

SAL – Structural Accessibility Layer

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1. PLANNING CONTEXT

Geographical Scale	Supra-Municipal Municipal Neighbourhood
Status:	Research tool
Planning Process:	Formal planning process

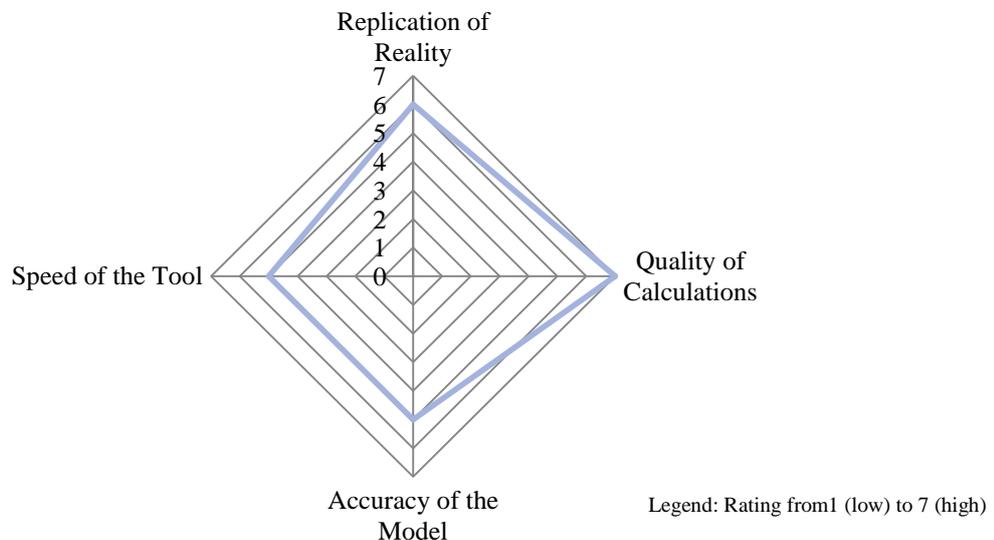
2. PLANNING GOALS

Public Stakeholder Goals:	How to manage, encourage or reduce the use of transport modes (all)
Private Investors Concerns:	Not applicable
Main Individual Goals:	Choosing household location

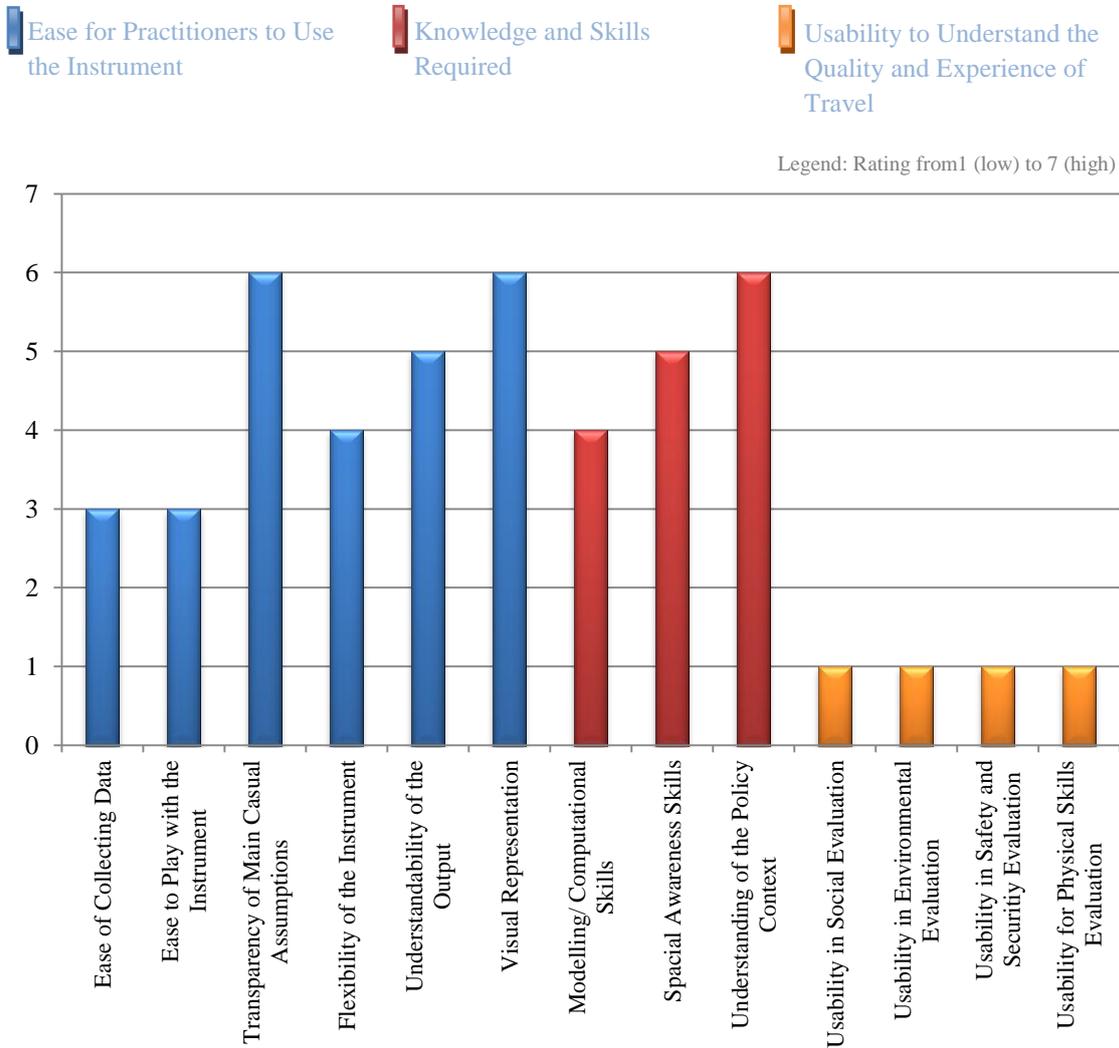
3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Passive decision support tool
Accessibility Measure Tradition:	Contour measures
Components:	Some accessibility components (Land-use; transportation)
Level of Spatial Aggregation:	Census tract Plots
Level of Socio-economic Disaggregation:	None/ aggregate measure
Level of Temporal Disaggregation:	Peak/ Off-peak
Transport Modes:	Walking; Bicycle; Public Transport (all); Car
Purposes/ Opportunities:	Any purpose

How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Potential Users:	Spatial/ Urban Planners Transport Planner Developers/ Researcher
Interpretable Units Used:	Scale of classes is defined and a grouping of clusters with clear meaning
Intended Use to Connect Service Users and Providers:	Not applicable
Intended Role in Urban Planning:	To create new insights To support strategy/ option generation To support strategy/ option selection To support integration of urban planning perspectives
Institutional Issues Blocking Effectiveness :	Political commitment Accessibility is not seen as priority (rather mobility)