



Age Friendly York

Age Friendly York

Getting Out and About - Baseline Assessment

A. Your Journey

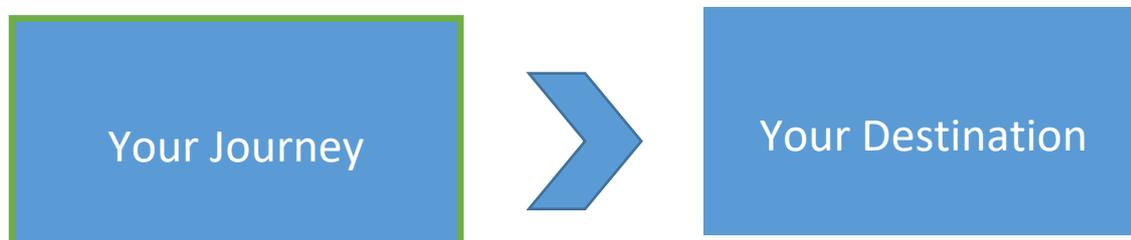
1. Private
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A. Your Journey



Getting out and about is an important consideration when getting older as having an active life will improve or maintain wellbeing as well as lifespan. This was supported by a three year longitudinal [co-motion study](#) in York where there was a consistent message regarding the importance of getting out and about.

Nationally the Advancing our Health in the 2020's consultation document states "The government recently strengthened planning guidance to encourage more areas to consider cycling and walking within local development plans, and other ways of getting people more physically active. Work is also underway to make public transport more inclusive - so disabled people, including those with less visible disabilities such as autism, have the same opportunities to travel as everyone else."

The World Health Organisation had an age friendly check list, in York we have called our first domain "[Getting Out and About](#)" with this first section being called "Your Journey".

The relevant World Health Organisation checks for Your Journey have been clustered into:

Transport is:

- Reliable, well-maintained, frequent clean and well lit
- accessible has priority seating and not-overcrowded
- set up to facilitate boarding and waits for passengers to be seated
- set up to ensure drivers are courteous and helpful

Location of pick up points are:

- situated with shelter available for pick up points

- clearly displayed
- set up to reach all parts of York with has good connections

Routes are:

- well maintained with good lighting
- well-regulated with good traffic flow

Pavements are:

- well maintained, free of obstructions and reserved for pedestrians
- non-slip, wide enough for wheelchairs and have dropped curbs to road level
- separate from cycle paths
- well lit

The journey provides:

- sufficient toilets that are clean, well-maintained and accessible
- sufficient seating which is well maintained and safe
- sufficient and well-located pedestrian crossings which are safe for people with different levels and types of disability, with non-slip markings, visual and audio clues and adequate crossing times.
- a positive walking experience with drivers giving way to pedestrians at intersections and pedestrian crossings
- a positive experience by cycle paths being separate from pavements and other pedestrian routes

The types of transportation could be clustered into:

1. Private (walking, cycling, personal vehicle or taxi)
2. Public Transport (for journeys within York this is primarily buses including park and ride and when travelling out of York also includes trains and coaches)
3. Community transport

1. Private

Walking – York is a relatively compact city where many facilities are within potential walking distance. For facilities farther afield walking also forms part of most public transport journeys. In the mid-1980s York City Council adopted a hierarchy of transport users which identified pedestrians as the highest priority. This hierarchy has helped shape transport policies ever since. The Council’s Local Transport Plan sets out a clear priority of means of getting out and about in the city in line with the adopted hierarchy. This is mirrored in the Transport Asset Management Plan which states that the Council is committed to “improve conditions for the convenience and safety of pedestrians by reducing walking times and enhancing the pedestrian environment taking into account pedestrian access, security and the needs of those with mobility issues”

“York is a historic city and, in some parts, uneven cobbled pavements are inevitable. Greater efforts outside the city (for people with mobility issues) would be good to make York more accessible.” (Age Friendly York consultation feedback)

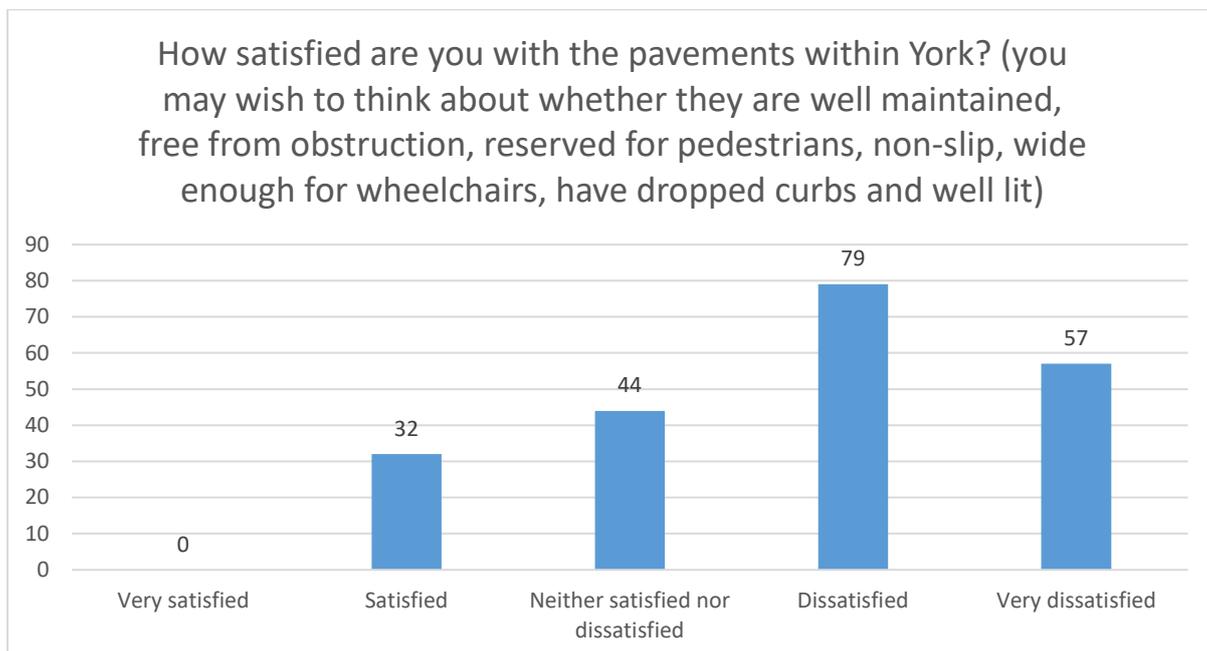
To improve the walking experience the Council has sought to reduce the number of obstructions. An A-Boards policy has now been adopted and a prohibition zone introduced which was well received through resident feedback from the Your Journey consultation in Aug 2019. Other obstructions were identified by some residents, in particular greenery narrowing footpaths. One of the other regular complaints relates to parking on pavements.

“Pathways with hedges/soil on pathway so dangerous for wheelchair uses” (Age Friendly York consultation feedback)

The most significant impact for residents that affected their ability to walk was the quality of the pavements (171 comments) with a number of residents stating they had fallen as a result of the pavement being defective.

“When using my walking aid I find most pavements are uneven causing my walker to stop suddenly and cause me to either trip or fall”

“It’s a mixed bag, some areas are very good some are very poor. This applies particularly in the town centre” (Age Friendly York consultation feedback)



Age Friendly York consultation – August 2019

63.8% dissatisfied with pavements within York.

Dropped kerbs are an important part of the streetscape, particularly for those using wheelchairs. Even though the impact may not be significant (15 comments) to the majority of residents, where it does it can be significant:

“I am not disabled but had to go to the assistance of a man pushing his wife in a wheel chair up the supposedly dropped curb. As it wasn't fitted properly, the wheelchair tipped and the poor lady was tipped into the road. Fortunately she wasn't hurt but obviously very shaken”

The risks of falls externally was also recognised by both the Ageing Well Citizen Group and Getting Out And About Operation Group as also including the risk of slipping. This is particularly a seasonal challenge and the Council has established a [volunteer group](#) for citizens to reduce the risk of falls with over 200 members.

“The streets are treacherous when the leaves fall and there is rain. I have fallen several times on that account in previous years”

The programme in York to replace Pelican crossings with Puffin Crossings received 41 comments which indicated that some residents were not aware of the reasoning behind the changes and what differences there are between the two types of crossing.

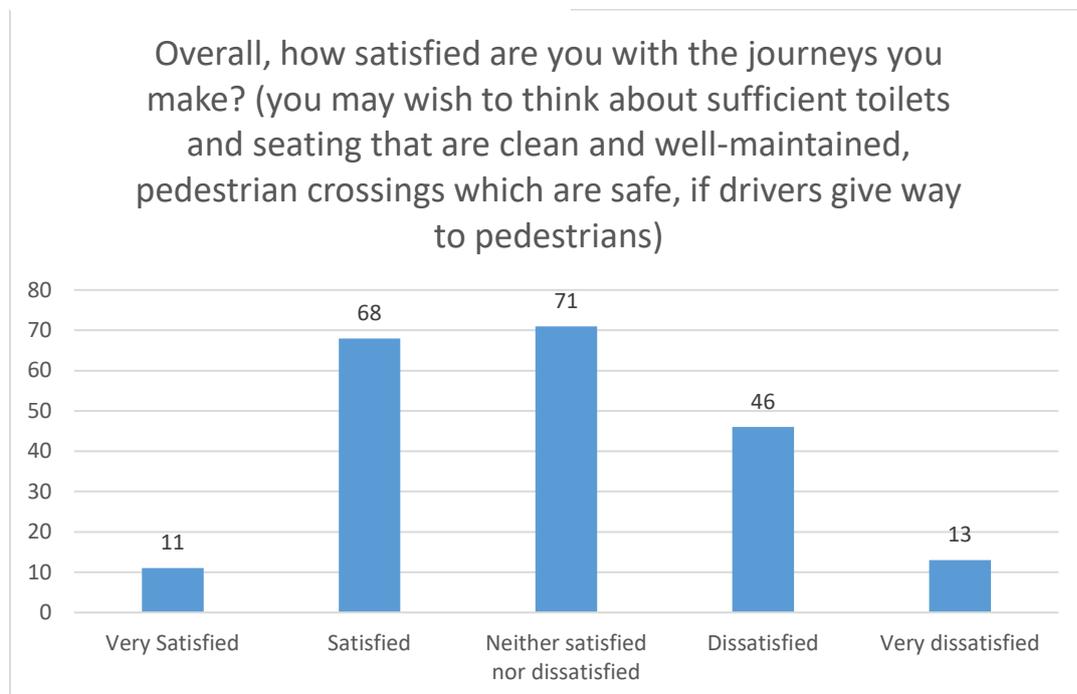
“Traffic lights for pedestrians often can't see the light box as they are facing inwards instead of outwards so pedestrians on opposite side can't see the box as would normally be expected.”

“Traffic lights change too fast”

“Generally drivers are courteous and pedestrian crossings safe.” (Age Friendly York consultation feedback)



Residents who were frail or with a physical disability identified that there was a need for more seating (39 comments) and access to more toilets (67 comments) which mirrored comments made in the older people survey 2017, as this word cloud of residents’ comments demonstrates:



Age Friendly York Survey – August 2019

28.2% dissatisfied with the journeys they make

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 (AgeFriendlyYork@york.gov.uk – Carl Wain)

Footstreets – York has one of the largest pedestrian zones in Europe. Many of the streets within York city centre are designated as pedestrian footstreets, with restrictions to vehicle access, between certain times of the day, or 24 hours a day in some areas.

Pedestrian footstreets create a safer and more attractive city centre and reduce inner city pollution.

Community walking - York recognises the important of providing social walking opportunities to both support wellbeing and improve physical health.

Walking for Health

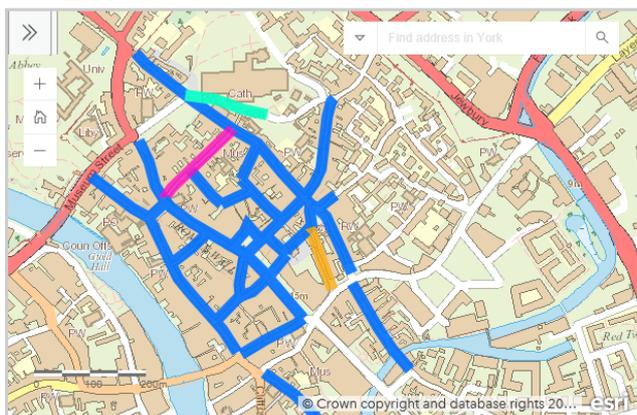
Walking for Health is a national programme which aims to get people walking more through regular group walks, led by trained volunteer leaders.

Walking is a great way to build physical activity into everyday life, whilst enjoying natural surroundings in a sociable setting.

Move Mates

Is a through a local charity called Move the Masses that offers volunteer walking buddies to give confidence to older people to get out and about

Footstreet area map



Cycling - York is widely recognised as being a great place to cycle given its' relatively flat profile and 200km+ of cycle routes, 57% of which are off-road. For the past 20 years City of York Council have run various programmes to inspire and motivate people to start cycling,

return to cycling or just cycle more. This has involved working with schools, employers and individuals. Cycle training is also offered to both children and adults to improve skills and equip individuals for riding in modern day conditions

“Within all residential areas there needs to be safe cycling spaces” (Age Friendly York consultation feedback)

Using an [electrically-assisted bike](#) is a great form of exercise for people of all ages. Recent studies have shown that cycling reduces your risk of heart disease and cancer, makes you more alert, and improves your mood. Many elderly people and those with joint problems or other debilitating conditions also find that journeys that might not have been possible for them using a standard bike are easy and enjoyable by electric bike.

“Subsidised e-bikes” (Age Friendly York consultation feedback)

There are number of [community activities involving cycling](#) as well as many cycle clubs with a wide range of abilities.

Get Cycling



Has around 60 different inclusive and conventional cycles for people with disabilities to try out, and they cell new and refurbished versions of most kinds.

Cycling without age



This scheme is run by local group York Bike Belles who have volunteers that provide opportunities for older people across 9 care homes and independent living schemes to get a ride on a bike using their rickshaws.

The Council’s Local Transport Plan committed to “promote more cycling and improve road safety by building new routes and improving facilities already in place to create a safer and more pleasant environment. Where necessary, space will be relocated away from motorised road

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users to achieve the best facilities and most direct routes which are both safe and convenient and which do not have a detrimental effect on pedestrians”

“Still cycle and there are cycle routes that need improving” (Age Friendly York consultation feedback)

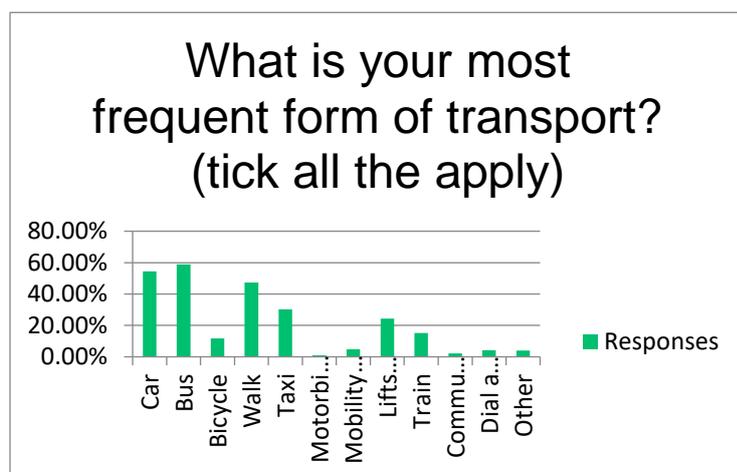
Driving licences expire when the driver is 70 and then renewed every three years. The GP can advise when a driver may have to or should consider not renewing their licence. The City of York Council direct older drivers to the [ROSPA](#) webpage for advice to consider.

There is a number of taxi companies in York with 9 full-time [taxi ranks](#).

20sPlenty - 20sPlenty is a campaign for 20mph to become the default speed limit on residential and urban streets. In York this has been implemented on many urban streets that are not main roads. With [20mph maps](#) available.

Casualties on the roads are very much worse with older age because of brittle bones with older people being especially vulnerable due to delayed reactions, slower movements, instability, dementia, visual, hearing and mobility impairments.

Shared Spaces There were a wide range of comments from residents (140) regarding the challenges of the shared environment including pedestrians, cyclists, public transport, delivery vans and private cars. The key theme was for improved demarcation of these groups and consideration towards others.



It needs to be recognised that any improvements will usually be improvements for all and that older people use a wide range of methods in getting out and about including cycling.

Older People Survey September 2017

Table showing all forms of transport are used by older people

“Actual division between cyclists and cars in future planning”

“Bus stops at the top of Piccadilly can be a bit of a nightmare to get passed on the pavement especially for wheelchair users and pushchairs. Most of the time it’s easier to walk on the road which really isn’t a good idea!”

“Don’t generally agree with shared cycle and footpaths. Not everyone understands Share, Respect, Enjoy!”

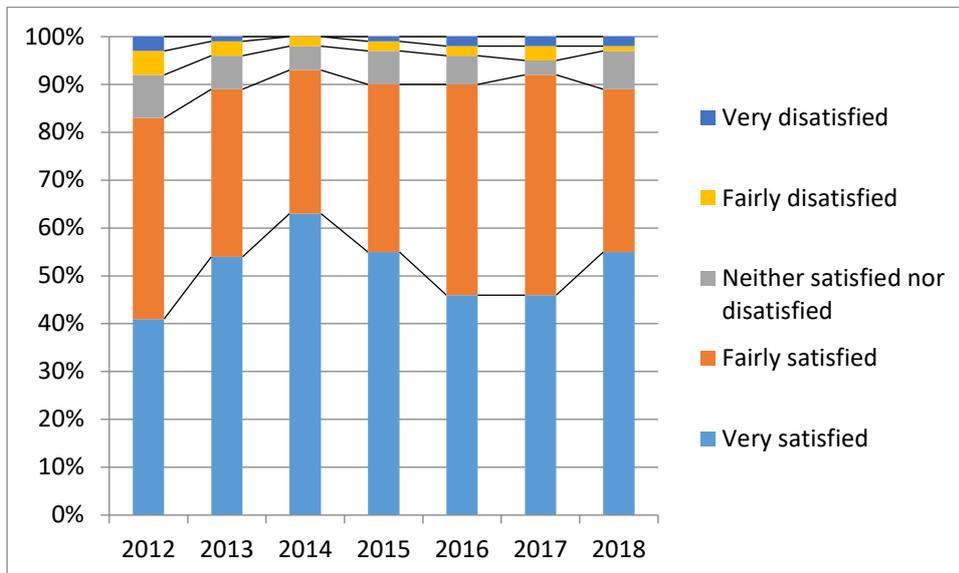
“Dissatisfied that modern drivers not giving way at junctions as per the Highway Code”

(Age Friendly York consultation feedback)

The co-motion study carried out in York in 2017 also identified the importance not only with physical space but the attitude and behaviours of the people around them. The report proposed awareness raising amongst the general public of the needs of key groups across all ages that can also support age friendly communities. The awareness of impairments that people live with are not always obvious, and awareness raising needs to reflect this diversity

2. Public Transport

The public transport in York is [buses](#). In 2015 York, Passenger Focus interviewed 762 bus passengers on a range of bus services across the city, with similar surveys undertaken in 23 local authority areas and York were rated first. Overall, 93% of bus passengers in York were either satisfied or very satisfied with the bus service they were travelling on. This is comparable with the older people survey that was carried out in October 2017 (83% very or mostly satisfied). In addition an annual survey takes place with 750 passengers across a basket of routes with a year on year increase in satisfaction over the last 3 years:



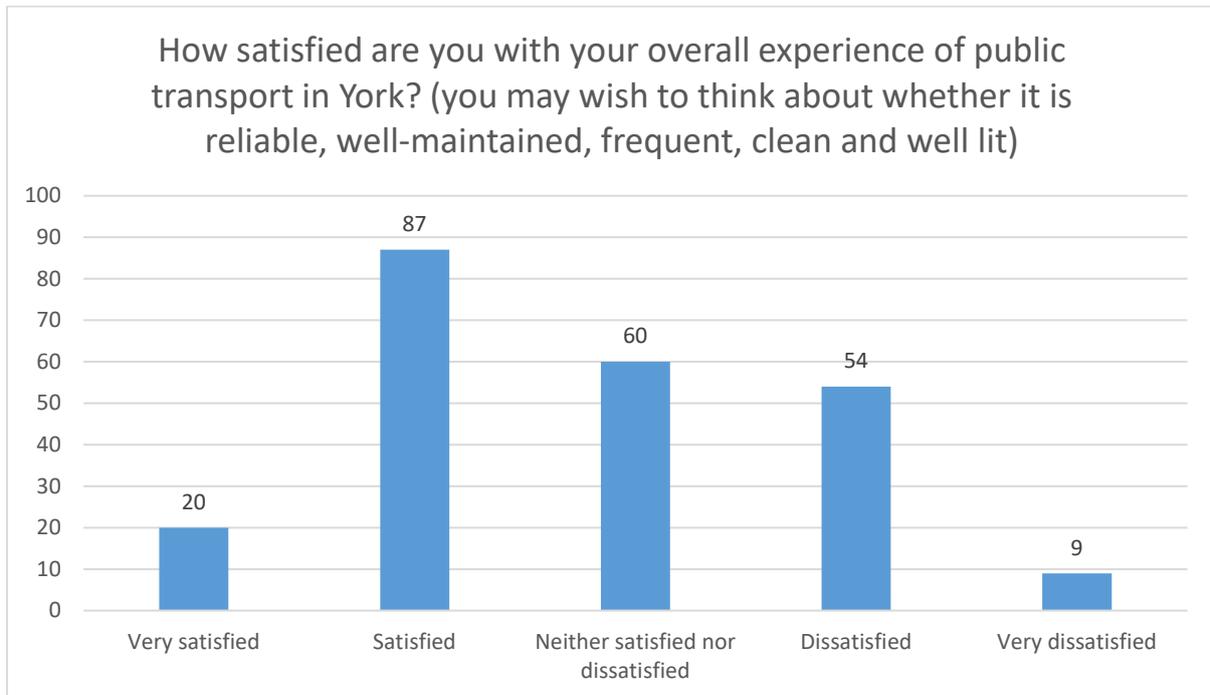
City of York Council transport team survey - table showing a consistent high level of satisfaction with bus services in York

The bus services in York have a number of systems in place that enable any age passengers get to their journey effectively:

- Most buses in York are linked to the '[yournextbus](#)' system, giving you real-time bus information via on-street displays, text messages and the internet.
- Prioritised traffic lights and dedicated bus lanes on main routes allow buses to get through the city quickly.
- With a pedestrianised city centre, the bus can often get you much closer to where you want to be than a car. York has five main bus interchange points in the city centre.
- An increase in the use of public transport results in less pollution and better air quality.
- York's six Park & Ride services allow you to travel to York by car, park for free in secure car parks and complete your journey into the city centre by bus.
- All buses that carry over 22 passengers are required to have low-floor and wheelchair-accessible.
- Significant progress has been made in providing easy-access kerbs at bus stops in York city centre and along many high-frequency bus routes. These allow the bus to get very close to the kerb edge, reducing the step distance to a minimum.
- Punctuality is continually monitored and ranges between 85-100% on a month by month basis

- In addition York Hospital is to launch a new park and ride bus service directly to the hospital. The new service will launch on Monday 29 April 2019. Running every 20 minutes, the new 'York Hospital' bus service will travel from Rawcliffe Bar Park & Ride from 6am until 8.10pm, Monday to Friday.

The August 2019 Age Friendly York survey identified the following resident views regarding buses:



Age Friendly York Survey – August 2019 - table showing high level of satisfaction with public transport

Information (71 feedback comments) – there was positive feedback where real time information was provided at bus stops. However the feedback requested that this was extended to more residential areas outside the city centre as well as improve technical faults with the electronic system. The restriction on the roll-out of more screens are the installation costs, particularly around the installation of electric cables. Battery operated devices are being piloted and if successful will be rolled out further as this will significantly reduce installation costs.

“The screens with expected times on are great when they're working.” (Age Friendly York consultation feedback)

Bus Routes (65 feedback comments) – most people thought there were good bus routes into and out of the city. Most requests for improvements were with orbital routes to key locations on the outer ring road like Monks Cross and Clifton Moore as well as direct routes to the hospital.

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Where there was awareness of a new bus route to the hospital this was well received.

“Good route around the village to capture as many potential passengers as possible.”

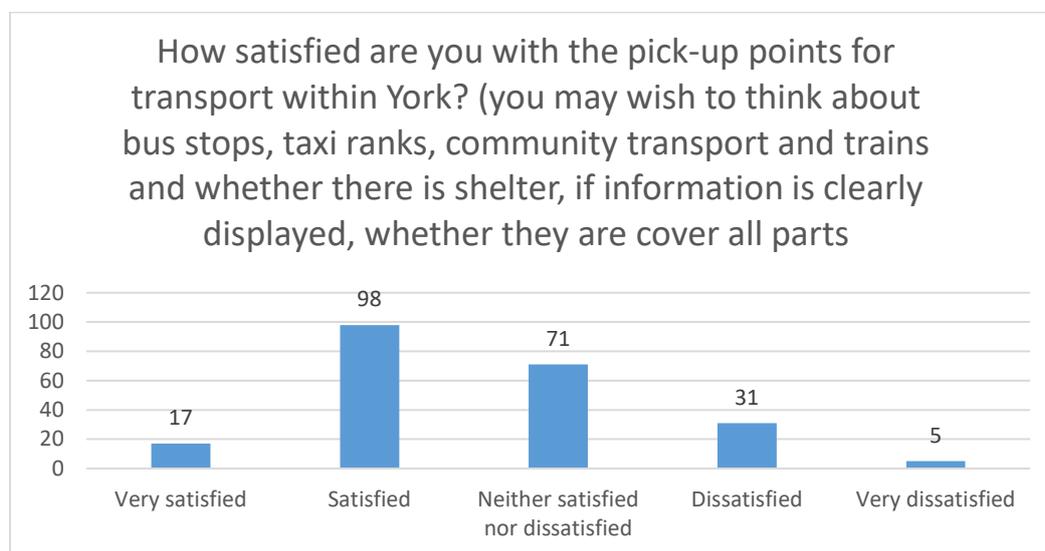
(Age Friendly York consultation feedback)

Bus Stops (61 feedback comments) – there was a significant number of residents requesting seating or improved seating in bus stops as well as shelters or shelters to include side panels.

“More bus shelters would be good”

“It's good to have seats in the shelters but they are sloppy and awkward.”

(Age Friendly York consultation feedback)



Age Friendly York Survey – August 2019 - table showing high level of satisfaction around pick up points in YOrk

Frequency of Buses (75 feedback comments) – highest level of satisfaction was with Park and Ride buses which are every 10 minutes. The next highest number of responses were for more regular buses in the evenings and weekends. Where there was awareness of an improved provision of evening buses with Park and Ride, this was well received.

“Buses stop running early evening” *(Age Friendly York consultation feedback)*

Day-trips- there are a range of bus trips available from York including Bolton Abbey, Yorkshire Dales, Ilkley Moore and many more.

Travelling from York – Unlike larger cities where train travel is a viable option for travel within the city area this isn't the case in York where the only train journeys which are wholly within the York area are between Poppleton and York Stations. Travel outside the city is a reasonable option for use of the train therefore access to the train station is still an important consideration. Good accessibility options at York train station will encourage train use.

York railway station has assistance meeting points; lifts and level access to all platforms; call for aid button by taxi rank and available wheelchairs.

There are plans in place to re-design the front of the railway station to:

- keep vehicles and pedestrians apart
- make it easier to change between modes of transport
- create new public spaces and a more pedestrian-friendly experience
- create an improved setting for the City Walls and other heritage buildings in the area

“The station stops are hard to get to from the station itself as both crossings are quite far for elderly and disabled people who end up dodging traffic to cross outside the station. I see this happening a lot.” (Age Friendly York consultation feedback)

In addition to trains there are a range of buses and coaches that enable York residents to travel beyond the city boundaries.

Concessions are available by [bus](#) and [train](#) to reduce the impact of money being the barriers to getting out and about.

There were 29 comments from residents regarding the buses at the Railway Station with calls for a central bus station/interchange.

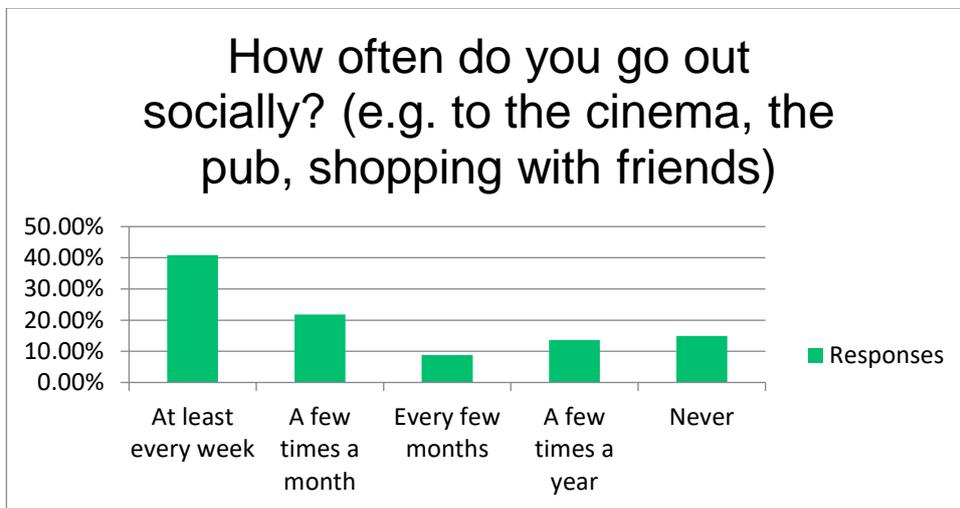
“York would definitely benefit from a dedicated bus station with all the facilities they provide.” (Age Friendly York consultation feedback)

3. Community Transport

Although there are some community transport options available, it is recognised that it is particularly difficult to access specialist transport provision during school drop off and pick up times.

The Council have developed an [approved provider list](#) for inclusive transport options.

Social isolation is a key issue in York in the previous administration 17 out of 21 wards identifying this as a priority. The 2017 Older People survey clearly demonstrated this issue as community transport availability is an important to remove barriers:



Older People Survey September 2017 - table showing a number of older people not going out socially on a regular basis

The current community transport provision includes:

York Wheels

[York Wheels](#) aim is to provide transport services for the benefit of the community. The service is for elderly persons or people who have mobility problems

All drivers are volunteers who use their own cars to provide a door to door car service for elderly people or people with a mobility problem and cannot access public transport.

Dial a Ride

[Dial & Ride](#) is a flexible door-to-door bus service for residents who find it difficult to use standard buses due to age or mobility problems.

Dial & Ride serves popular destinations such as major supermarkets, shopping centres and York city centre.

All buses are specially adapted for wheelchair users and for those that have difficulty walking.

York Neighbours – individual and group outings

Occasional trips are organised for older people to the coast, garden centre, theatre, exhibition or other places of interest. These outings are in volunteers' private cars.

<https://yorkneighbours.org.uk/wh-at-we-do/>

Shopmobility

Shopmobility is a registered charity which hires out electric scooters, wheelchairs and manual wheelchairs to anybody who needs one to enable them to enjoy the shops and attractions of the City of York.

4. Cross cutting considerations

As part of the co-produced approach we will ensure we capture any equality, dementia and environmental considerations and build these into each baseline assessment.

Environmental- Air pollution - National health-based standards protect vulnerable members of society from the impacts of poor air quality, including older people. Where air pollution levels exceed the standards the City of York Council declare 'Air Quality Management Areas' (AQMAs) and draw up [Air Quality Action Plans \(AQAPs\)](#) to improve air quality. Currently there are two areas in York: City Centre and Fulford.

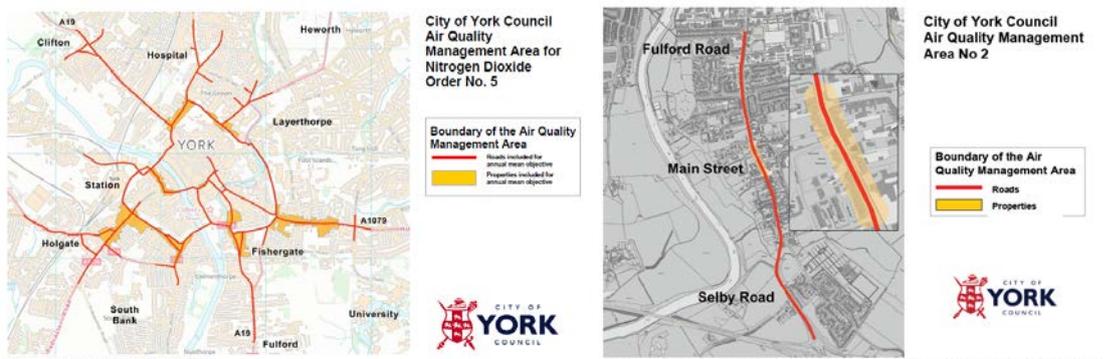


Image showing areas in the city centre and Fulford that are part of the air quality plan.

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Electric Buses – there are 18 electric buses in York with a further 21 joining them in the autumn 2019 giving the city one of the largest electric bus fleets in the UK.



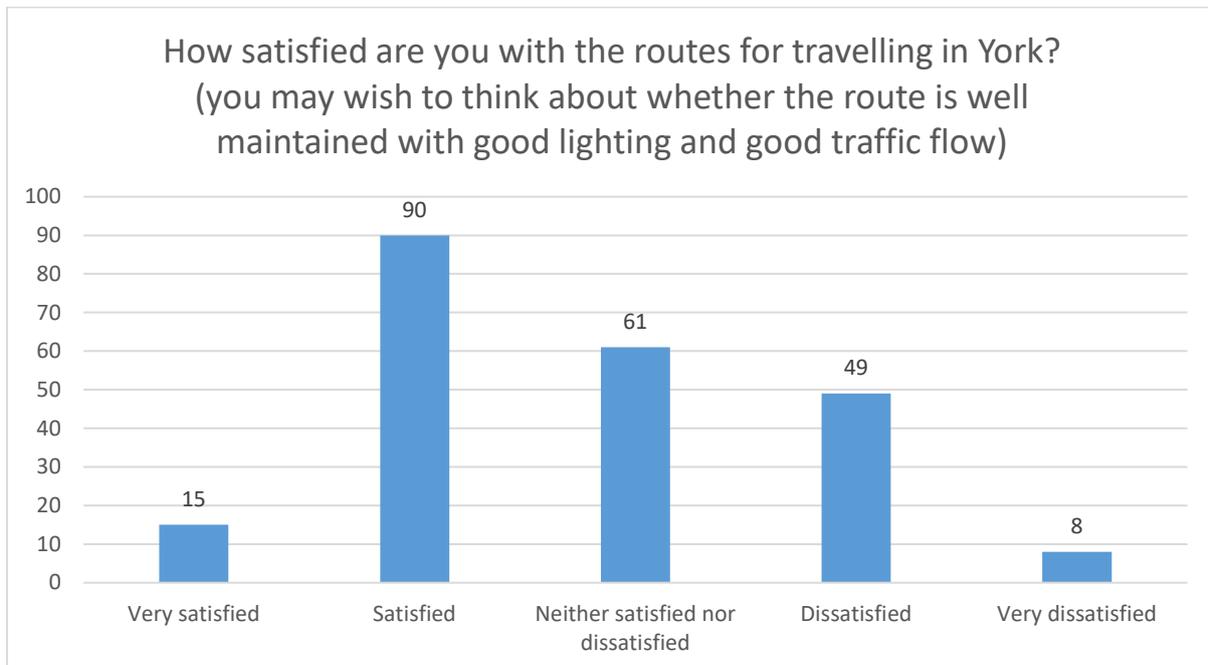
Campaign image for reducing idling

Idling – there is a “kick the Habit” campaign to encourage people to reduce air pollution by:

- encouraging drivers to switch off their engines when parked up and waiting (idling)
- reducing the numbers of idling vehicles in York
- drawing attention to the health risks of continued idling

Congestion & pollution – there were 70 resident comments through the Your Journey Aug 19 survey. Most comments were around the delays to buses as a result of the volume of private cars coming into the city. Where there are bus lanes these were welcomed by residents with many calling for increased restrictions on private drivers entering the city and an extension of the footstreet area.

*“take cars out of the city centre to reduce traffic and improve bus reliability”
“I am delighted to see cyclists on my walking trips as it means less cars and less pollution.” (Age Friendly York consultation feedback)*



Age Friendly York Survey – August 2019 - bar chart showing 47% satisfaction satisfaction with the routes for traveling in York

Dementia - The 2019 All Party Parliamentary Group report Hidden No More: Dementia and Disability identifies transport as a key issue for people with dementia:

‘Just about everything about travel has become problematic with my dementia: remembering when to go, where to go and what for, remembering to buy and bring a ticket, remembering when and where to get on, where to get off [the bus], and where to go after that. Travel becomes a very anxious affair.’

Person living with dementia

In this enquiry 36% of respondents expressed concerns about transport.

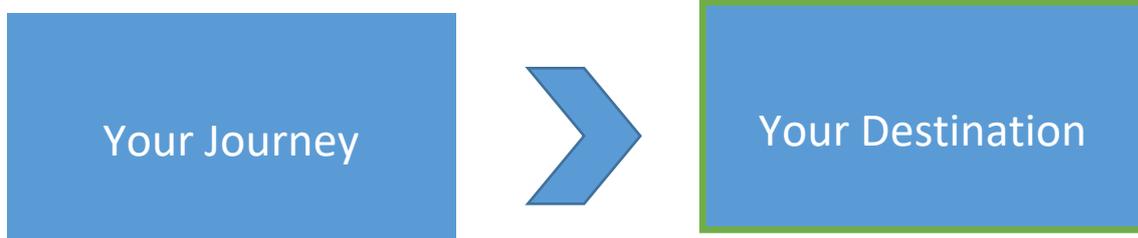
Feedback from this enquiry would point to the following consideration:

- Ensuring York residents are aware of their rights in respect to driving and maintaining their driving licence
- That there is a risk of stigma and discrimination when people with dementia use public transport. This can lead to a deterrent and inevitably loss of quality of life and risk of social isolation.

Congestion/pollution/environmental	75	Yes
Frequency of buses	75	Yes
Bus Information	71	
Toilets	67	Yes
Bus routes	65	
Improvement to bus stops	61	
Reliability of buses	51	Yes
Puffin Crossing	41	Yes
Seating	39	Yes
Central Bus Station	29	
Community Transport	24	

The findings have been submitted to the Ageing Well Partnership and Getting Out And About Operation Group to develop and approve an action plan to meet the requirements of the Health & Wellbeing Strategy and the refresh of the Local Transport Plan through the York Transport and Advisory Group.

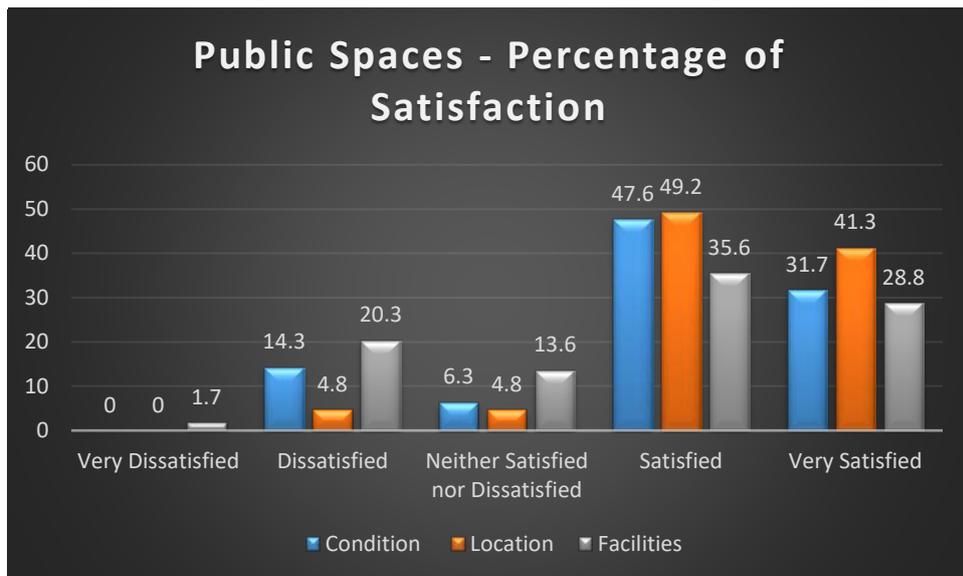
B. Your Destination



Nationally the Advancing our health in the 2020’s consultation document recognises that “the role of ‘place’ will be an integral part of any prevention strategy” and that Local Authorities “control many of the assets for good health, for example parks and green spaces, leisure facilities, and cycling and walking infrastructure”

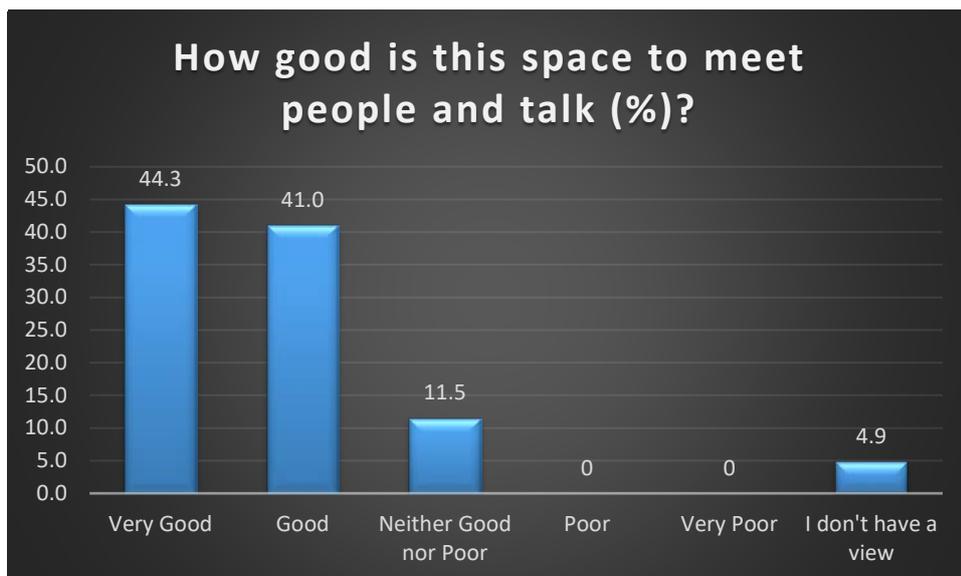
“The outdoors can help us grow our health asset. For example, evidence shows that spending time in the natural environment can improve our mental health and wellbeing. It can reduce stress, anxiety and depression, and encourage physical activity which in itself contributes to better mental health”

In York the quality of experience of peoples destinations are therefore import and to the health and wellbeing of our population.



Age Friendly York - Your Destination Survey (October 2019) – showing satisfaction levels of 79.3% condition, 90.5% location and 64.4% facilities

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Age Friendly York - Your Destination Survey (October 2019) – showing 85.3% of people feel the public spaces they has identified are good spaces to meet

The relevant World Health Organisation checks for Your Journey have been clustered into:

- Public areas are clean and pleasant
- Green spaces sufficient, outdoor seating well maintained
- Venues – easy to reach, accessible, well lit, conveniently located

1. Green Spaces

[The Public Health England – Improved access to Green Spaces 2014](#) states “Access to good quality green space is associated with a range of positive health outcomes including better self-rated health; lower body mass index scores, overweight and obesity levels; improved mental health and wellbeing and increased longevity in older people.” This document goes on to say “Increasing the use of good quality green space for all social groups is likely to improve health outcomes and reduce health inequalities. It can also bring other benefits such as greater community cohesion and less social isolation.”

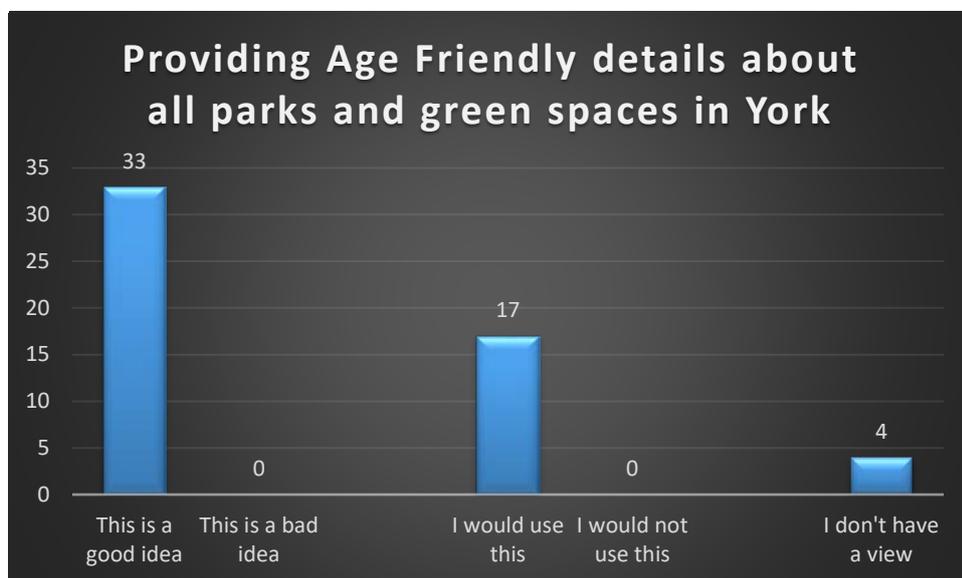
The [York Local Plan](#) recognises that green spaces supports healthy lifestyles and general health and wellbeing. In recognition of this and providing beneficial destinations we have proposed through the “your

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destination” consultation that the “[green infrastructure](#)” is mapped with Age Friendly information for each place. These would include:

- Woodland
- Watercourses
- Parks and playgrounds, sports pitches and recreational areas
- Allotments

It is important to also ensure that green spaces are “accessible” as defined by Public Health England. ‘Accessible’ green space is considered to be that which is located close to residents’ homes, easy to walk to, physically accessible, safe to use, and provides well-maintained facilities. The “Your Destination” survey provides the opportunity for people to express their views about how usable and accessible the spaces are around them.



Age Friendly York - Your Destination Survey (October 2019) – showing that everyone (with the exception of 4 people that do not have a view) thinks providing age friendly details about parks and gardens are a good idea.

Allotments – there are [39 allotments](#) across York. With there being many properties without gardens the allotments provide a personal green space as well as a [wide range of recognised physical, personal; and community benefits](#).

Friends of Groups and other community groups accessing green spaces– in York there is a growing number of [friends of groups](#). These have significantly helped to maintain and improve green spaces as well as the additional benefits in volunteering and personal health.

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There are [61 community activities](#) including gardening and conservation. This includes allotments, friends of groups, flower arranging, outdoor woodwork as well as specific targeted groups for people with mental health problems.

2. Blue Spaces

In addition to green spaces it is recognised that blue spaces have equivalent benefits and are often combined with green spaces. In York this may include: the Ouse and Foss rivers and their river walkways; [Chapman's Pond and Rawcliffe Lake](#). There are also blue spaces where the water is not the main feature of a space but does contribute to the overall benefit e.g./ Rowntree Park pond.

There are a number of methods that can be used to consider the green space offer in York. For example the Accessible Natural Greenspace standard which looks at the maximum distance to and minimum size of different types of green spaces.

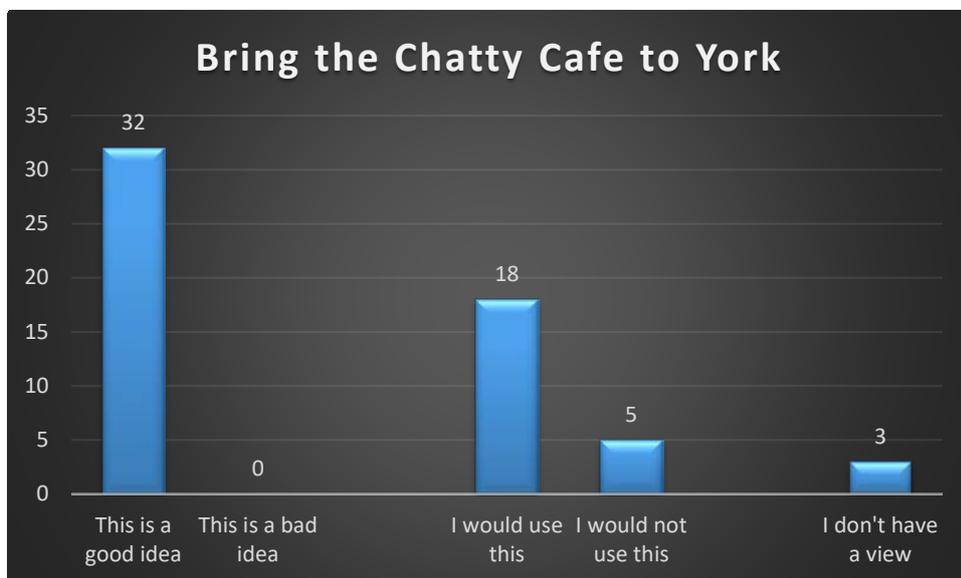
Some key findings regarding the impact of green spaces of health:

- Findings of lower rates of disease among people living in environments with more green space within a kilometre radius of the home. The relationship was strongest for anxiety disorder and depression
- with every 15% or more of green space availability, the risk of cardiovascular disease went down in all local areas
- A study found two environmental factors increased likelihood of survival: having green space within a walkable distance from home; and having a positive attitude towards the local community.
- A study examining obesity levels across a number of European countries found that people living in areas with large amounts of green space were three times as likely to be physically active than people living in areas where there is little green space
- Engaging in physical activity in green spaces is associated with additional benefits to mental wellbeing than seen with similar levels of indoor physical activity.
- Research shows older people who engaged in walking as a physical activity were less likely to develop dementia, and MRI examinations showed greater volumes of grey matter among walkers

- Some minority ethnic groups, urban deprived populations, more disadvantaged socioeconomic groups, people aged over 65 and disabled people are less likely to access green spaces.

3. Bumping Places

These are places that people will go to, to say hello or take part in an activity or just relax. We already know that there are a lot of different bumping spaces in York which became clear when a local artist, Stephen Hodgkins did a blog to find out what was an important community space to the people of York. [The Live Well York Banner](#) reflected some of the range of spaces both in and outdoor.



Age Friendly York - Your Destination Survey (October 2019) – showing that everyone (with the exception of 3 people who did not have a view) think introducing Chatty Café to York is a good idea.

The Your Time consultation will also check resident views on bringing [Happy to Chat](#) benches to York.

It is recognised that shopping spaces are all locations where people socialise, particularly as public transport tends to go to the city centre. There has been feedback requesting more benches in the city centre or places to sit inside. Anchor has produced a national initiative called Standing Up 4 Sitting Down, this includes a tool for assessing how many seats there should be based on the older population. For York this calculates at 181 with 163 benches plotted as part of this baseline

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assessment. 73 of these benches have been assessed as Age Friendly with having a back and arms.

Accessible sports and play - These areas, which are in effect included within “Your Destinations” will be considered in more detail with “Your Time”.

4. Public Buildings

Community centres – there are a number of [community centres](#) across York offering a wide range of services and activities. These are independent community centres who have a collective support group called The Community Venues Network.

C. Supporting Information

For further information please go to:

- [York Older Peoples Survey](#)
- [York Bus Forum – YorAccess guide to Transport](#)
- [Transport Asset Management Plan](#)
- [Local Transport Plan](#)
- [York itravel strategic overview](#)
- [City York Council A board Policy](#)
- [Footstreets](#)
- [Hidden No More: Dementia and Disability](#)
- <https://www.york.ac.uk/chp/expertise/co-motion/outputs/>
- [Benefits of allotments](#)
- [Local Plan York](#)
- [Public Health England – Improving Access to Green Spaces 2014](#)

Developing Strategies/documentation:

- Physical Activities Strategy
- Healthy Weight Strategy
- Revised Council Plan
- [Advancing our health in the 2020's consultation document](#)

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