

SNAPTA - Spatial Network Analysis of Public Transport Accessibility

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1. PLANNING CONTEXT

Geographical Scale:	Municipal
Status:	Functioning as a research tool
Planning Process:	Formal Planning Process

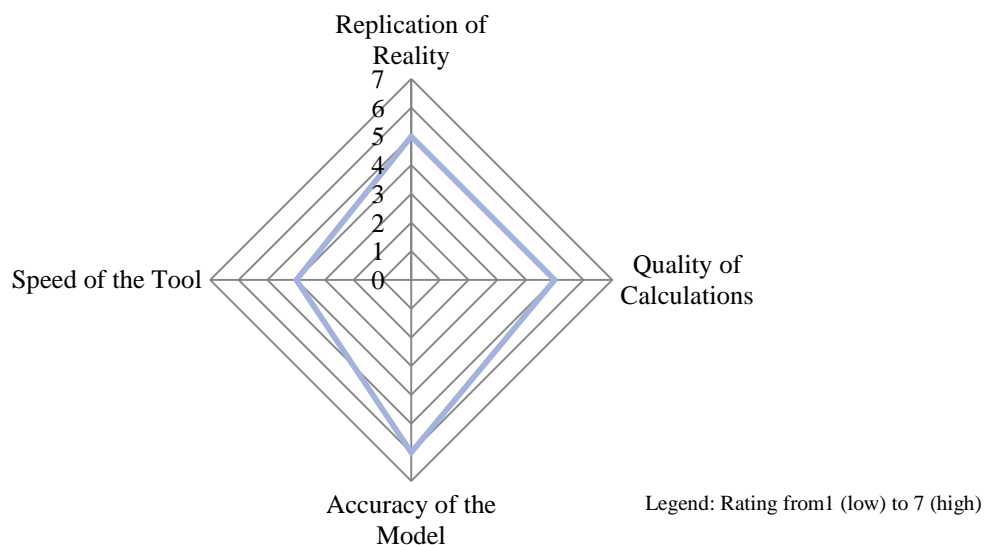
2. PLANNING GOALS

Public Stakeholder Goals:	How to decide the location of residences /activities / services
Private Investors Concerns:	Where to locate business
Main Individual Goals:	Where to locate business

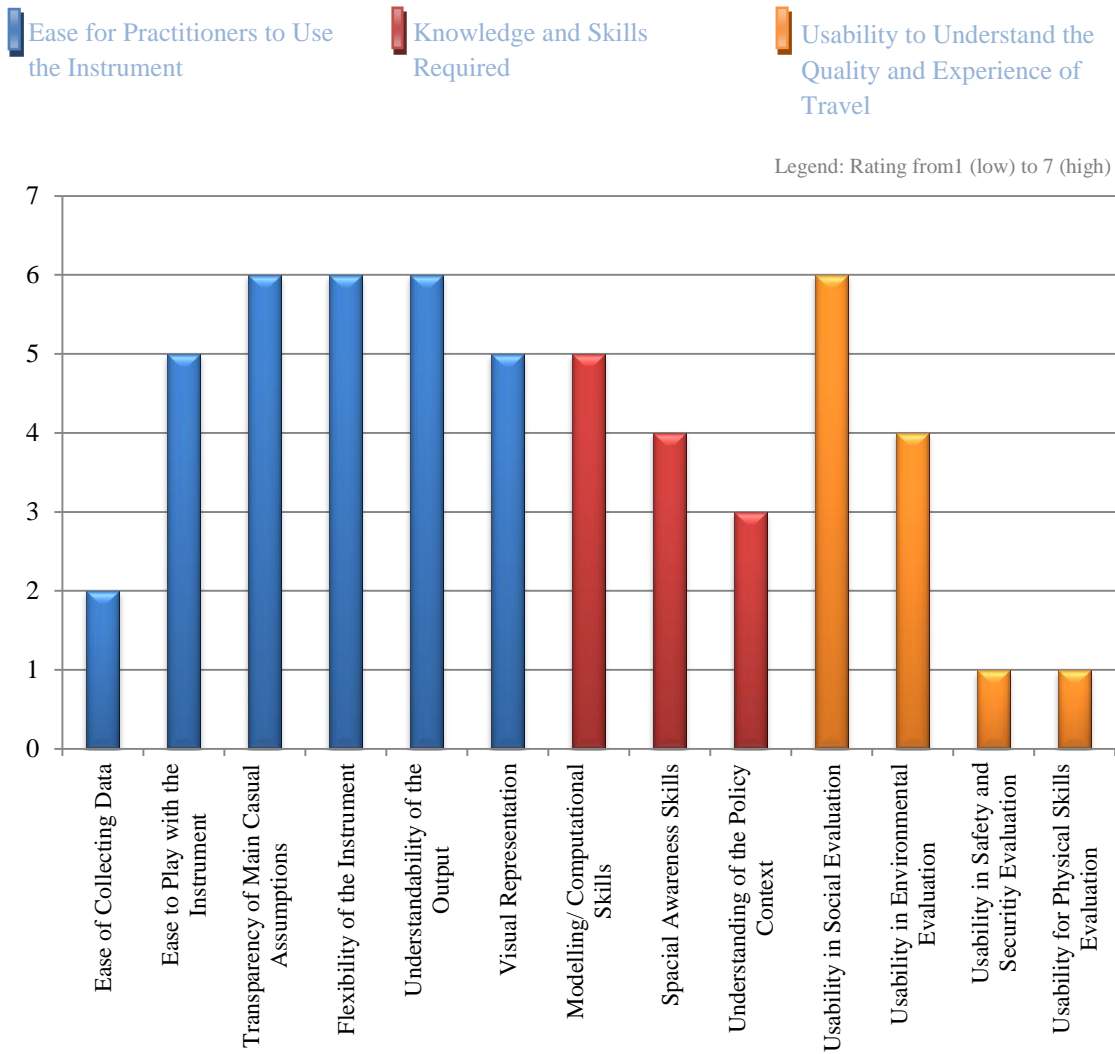
3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Used in the ex-post evaluation of the decision impact
Accessibility Measure Tradition:	Spatial separation measures Contour measures Gravity measures Utility measures
Components:	Some accessibility components: land-use; transportation
Level of Spatial Disaggregation:	Census tract
Level of Socio-economic Disaggregation:	Car Ownership
Level of Temporal Disaggregation:	Peak/ Off-peak Dynamic (real-time)
Transport Modes:	Public Transport (bus; train; tram)
Purposes/ Opportunities:	All Purposes (aggregate measure)

How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Potential Users:

Spatial/ Urban Planners
 Transport Planners
 Health service planners
 Education service planners; Developers/Researchers

Interpretable Units Used:

Datzone centroids used for distance origins
 Datzones contain 500-1000 households

Intended Use to Connect Service Users and Providers:

A tool to monitor consistency of perceptions/ expectations between providers, users, suppliers (matching top-down to bottom-up)

Intended Role in Urban Planning:

To support strategy/ option generation
 To support strategy/ option selection

Institutional Issues Blocking Effectiveness :

Formal processes
 Different planning objectives/ assumptions
 Staff technical skills
 Political commitment