

“Creating a More Inclusive Transport Strategy for York”

When it comes to disability rights, three fundamental human rights pillars arise:

**Unity
Accessibility
Inclusivity**

These are not abstract ideals; they are practical, necessary principles that challenge exclusion.

Together, they highlight the gap between human rights commitments and what happens on the ground- & the urgent need to close it.

Want to learn more?



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PILLAR 1: UNITY

Transport is a collective responsibility

This means no one should be left behind. The UN Convention on the Rights of Persons with Disabilities obligates the UK to ensure equal transport access.

PILLAR 2: ACCESSIBILITY

Accessibility isn't optional—it's foundational.

Accessibility must be understood not only in physical terms, but also socially, digitally, culturally, economically, and in attitudes.

It's not simply about getting through a door or onto a bus, but being able to live independently, travel freely, enjoy family life, and work, learn, socialise, and participate fully in society.

PILLAR 3: INCLUSIVITY

Inclusivity is far more than public consultation or general engagement.

It's a deep commitment to equity, requiring planners and policy makers to acknowledge, understand, and address the everyday barriers faced by disabled people.

UNITY

Barriers to unity

- Prioritising “active travel” without including all disabled people leaves many behind.
- Restricting access for disabled people creates exclusion, not equity.
- Ableist language and design erodes trust and safety.
- Failure to recognise unconscious bias creates barriers

Towards unity

- Treat Blue Badge access as ‘essential’ in all areas.
- Invest in fully accessible transport
- Co-design & produce policy, practice and planning with disabled people.
- Recognise access is a shared responsibility and a human right not a ‘nice to have’.



ACCESSIBILITY

Barriers to accessibility

- New road or pavement layouts trapping disabled people in their homes or restricting their movement in the public realm.
- Ignoring inclusive design and mobility standards.
- Overlooking non-visible impairments like fatigue or sensory sensitivities.
- Favouring aesthetics over practical access.

Towards accessibility

- Guarantee access from the highway & pavement to disabled people’s homes.
- Segregate pedestrians and cyclists.
- Make infrastructure step-free and sensory-aware.
- Invest in accessible buses, bus stops, and signage.
- Adopt universal design and practice informed by social and human rights models of disability.

INCLUSIVITY



Barriers to inclusivity

- “One-size-fits-all” approach to mobility and access.
- Limited involvement of disabled people in shaping policy, practice and planning.
- Failure to give weight to disabled people’s responses within wider consultations.
- Blanket restrictions that disproportionately exclude those with access needs.

Towards inclusivity

- Consider flexibility and autonomy where possible.
- Develop strategies with disabled people.
- Assess who is most impacted and how - and meaningfully mitigate
- Recognise invisible and cognitive impairments.
- Embed inclusion from consultation to implementation.