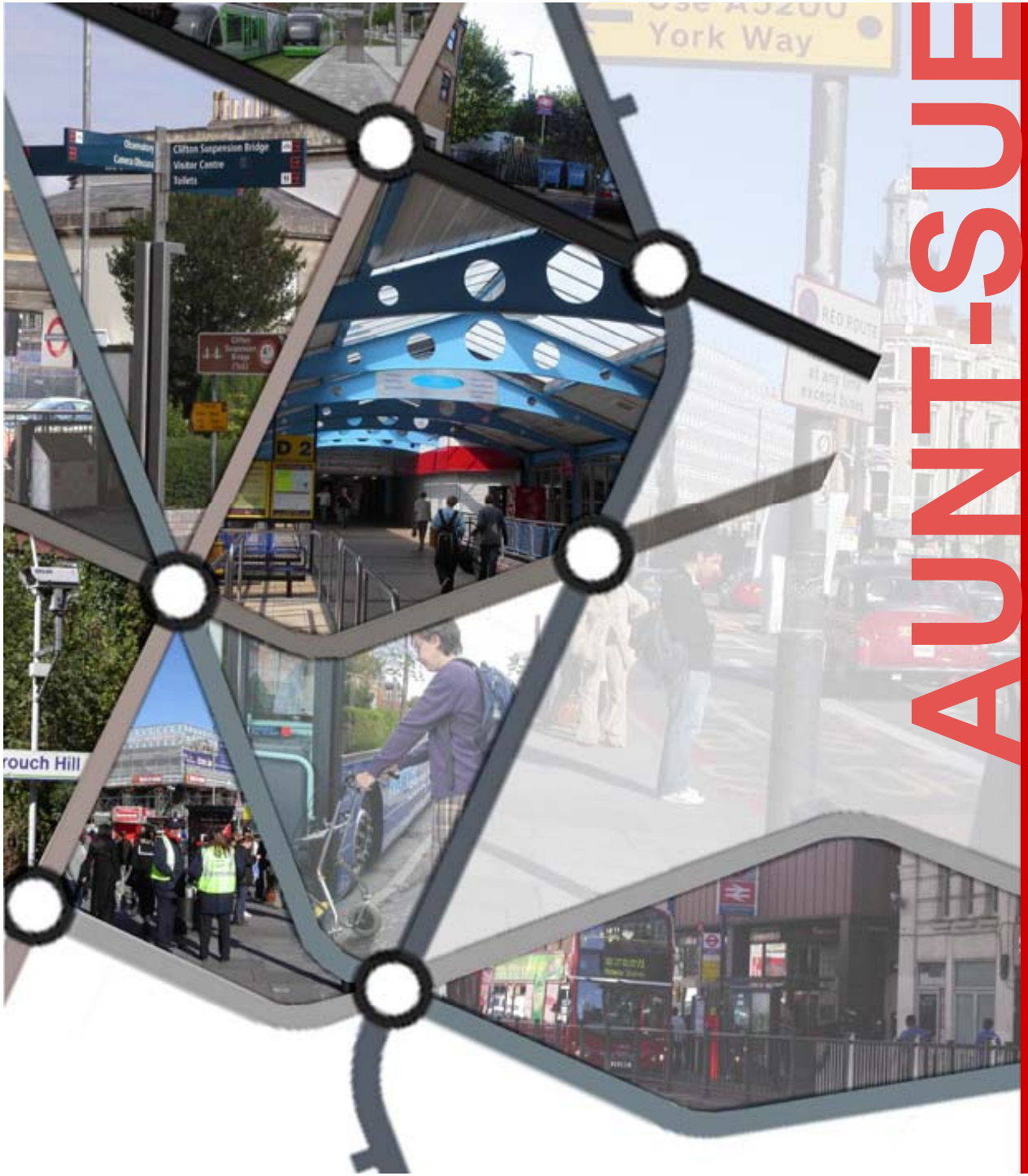

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Accessibility and User Needs in Transport for Sustainable Urban Environments

Whole Journey Environment

Prof Graeme Evans, PI

Whole Journey Environment

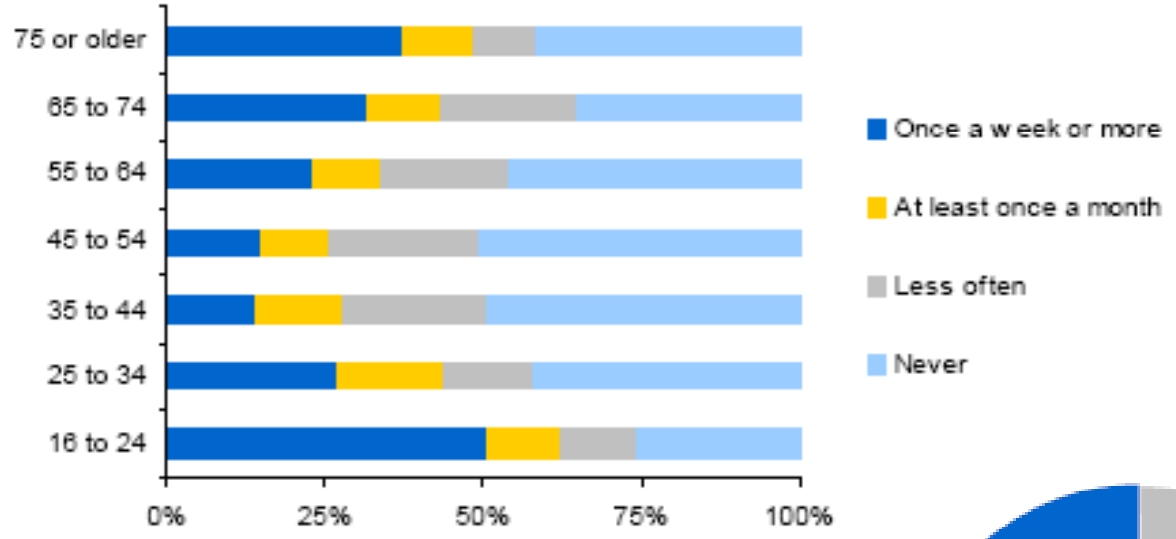
- Every journey starts or finishes with a walk or a cycle - the concept of the *whole journey environment* is therefore concerned with the journey from origin, i.e. home to destination, e.g. work, as well as spaces and facilities in between

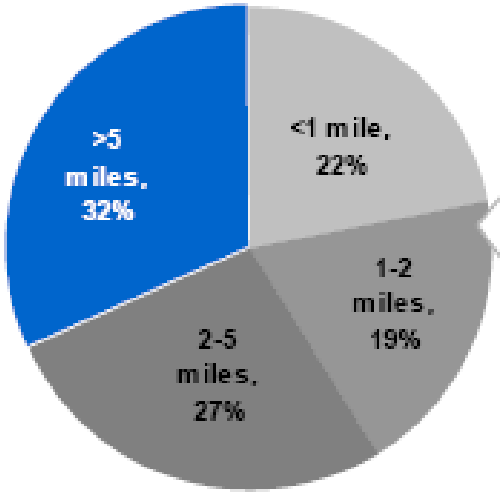
- In making their travel decisions, passengers do not differentiate between the elements of the journey but on their perception of the whole journey.

- *A broken paving stone under a failed street lamp is a deterrent to walking it is of no use to say "as much as" or "more than" or "less than" fear of attack**; if the environment stops someone from walking, it is not a matter of degree*** (Stafford,1999)

Bus use is highest amongst young adults and the elderly

Frequency of bus use by age group[4]





68% of current trips are under five miles. Spatial planning policy could increase this proportion if developments were higher density or more permeable

Consultation, Engagement and Communication

- Inclusive consultation: include ***hard to reach*** groups

- Combining participatory design, visualisation & consultation *works*

- ***Local knowledge*** counts - *use it*

- ***Triangulation*** is crucial to an effective evidence base for decision-making, evaluation and governance:

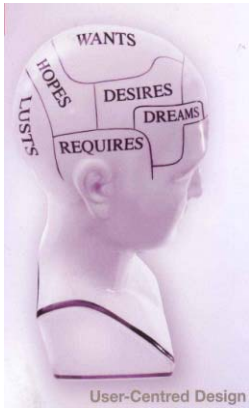
Macro - Meso - Micro scales of accessibility and mobility

Catchment/Impact area - Neighbourhood - Individual levels

Socio-Cultural - Environmental - Design factors

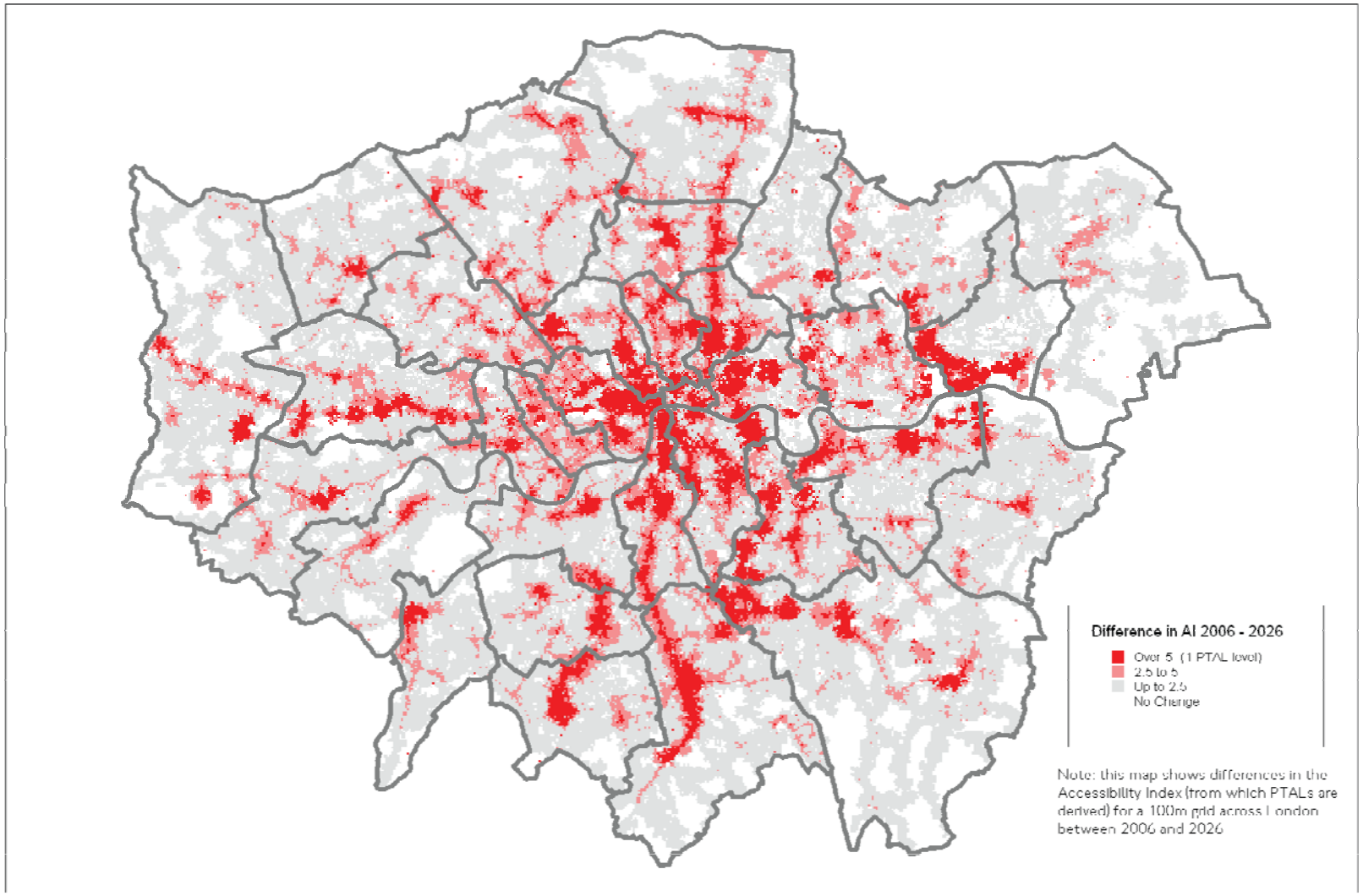
Key findings

- Accessibility benchmarking: *needs* not standards-led



- Importance of amenities, design and service quality

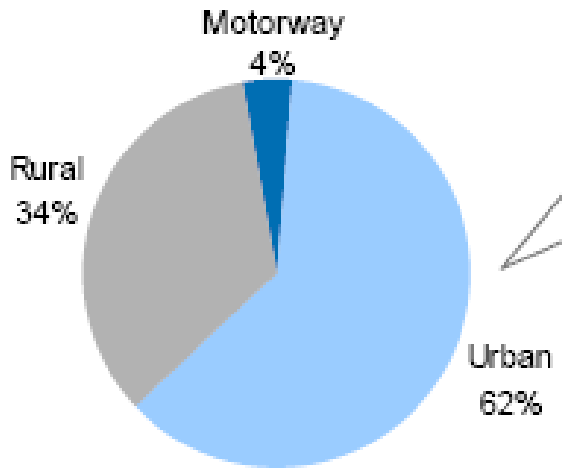
Public Transport ‘Access’ not Accessibility



Community safety and deprivation

The majority of killed and seriously injured (KSI) casualties occur on urban roads

Breakdown of KSI casualties in 2007 by road type (percent)[1]



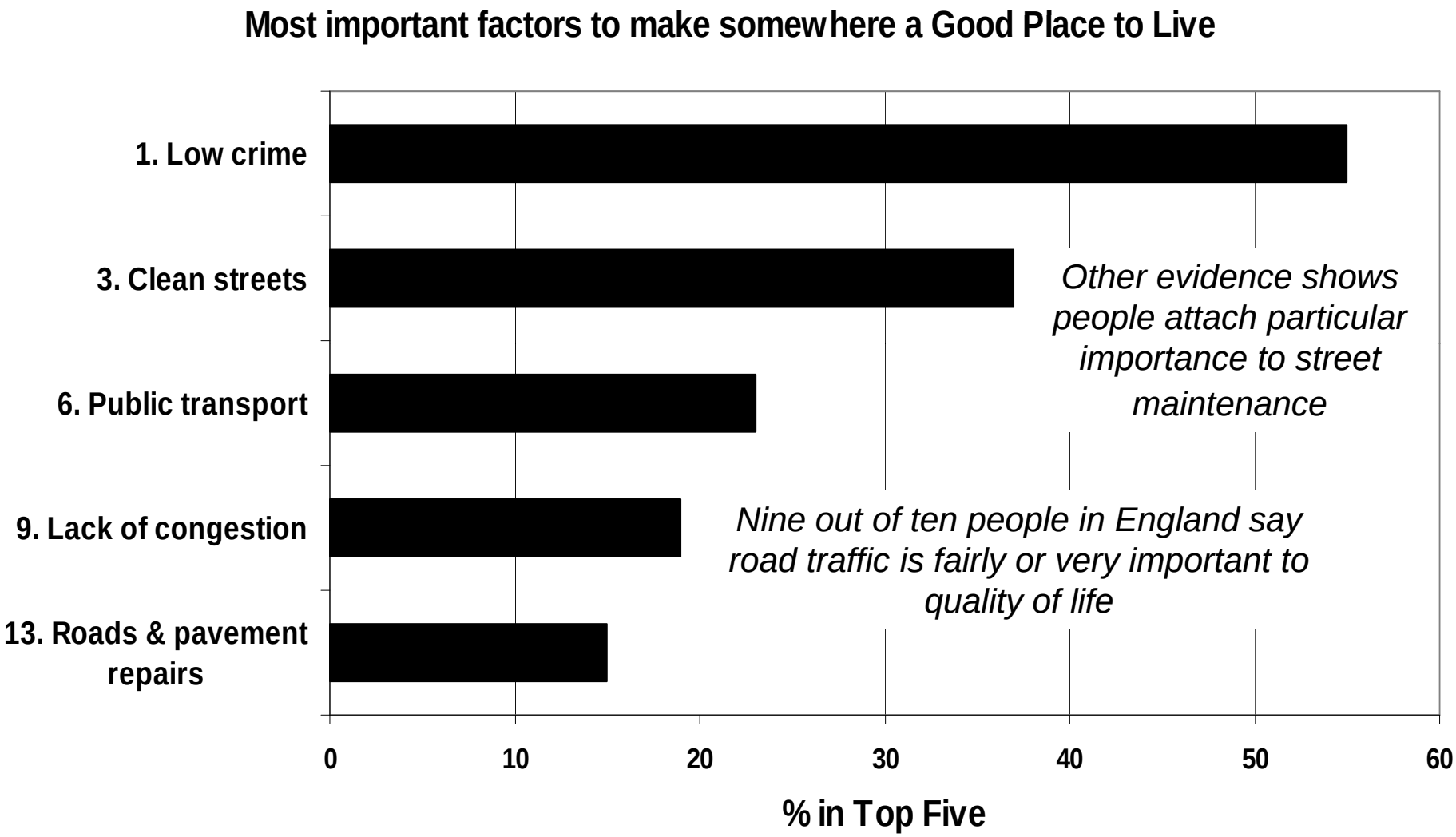
Of the 247,780 total road casualties in 2007, 2,946 were fatal[1]

In 2007 12% of people involved in road accidents were from the 10% most deprived areas, whilst 8% were from the 10% least deprived[4]

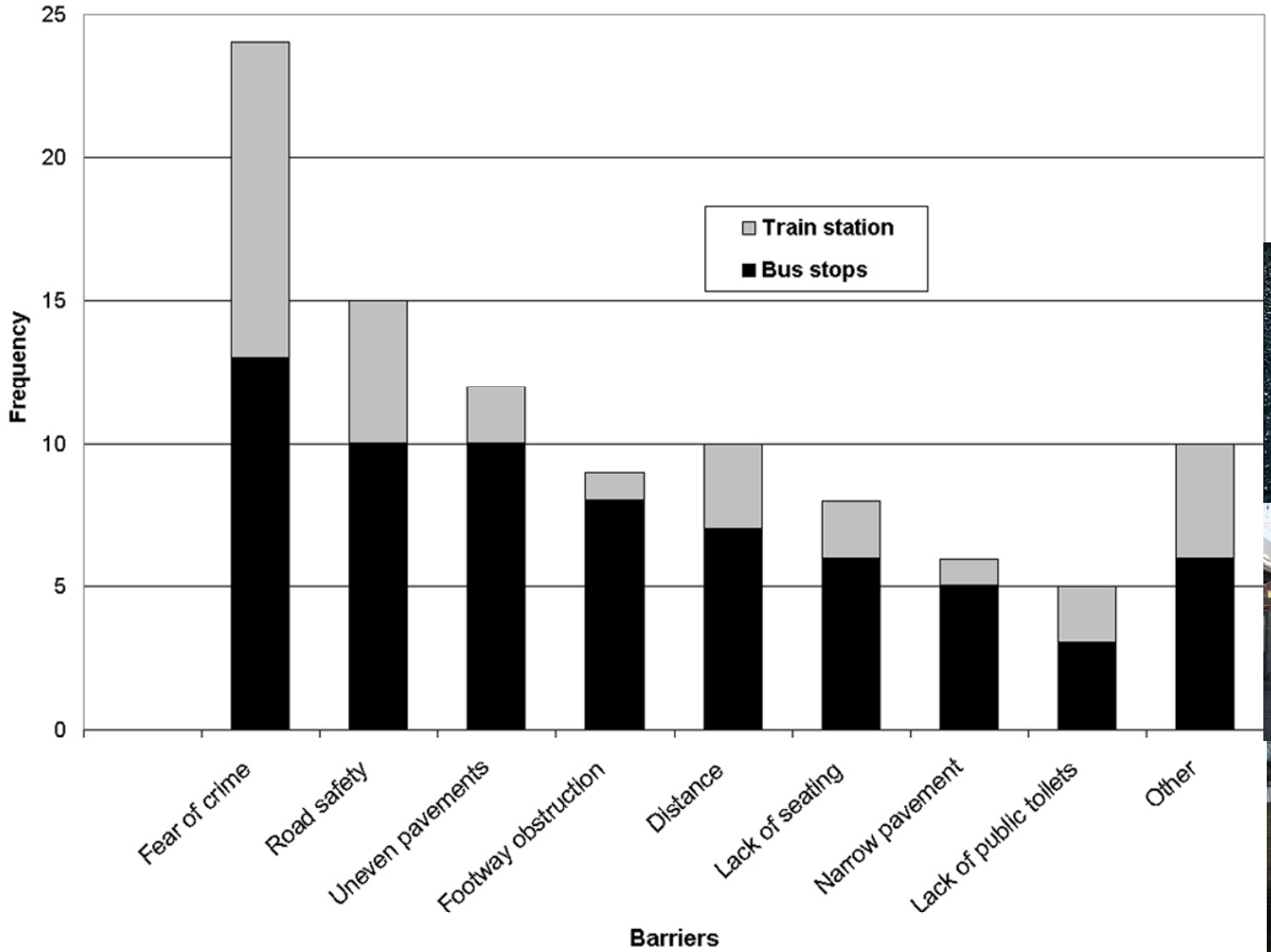
Those involved in fatal or serious accidents are disproportionately young, male or from areas of high deprivation

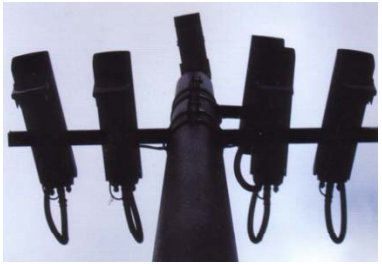
- 15-25 year olds represent approximately 15% of the population but account for 30% of urban road accidents[2]
- 75% of all British road deaths are among men in 2007[3]
- those living in the 10% most deprived areas were one and a half times as likely to be involved in a road accident relative to those living in the 10% of least deprived areas

Fear of Crime & Community Safety are No.1 concern



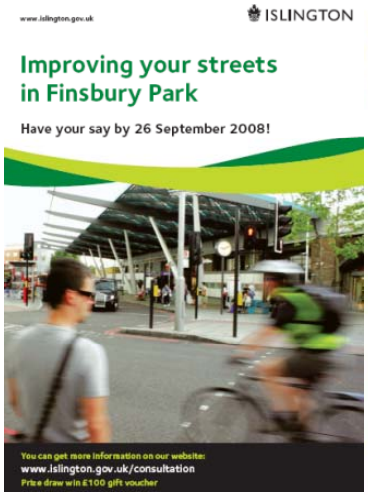
Barriers to public transport access - Our Findings

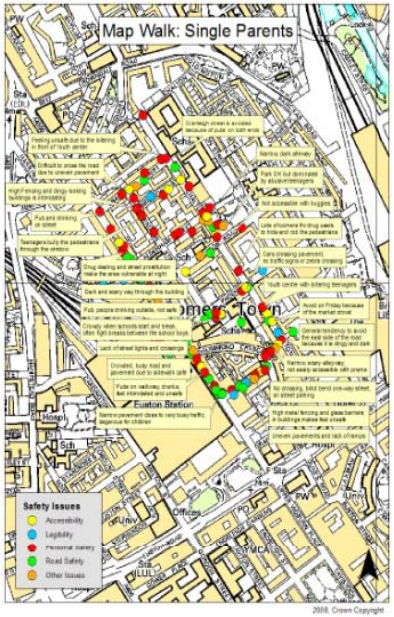


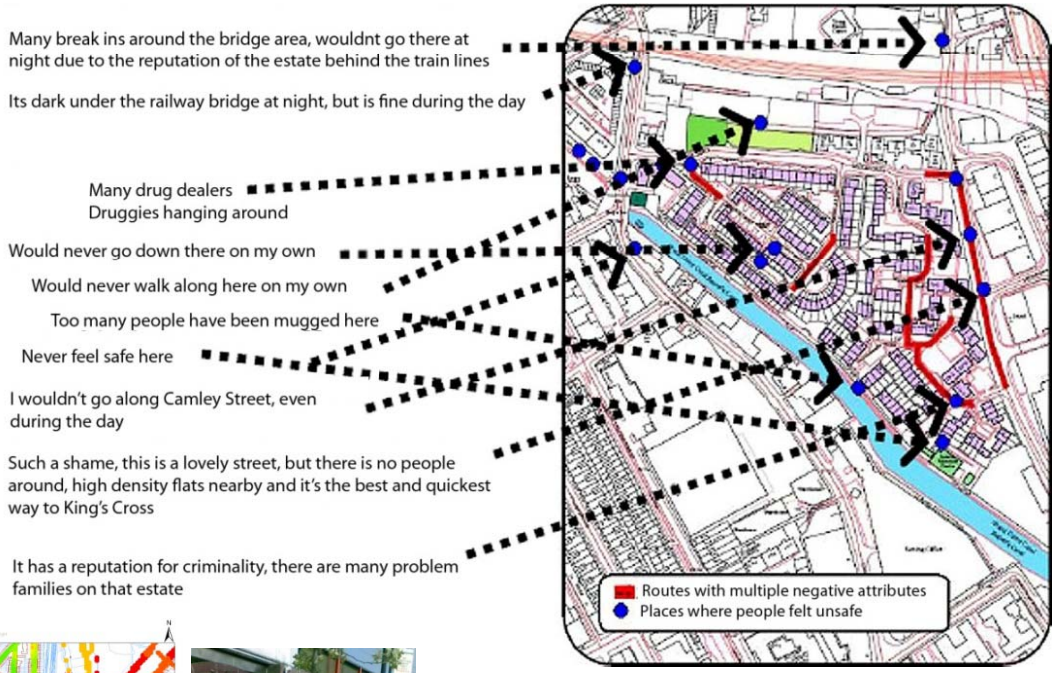


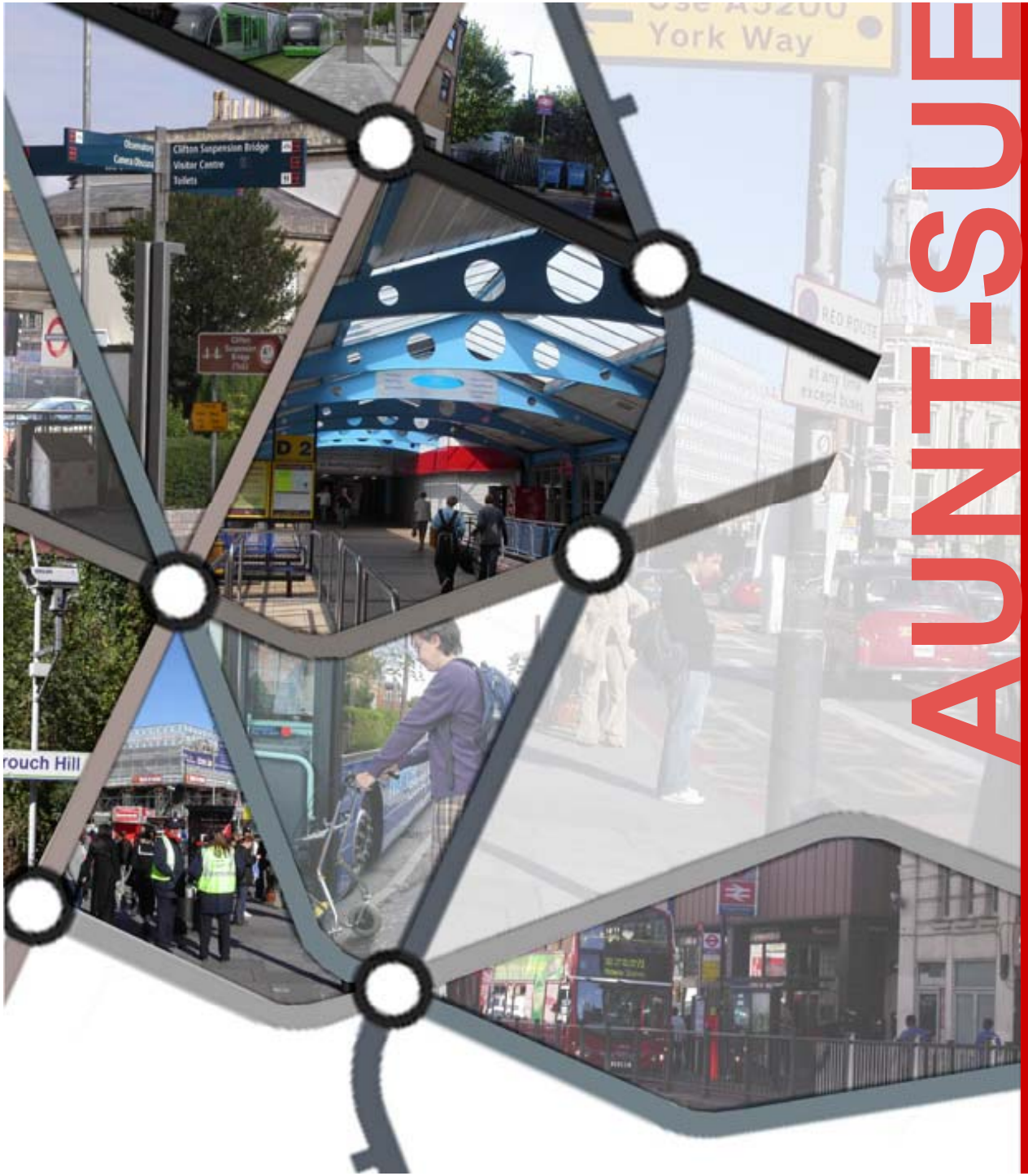
Key finding - consultation

- Involving communities in consultation about their neighbourhood and access to transport and amenities, benefits from participatory and active engagement









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