

Appendix C – Accessibility Evidence Base

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Accessibility is being treated outside the 'Existing' and 'Future' definitions because it deals with an element of the transport network that may change little over the next 15 to 25 years and, if it does change substantially, could not be forecast here. This element of the network is routing and timetabling of buses and trains, on which accessibility indicators are largely based.

The principal issues identified in the Hertfordshire's Local Transport Plan Accessibility Strategy 2006/07 – 2010/11, on page 3, are; taking up and keeping employment, participating in learning, accessing healthcare, and accessing locally available healthy and affordable food. When combining the accessibility analysis with analysis of deprived wards it has been identified that there are six wards within the county that require further consideration but of these only Flamstead End in Broxbourne is considered to be in need of further action through the Broxbourne Local Strategic Partnership, due to the low car ownership of the ward.

It appears, therefore, that while accessibility is treated as a serious issue in Hertfordshire it is not considered that there are any areas of particular concern. Master planning and new development should however take into consideration the objectives of the Accessibility Strategy and it should be considered as to whether it is desirable to require new development to provide access that meets countywide standards that will work towards achieving core accessibility indicators within the county. These are¹⁹:

- % of a) pupils of compulsory school age; b) pupils of compulsory school age in receipt of free school meals within 15 and 30 minutes of a primary school and 20 and 40 minutes of a secondary school by public transport;
- % of 16-19 year olds within 30 and 60 minutes of a further education establishment by public transport;
- % of a) people of working age (16-74); b) people in receipt of Jobseekers' allowance within 20 and 40 minutes of work by public transport;
- % of a) households b) households without access to a car within 30 and 60 minutes of a hospital by public transport;
- % of a) households b) households without access to a car within 15 and 30 minutes of a GP by public transport; and
- % of a) households; b) households without access to a car within 15 and 30 minutes of a major centre by public transport.

HCC has provided data for access to a variety of destinations. These are assessed in Table C 1 below and the accompanying maps (Figure C 1 to Figure C 5). The grey areas on the maps indicate the presence of development, and therefore Hertfordshire residents. Where there is no accessibility and no grey area this indicates that there is no or only a very small population that has no accessibility (clusters of a few homes are unlikely to be

shown). Where grey areas can be seen this indicates that there is no accessibility for that population.

Table C 1: Walk & Public Transport Accessibility to Important Destinations

| | |
|---|---------------|
| Railway Stations | Map A2 |
| <p>Most urban areas have central rail stations with much of the town within 1.2km of the station. Hemel Hempstead and Stevenage stations are detached from the main populace due their location on the fringe of the built area.</p> | |
| Primary Schools | Map A3 |
| <p>All built areas, including villages are catered for, however, the fringes of towns have walking distances up to half an hour that may be unacceptable for primary school children.</p> | |
| Secondary Schools | Map A4 |
| <p>Most of the county has a reasonable journey time to a secondary school either walking or by public transport. Some rural areas have journey times approaching 1 hour, which will discourage the use of sustainable modes.</p> | |
| FE Colleges | Map A5 |
| <p>Towns have good access to FE colleges and many rural areas have journey times less than half an hour. Some parts of East Hertfordshire experience complete inaccessibility by walking and public transport.</p> | |
| GP Surgeries | Map A6 |
| <p>Most built areas, including villages, are within half an hour of a GP surgery. Where walking forms a significant part of the journey it may be inappropriate for trips to these destinations.</p> | |
| Hospitals | Map A7 |
| <p>Hospitals are not accessible by walking and public transport for substantial rural areas. Even in urban areas journey times are approaching 30 minutes, which may be inappropriate where A&E services are required.</p> | |
| Retail Centres | Map A8 |
| <p>Almost all built areas have good (sub 30 minute) access to retail centres.</p> | |
| SOAs with 500+ jobs (Employment) | Map A9 |
| <p>All residents have good access to areas of employment, with only a small number of rural areas having a maximum journey time of 40 minutes.</p> | |

Figure C 1: Employment (SOAs with more than 500 jobs)

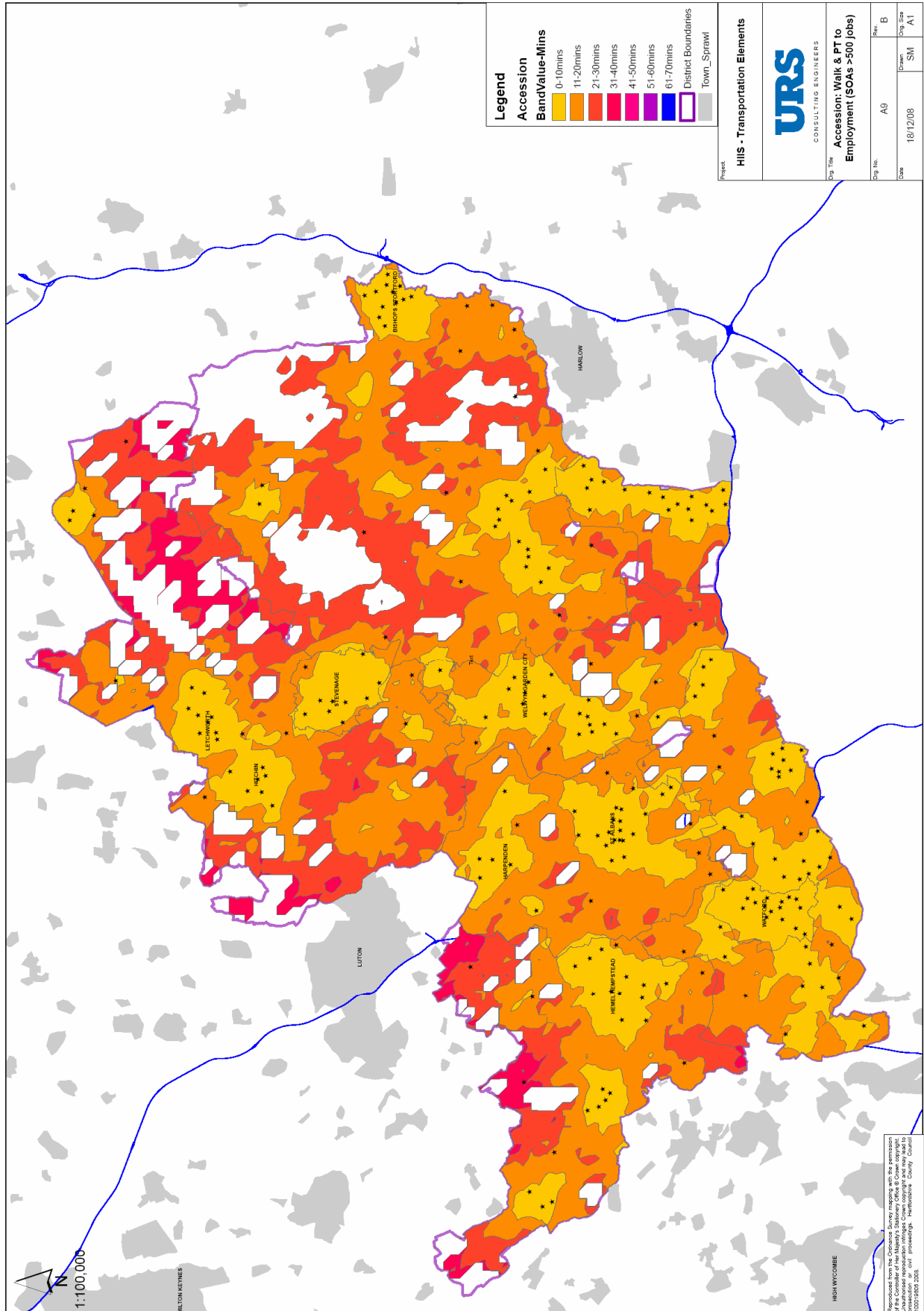


Figure C 2: Retail Centres

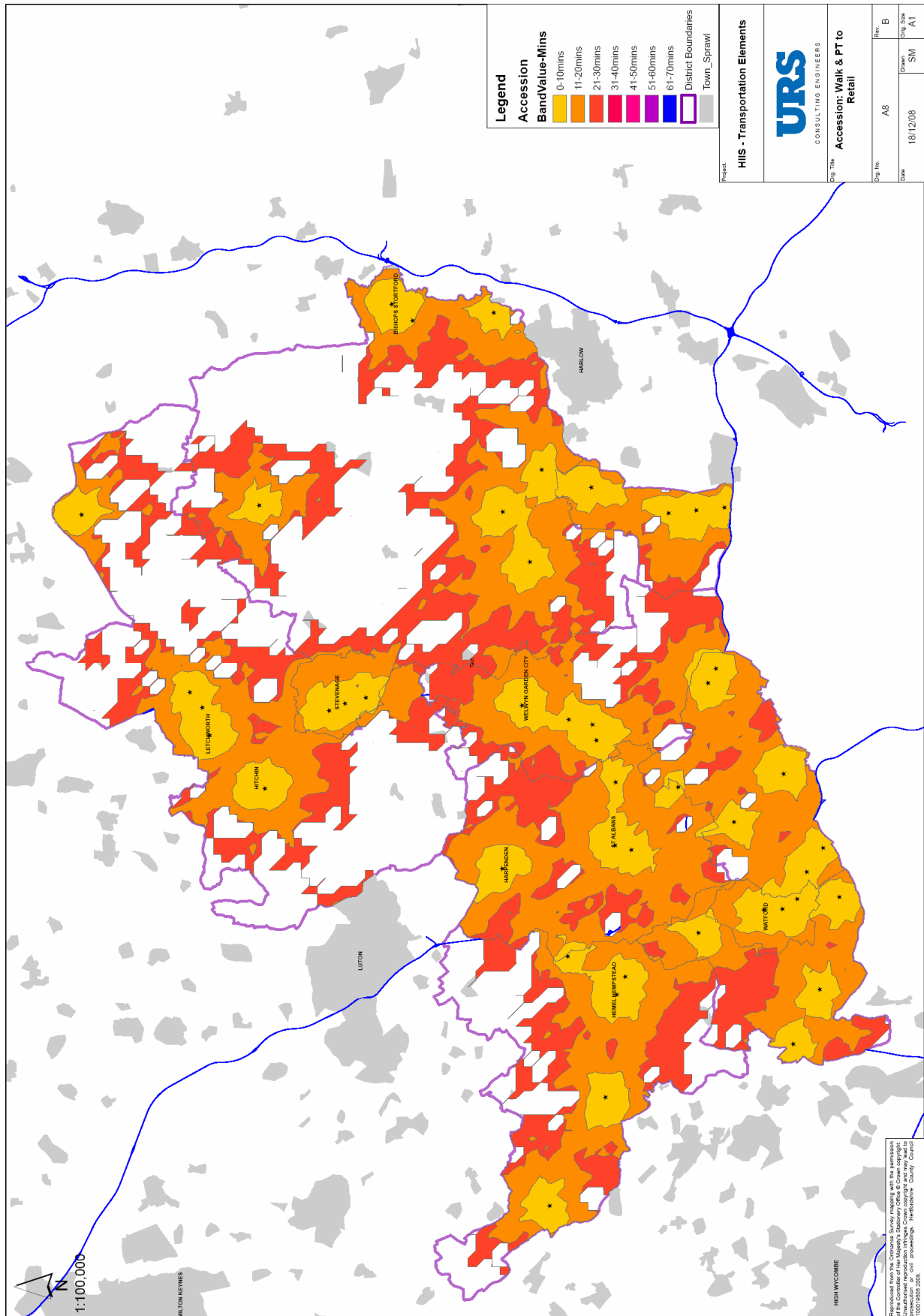


Figure C 3: Health – GPs

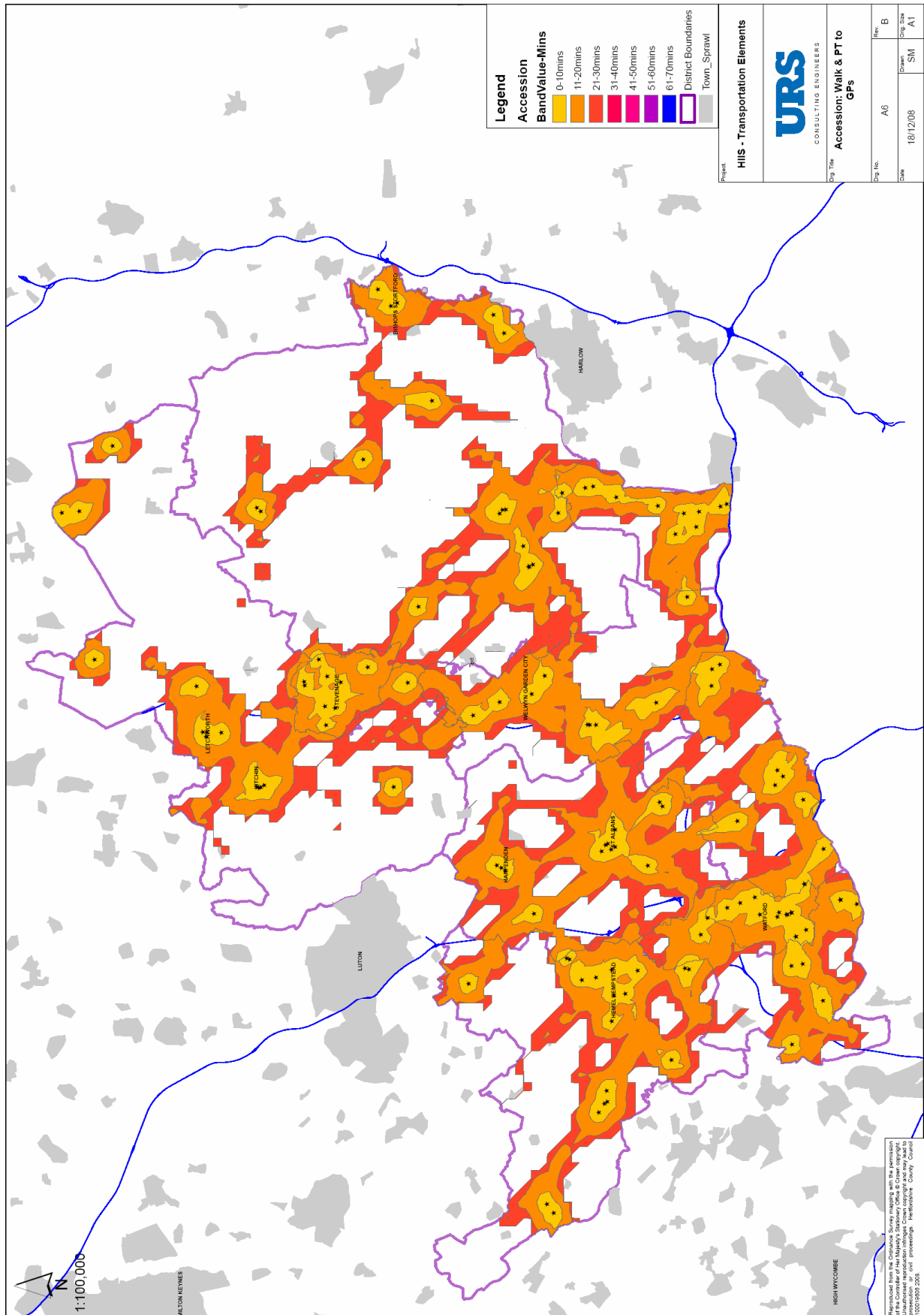


Figure C 4: Secondary Education

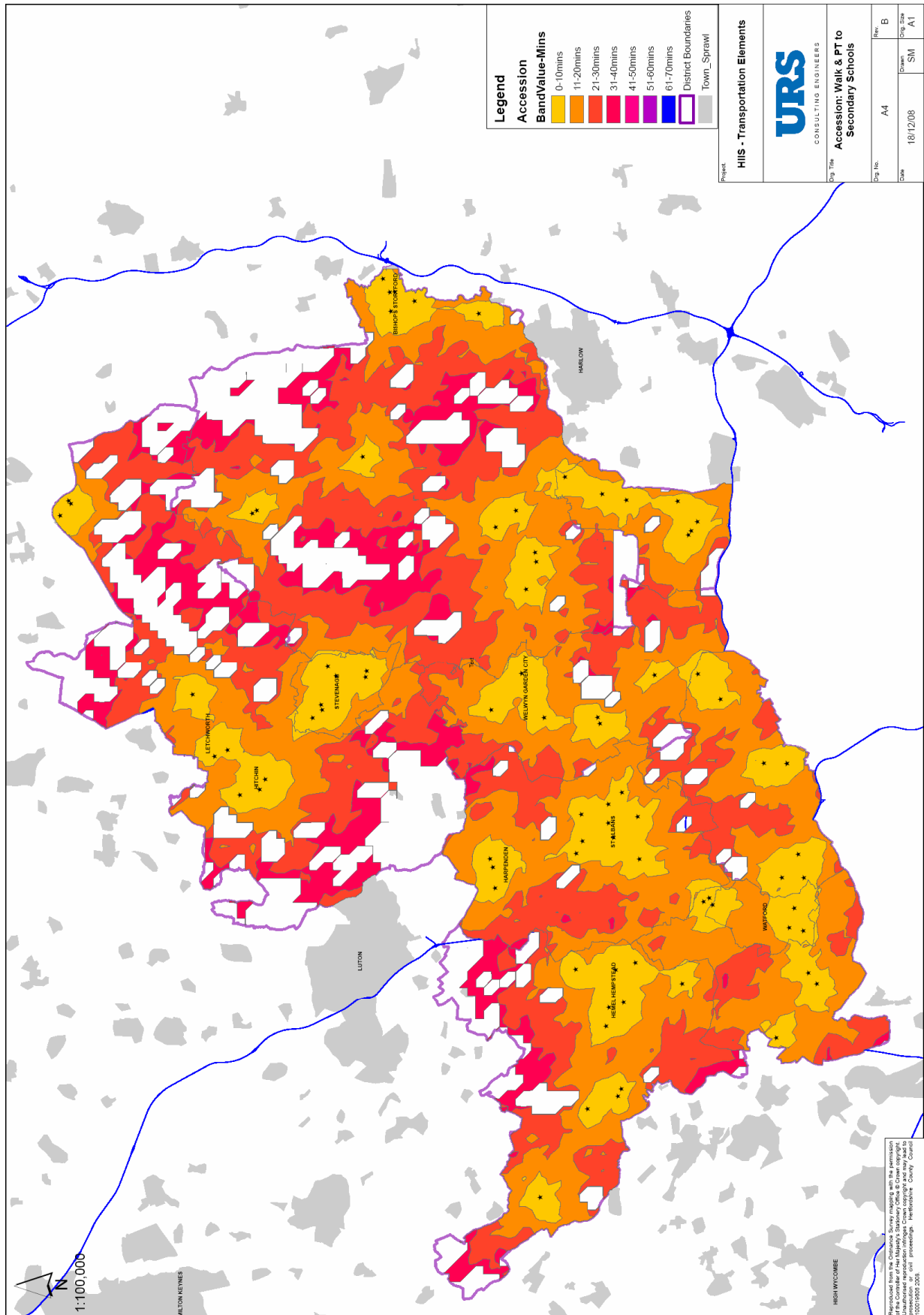


Figure C 5: Further Education

