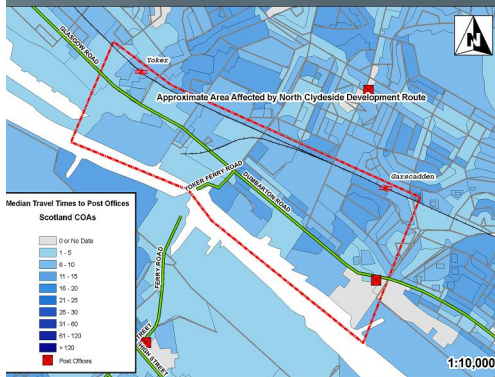


Accessibility as an Instrument in Planning Practice



Derek Halden

DHC

2 Dean Path, Edinburgh EH4 3BA

derek.halden@dhc1.co.uk

www.dhc1.co.uk



Theory to practice – a starting point

- Shared goals for access to people/work
 - Access as a shared policy aim
 - Time/cost and capacity/sensitivity
 - Land use, cost/price, roads, railways, pedestrianisation (simple networks – link speeds)



From Single Sector Programmes to Cross Sector Policy

Sustainability/
climate change

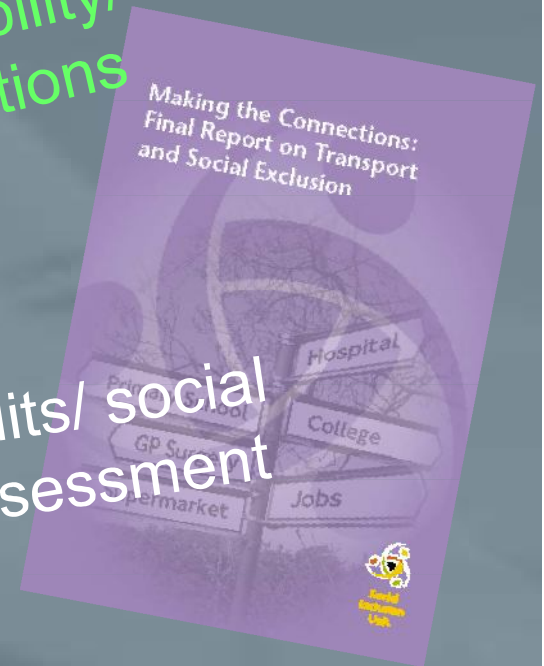
Accessibility/
connections

Risk/
safety

Best value/
economy

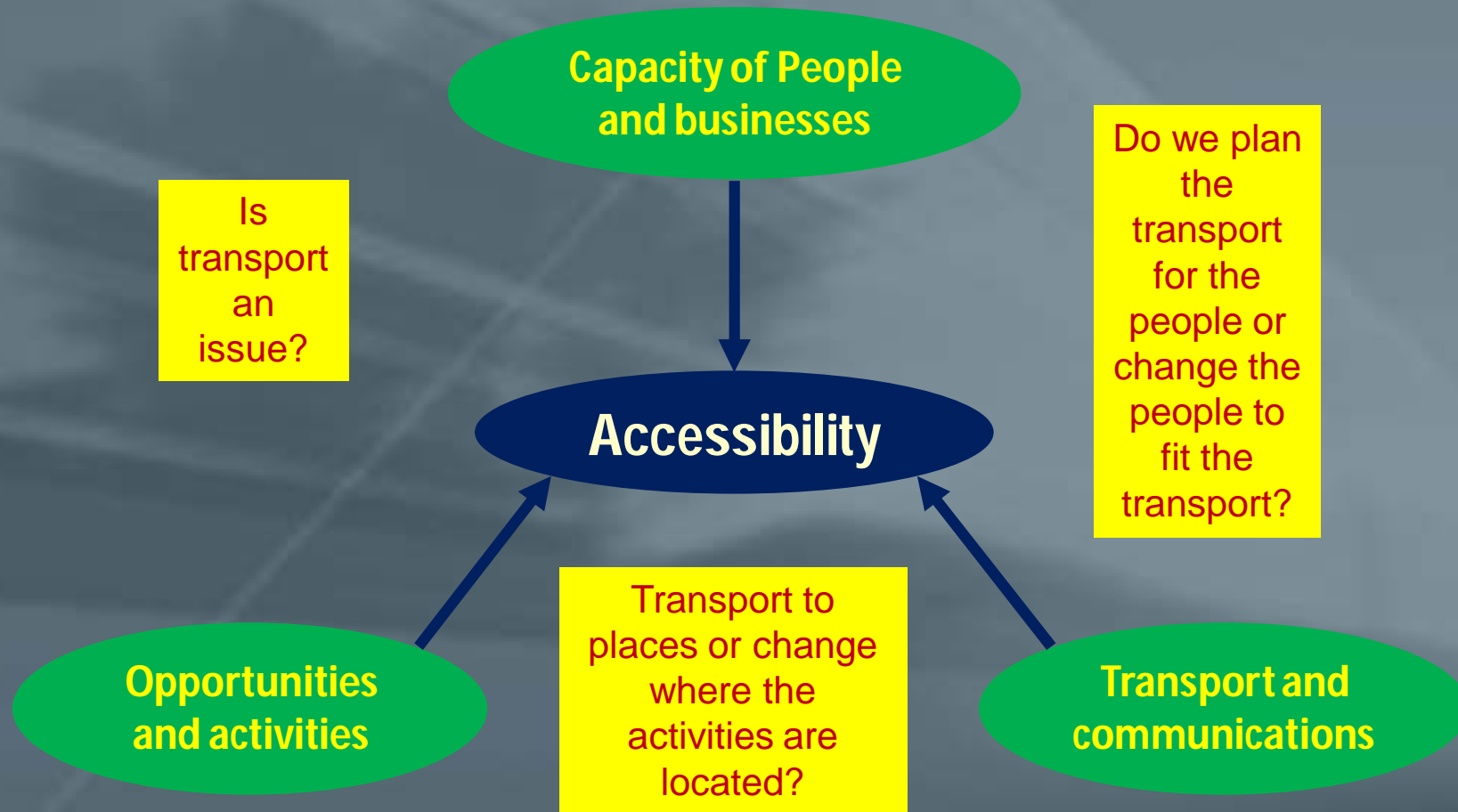
Community/
inclusion

Equity audits/
social
impact assessment



Organising the human dimension of policy and market delivery – improved capabilities and managing consequences as ‘a day job’

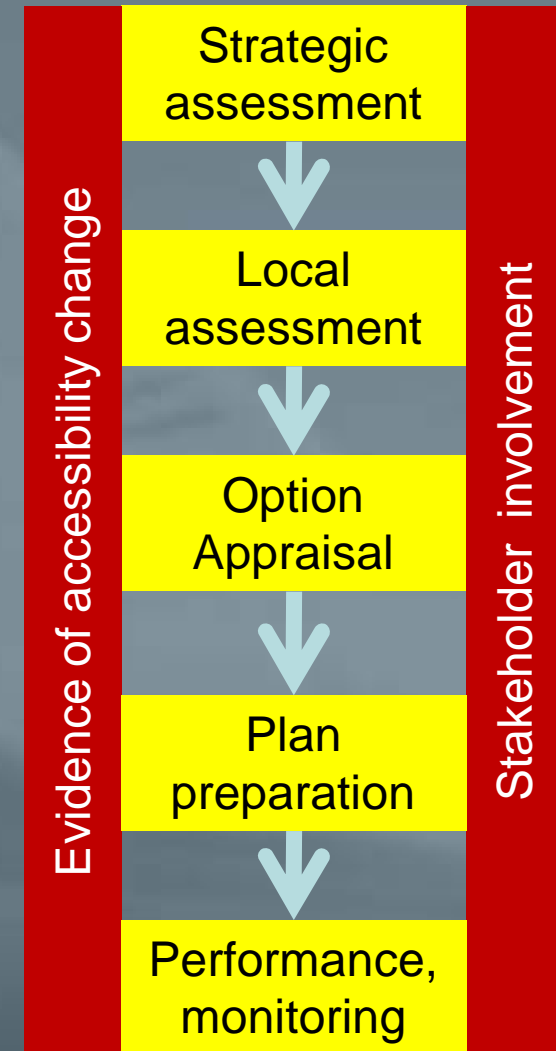
What are we Planning? - Direct and Indirect Objectives



Organising Accessibility

- Principles
 - Sharing responsibilities
 - Evidence led
 - Cross-sectoral/partnership
- When and why
 - Audits of service delivery and proposed changes
 - Applied to
 - Sites, Areas, Policies

Is managing the process more important than the indicators?



Building the analysis tools

Demographics and Social groups

Residents, 0 car households, Mobility impaired, Unemployed people, people in poor health

People

Journey planners

Routes and Networks

Physical
Environmental
Safety
Cost
Environment

Accessibility Measures

Facility provider/
catchment tools

Transport/ land use
demand models

Markets Agencies

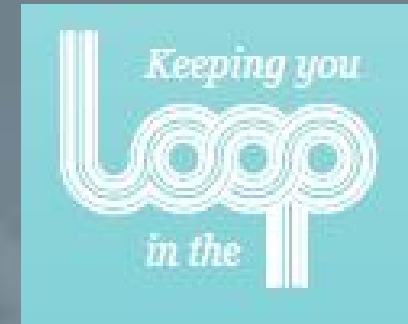
Transport providers

Destinations Location Planning

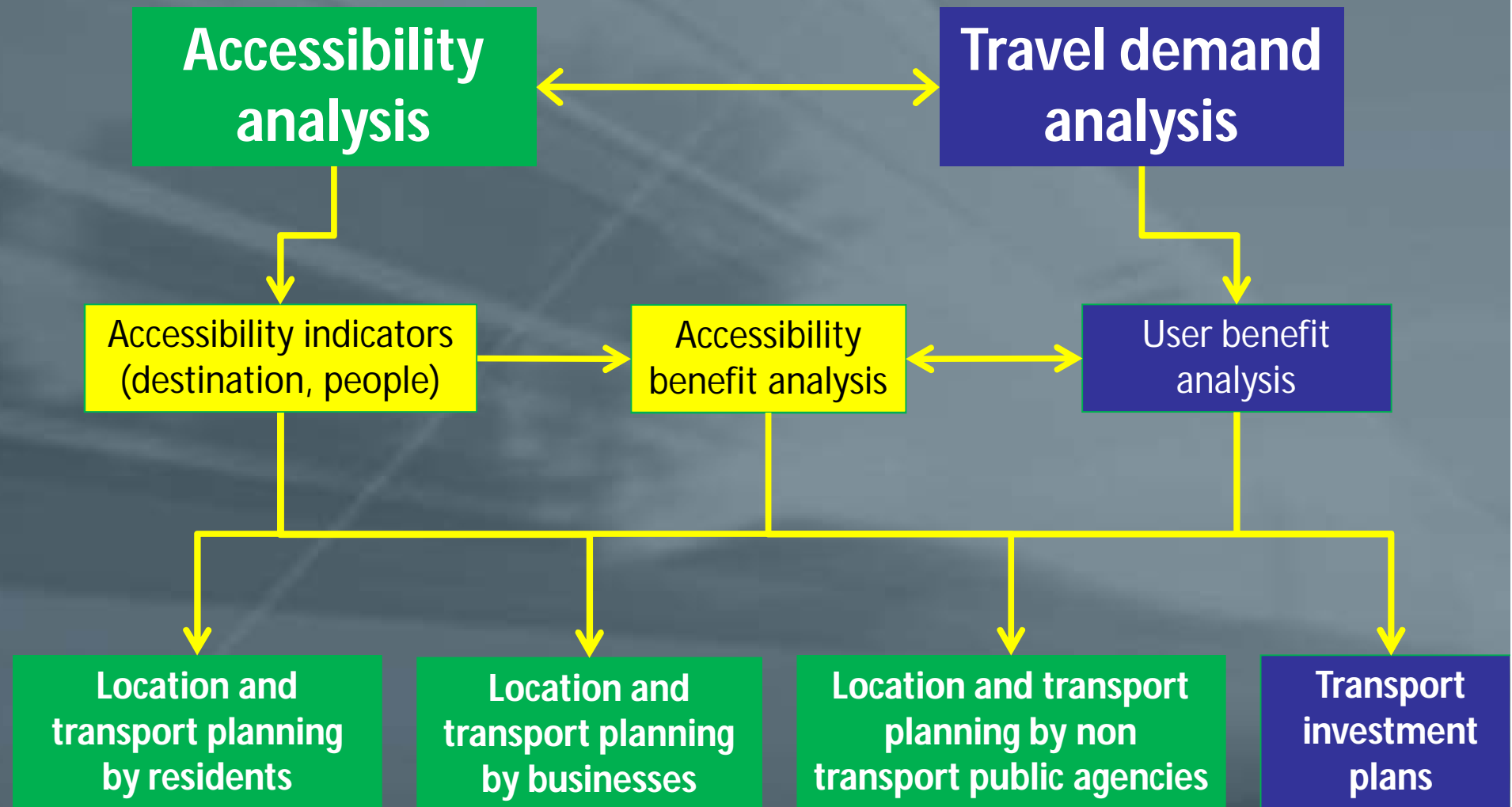
Jobs, Hospitals, Pharmacies, Cash machines, Post offices, Legal advice, Medical centres, Food shops, Supermarkets, Regional centres, Transport hubs, Schools, Colleges

Practical Issues – Step by Step

- Which people need to be considered?
 - Policy/behaviour segmentation
- Can absolutes be defined?
 - What choices are needed or desirable?
 - Can capabilities be identified?
- Comprehensiveness
 - Connections – time, costs, safety, physical, information, skills,.....
 - Behavioural – characteristics of connection in conjunction with traveller responses
 - Normative – connections/behaviour linked to standards



A Framework for Integrating Accessibility in to Transport Appraisal and Planning



An Overview of UK Practice



- **Joining up National Delivery**

- Cross departmental policies, national statistics, funding and legislative instruments for access policies



- **Transport Authorities - Making the Connections**

- Securing sustainable network coverage, local evidence, assembly of funding, co-ordination, managing and improving infrastructure.

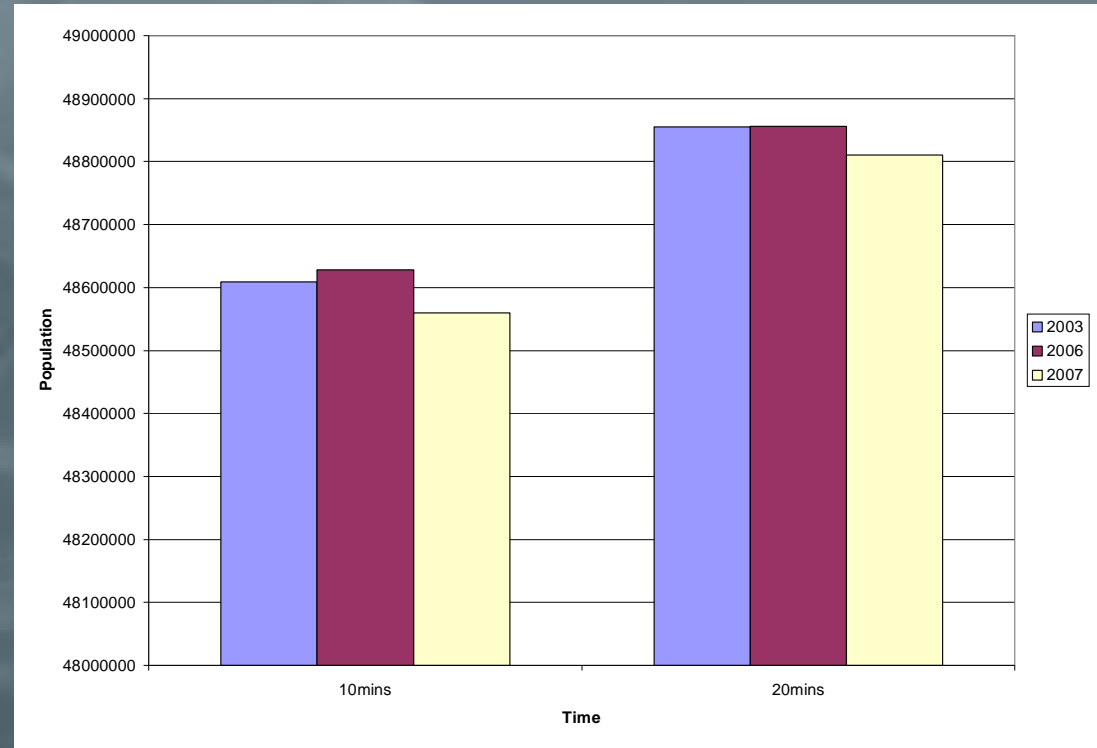


- **Local and Site Specific Solutions**

- Personal travel plans, business travel plans, routes to stations and bus stops, local infrastructure and facilities, purchasing, tackling barriers to access.

National Policy

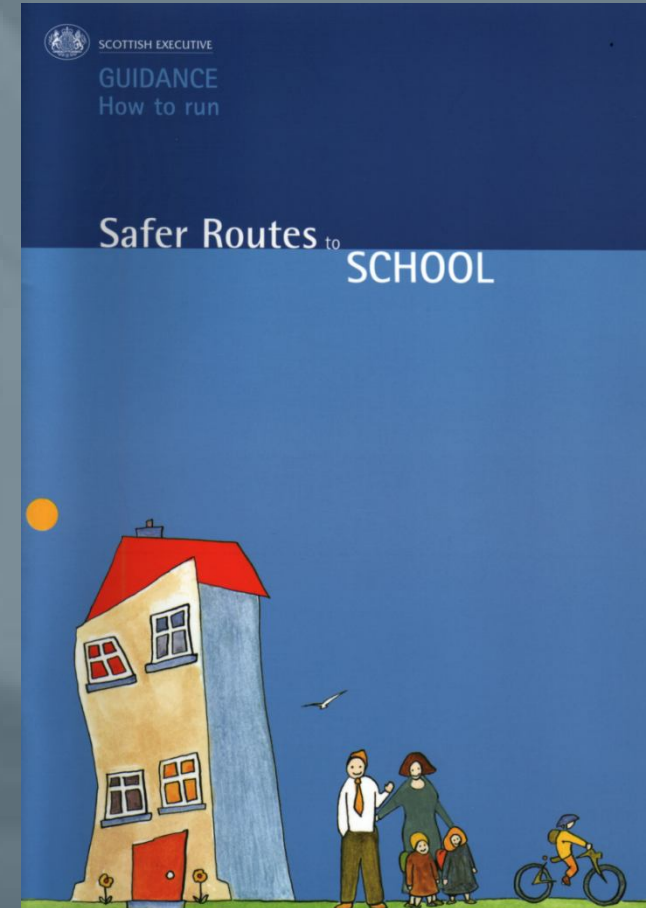
- Charting the policy change
- Modelling the market
- Allocating grants



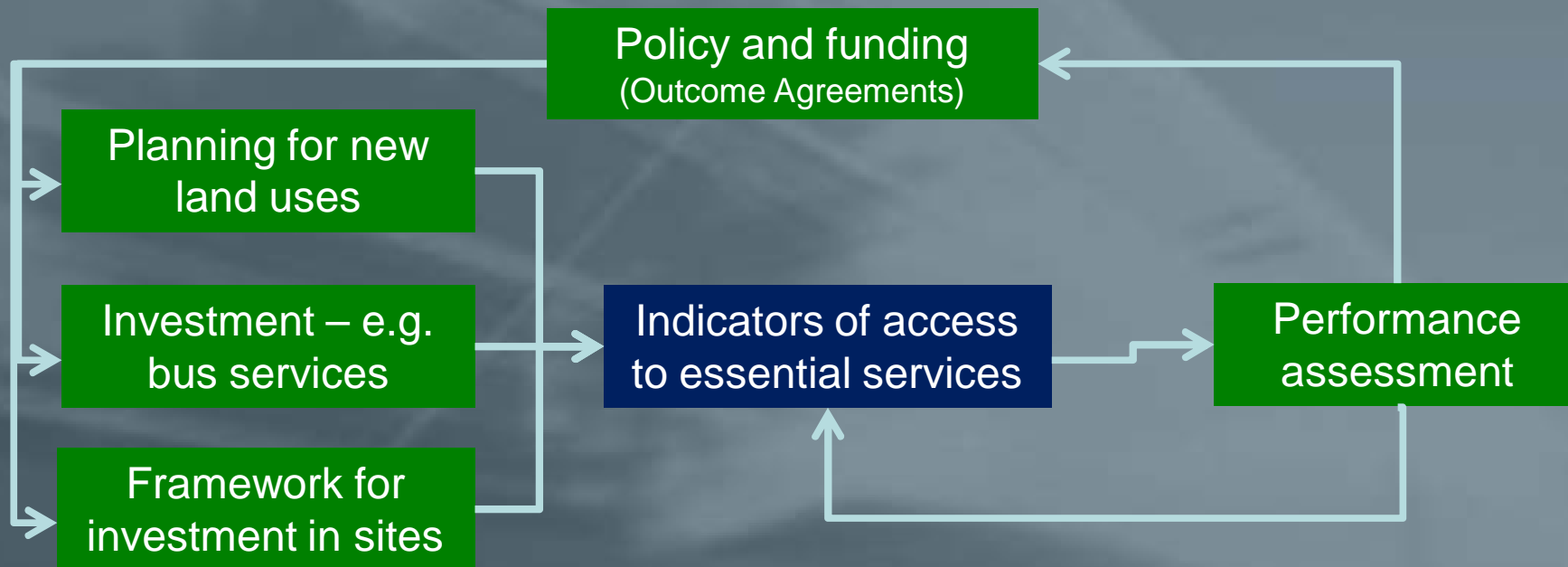
Measurable impacts for courts, cash machines, post offices, rural services, urban sustainability

Local Policy – The Big Society

- Safe routes to
 - School, college
 - Shops
 - Hospital
 - Stations/bus stops (PTALs)
 - Housing
- Indicators
 - Consequences
 - Standards
 - Comparisons/relative access
 - Perspectives
- Reconciling different priorities within communities



Disconnect between Policy and Practice



- Service delivery culture v championing people's needs
- Weak evidence, tick boxes culture – e.g. “DDA compliant

Human dimension still reliant on champions

Indicators of Accessibility

- Accessibility needs
 - Stated – perceived problems
 - Expressed/revealed – activity patterns/frequency
 - Community/Social – Policy needs
 - Comparative – a more equal society
- Applied measures
 - Origin – opportunity/choice for places $A_i = \sum_{j=1}^{j=J} O_j * f(c_{ij})$
 - Destination – people catchments $A_i = \sum_{j=1}^{j=J} P_j * f(c_{ij})$
 - Deterrence – time, utility $A = \frac{\sum O_i * f(c_{ij})}{\sum O_i}$

Data Issues

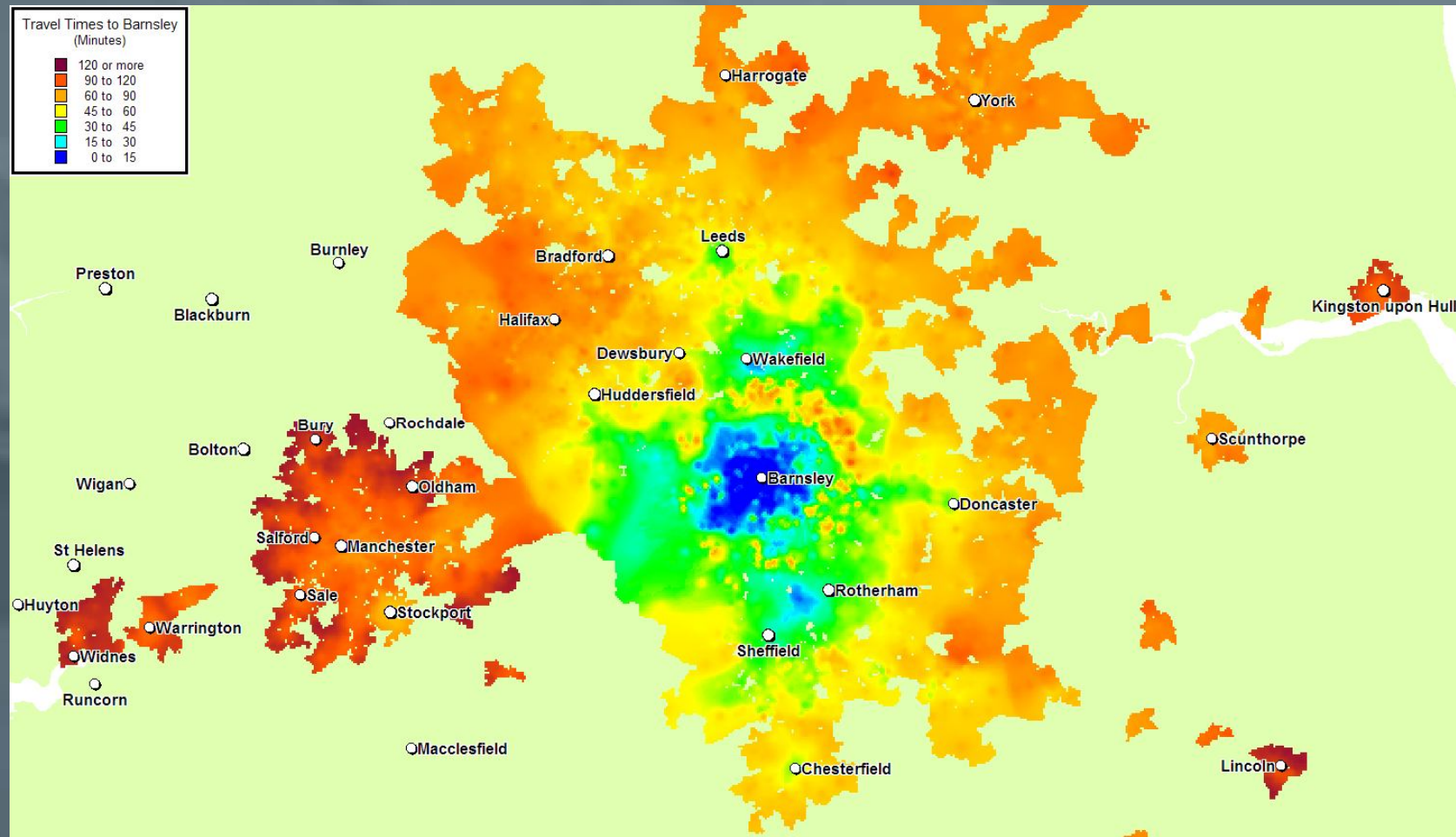
- Land Use
 - Wide choice of data set
 - Measure activities where possible
- Transport
 - Digital networks
 - Journey planning data – time, cost, physical
- People
 - Neighbourhood statistics

Feedback loops – users validating and improving data

UK Indicators in Practice

- National – 400+ indicators published
 - Origin/destination, thresholds/continuous, spatial detail, frequency/likelihood, time
 - A composite score for each neighbourhood?
- Local – thousands of different indicators
 - Time, cost, reliability, security/ safety, quality, comfort/stress, information/booking, complementary/lifestyle
 - A few measured consistently, some published.....needs further work

Connections - Travel Time



Accessibility Instruments add a human dimension



Improving the capabilities of people and organisations and managing consequences of current failures

Derek Halden

derek.halden@dhc1.co.uk

www.dhc1.co.uk