>October 05 – March 2006 and onwards</p>	<p>To be led by individual district authority within their areas, with support from Metro; with active involvement of stakeholders</p>	

APPENDIX C
ACCESSIBILITY STRATEGY

Stage of Accessibility Planning	Purpose of stakeholder involvement	Stakeholder Organisations	Methodology	Timescales	Responsibility	Completed
Final strategy sign off	Stakeholder ratification of and sign up to the full accessibility strategy.	As above.	Draft full strategy to be circulated by post/e-mail, at partnership meetings and events. Stakeholders to be informed of mechanisms for providing feedback on the strategy.	January 2006 – February 2006	The Partnership	
Stage 5: Performance monitoring and evaluation	Action plan implementation Establishing indicators, targets and monitoring frameworks.	As above.	Development of work stream partnerships to take forward local action plans	February 2006 - 2011	To be led by the most appropriate partner, either district authority, Metro or other stakeholders.	

MOVING FORWARD

The wide range of issues identified within this strategy is not exhaustive, and it is recognised that issue identification through mapping, consultation and stakeholder engagement will be an iterative process. The process to date has already identified a number of areas which require further investigation, such as accessibility issues in Neighbourhood Renewal areas in Bradford.

Throughout the period of LTP2 we will continue to engage with stakeholders to identify and address other issues and ultimately to embed the principles of accessibility planning into the way services are developed and delivered.

Through the development and delivery of joint actions identified within our Action Plan we will develop best practice to inform the development of future actions.

The Action Plan will be updated annually to reflect progress in delivering against existing issues, and the ongoing identification of new areas of work. Progress made on delivering improved accessibility will be reported in the APR.