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‘Planning for accessibility in a real world’

Jo Baker, Mott MacDonald



‘Planning for accessibility in a real world’ →

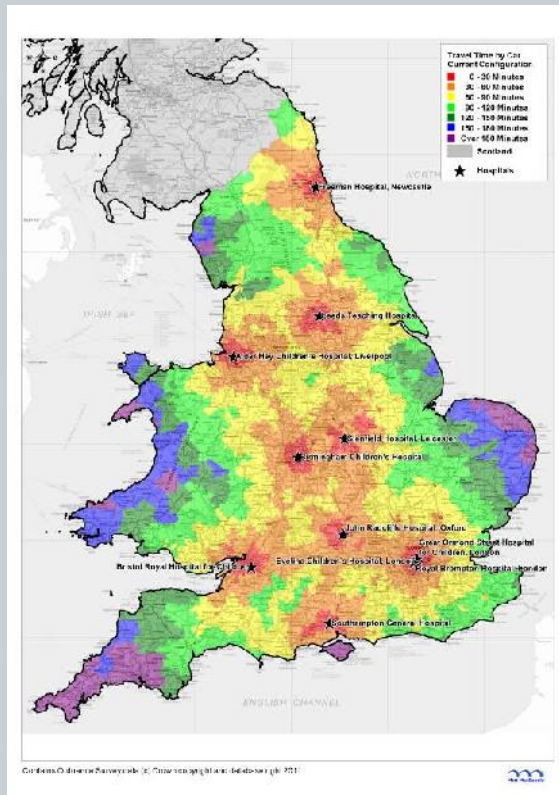
1. Origins of Accessibility Planning
2. Traditional Accessibility Planning Methods
3. Lessons to date
4. ‘Planning for accessibility in a real world’
5. Conclusions

1. Origins of Accessibility Planning →

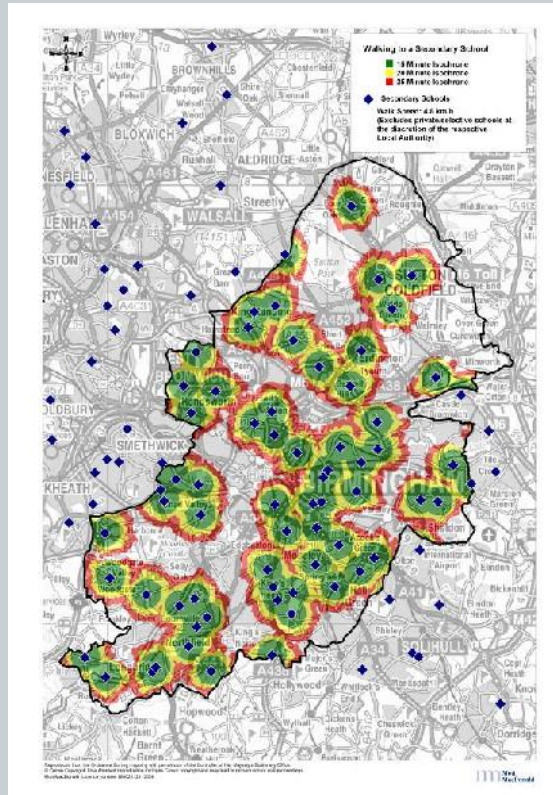
- Social Inclusion Unit Report “Making the Connections”, 2003
- Aim was to focus transport on ensuring car-free access to four key areas of accessibility:
 - Health
 - Education
 - Fresh Food
 - Employment
- Starting point is social inclusion but also embraces health & sustainable transport agendas
- New approach to transport planning - partnership working & service planning as opposed to focus on infrastructure

2. Traditional Accessibility Planning I →

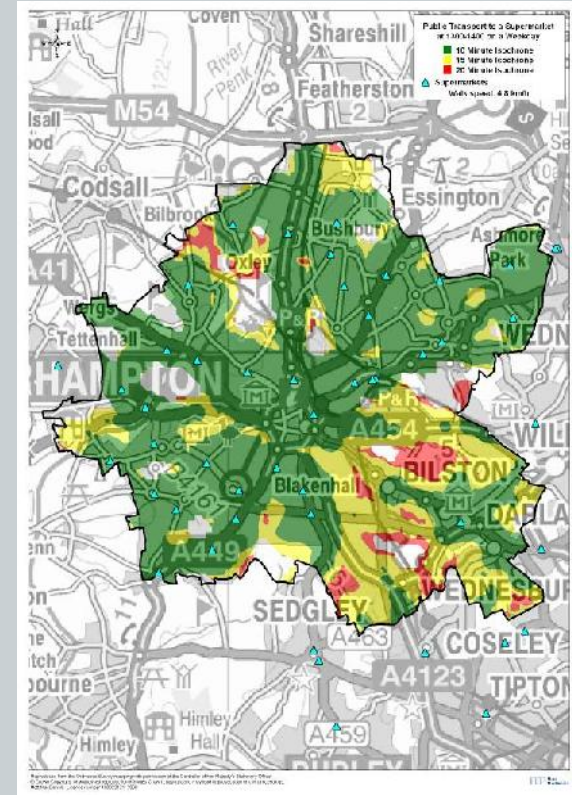
- Health



- Education

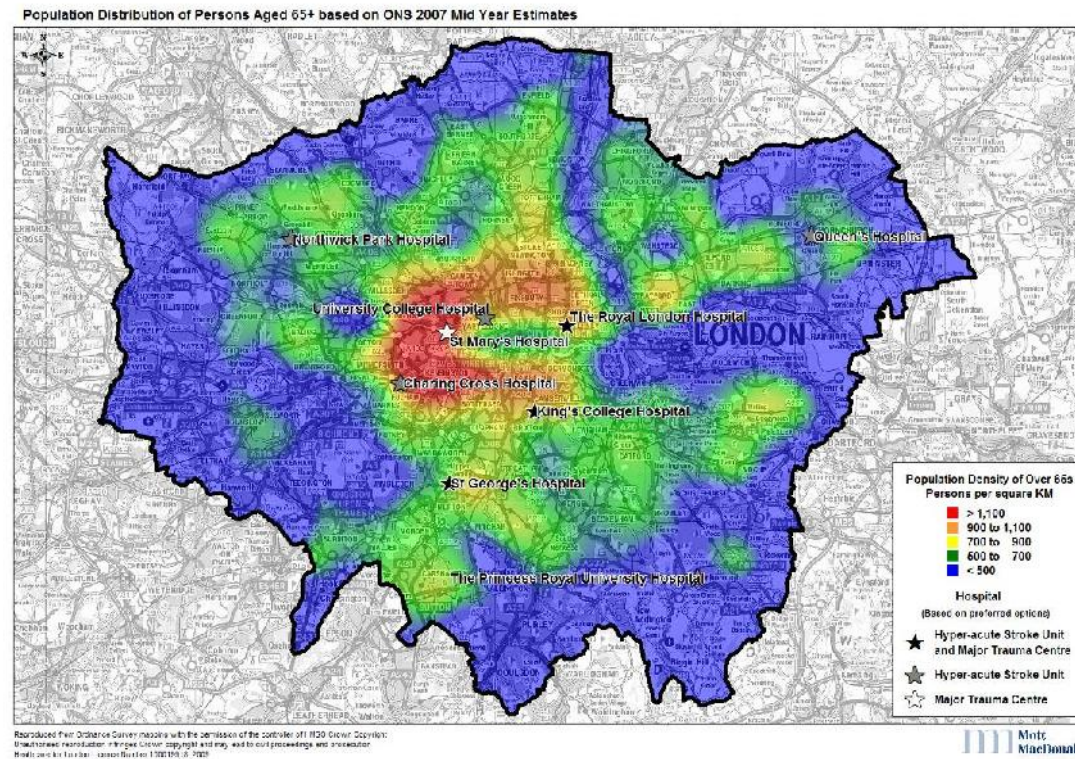


- Retail



2. Traditional Accessibility Planning → II

- Demographics



3. Lessons to Data →

- Primary Focus – making maps!
- Secondary Focus – providing public transport to solve problems
 - Useful for identifying problems
 - Less effective at solving them or avoiding them
 - Often a tool to identify “least worst” option
- Ideal situation
 - Provide services to reduce the need for travel
 - Integrate land-use planning and transport planning to reduce the need for travel

4. Planning for accessibility in a real world' →

- Use accessibility planning to develop a spatial policy to promote equality of sustainable access
- Seek to influence land-use policy to reduce travel demand
- Reduce emphasis on solving problems
- Try to avoid problems instead!

4. Planning for accessibility in a → real world'

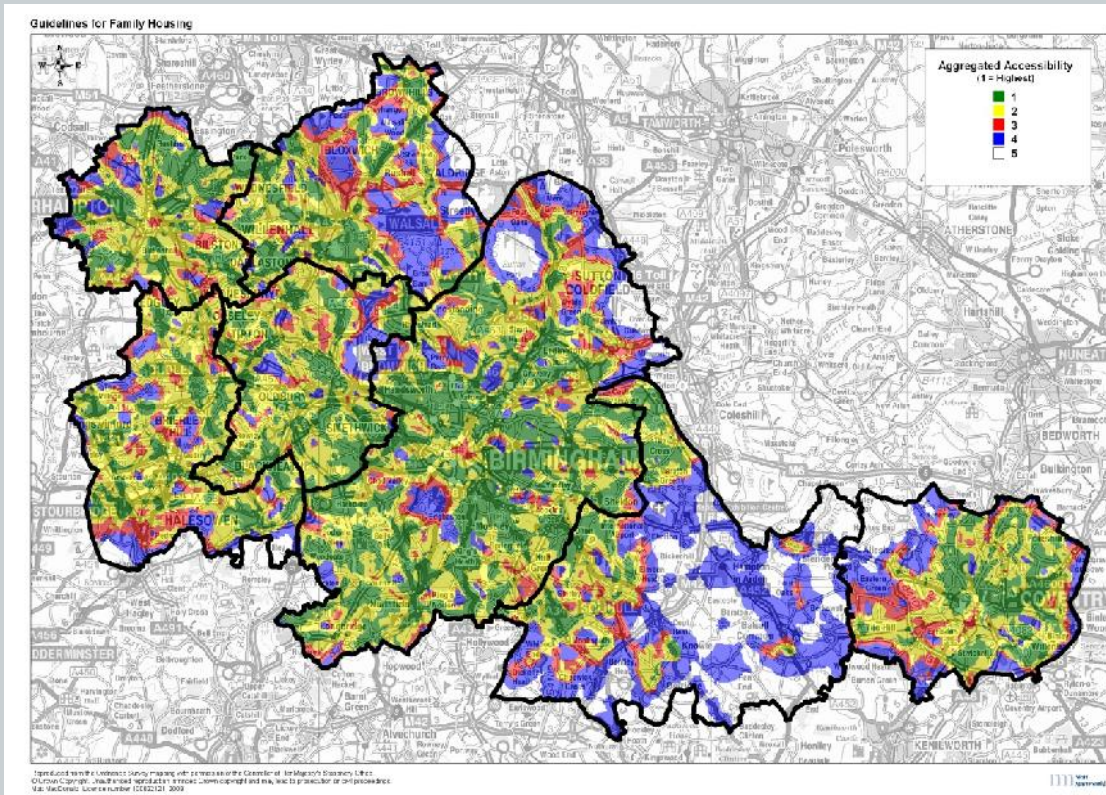
- Residential Developments
 - GPs + Walk-in Centres
 - Secondary Schools
 - Shopping Centres + Supermarkets
 - Primary Schools
 - Employment sites
- Produced a range of travel times by walking and public transport for each using 'willingness to travel' research and in consultation with local authority partners
- Developed a 'composite' output showing combined accessibility to appropriate combination of services above

4. Planning for accessibility in a real world' →

Density (dph)	Very High (60 +) strategic / town centre only	High (45-60)	Moderate (35-45)
Employment (strategic centre / employment area)	20 mins	20 mins	30 mins
Health (GP or walk-in centre)	10 mins	10 mins	15 mins
Fresh Food (centre or supermarket)	N/A	10 mins	15 mins
Education (primary school –walking only)	N/A	15 mins	10 mins
Education (secondary school)	N/A	25 mins	20 mins

4. Planning for accessibility in a real world' →

- Composite Accessibility Map – Family Housing



Band	1	2	3
GP Surgeries and Walk-In Centres (revised criteria) – Walk and Public Transport	within 10 minutes	within 15 minutes	within 20 minutes
Centres & Supermarkets (revised criteria) – Walk and Public Transport	10	15	20
Secondary Schools (revised criteria) – Walk and Public Transport	15	20	25
Primary Schools - Walk Only	10	15	20

1=excellent
2=good
3=poor
4=inadequate
5=no accessibility

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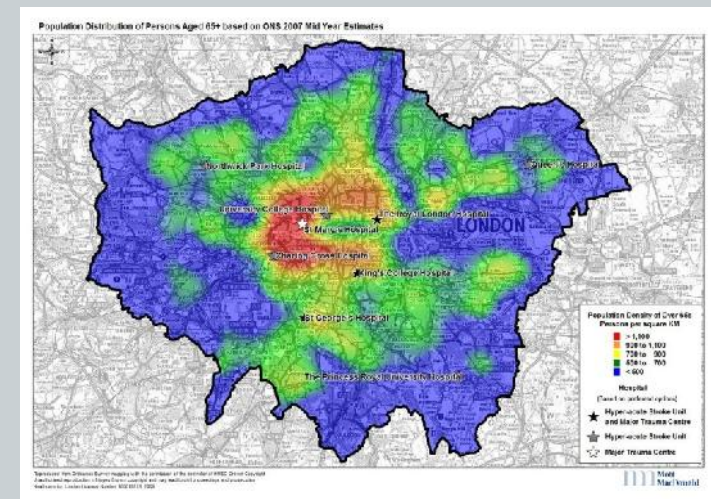
5=no accessibility

4. Planning for accessibility in a real world' →

- What does this mean?
- Development not permitted unless:
 - Adequate accessibility in place
 - New facilities provided
 - New transport provided
 - Developer contributes to improvements
- Policy now adopted in Black Country (West Midlands)
- Alternative approaches also researched for employment sites

4. Planning for accessibility in a real world' →

- Many other Applications
- Policy reviews in the health service
- Assess access to healthcare as part of an Equality Impact Assessment (EqIA).
- Applicable to any form of public service delivery.
- Provide objective data to help shape emotive policies



5. Conclusions →

- Joined up approach to accessibility planning - One map for access to multiple services
- Collaboration at early stage with planners and developers
- Transparent policy to enable regeneration and growth in order to encourage investment
- Provides mechanism for securing 3rd party funding for infrastructure
- Wider application for any service delivery
- Promote sustainable Land-Use and Transport interaction to improve access to opportunity for all



- Thank you ...
- Any Questions?
- Jo Baker, Mott MacDonald

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