Scrutiny Committee 17th July 2007
Notes on Accession Modelling/Mapping

Definitions of Accessibility Planning and 'Accession'

Accessibility Planning is a process that aims to promote social inclusion by helping people from disadvantaged groups or areas access jobs and essential services. Is not just governed by transport but can be influenced by decisions on the location, design and delivery of other services and by people's perceptions of personal safety.

"Accession" is a bespoke accessibility planning software tool. The use of Accession can help authorities to identify local areas and communities that are poorly served by jobs, local facilities or transport services and investigate a wide range of scenarios for policy and planning purposes. It can also help authorities to develop, and evaluate the benefits of, potential alternative solutions.

Accessibility Strategy

The Councils Accessibility Strategy is contained at Annex A to the City of York's Local Transport Plan 2006-2011 (LTP2). From mapping audits and consultation with stakeholders the following areas, in no particular order, were identified as a priority for improvement:

- Access to Health
    o   Access to York Hospital
    o   Access to GPs
- Transport Information
- Rural Accessibility Problems

Over the duration of the Accessibility Strategy the following areas will also be assessed:
- Access to Work
    o   Access to out-of-town centres
- Access to Education
- Access to Leisure
- Local accessibility assessments

Based upon these priorities the following policy framework was derived:

- Policy A1 - Utilise accessibility criteria in the prioritisation of resources.

- Policy A2 - Appraise and assess the accessibility implications of transport projects and schemes

- Policy A3 - Ensure the proactive circulation of information regarding existing, new or altered transport services.

- Policy A4 - Incorporate accessibility criteria into new development appraisal and Section 106 funding considerations.

- Policy A5 - Ensure that disabled people and other minority groups are involved in the designing of transport networks and facilities with particular attention given to the divergent needs encountered.

- Policy A6 - Incorporate users needs into existing restrictions and licensing conditions

- Policy A7 - Ensure that accessibility and transport impacts are considered when locating and delivering other services and opportunities.

Elements suitable for Modelling and mapping using Accession

A list of Strategic Priorities was also derived. Some of these would appear to be suitable to investigate using Accession modelling and mapping, and these are listed below:

- Improved image of public transport through marketing of the generally good public transport accessibility that already exists in York
- Improve cycle access by delivering a more complete network and an audit of cycle parking facilities

Education
- Local Accessibility Audits of school, college and university public transport provision
- Continued improvements to Safe Routes to School, improving walking and cycling access
- Changes to transport timetables and lecture/class timetables to better suit the students

Employment
- Improved public transport accessibility, filling the gaps identified in the strategic audit with orbital routes, a city centre shuttle and Demand Responsive Transport.
- Changes to transport timetables and working hours to better suit employees
- Park & Ride to serve key employment sites

Retail
- Improved public transport accessibility, filling the gaps identified in the strategic audit with orbital routes, a city centre shuttle and Demand Responsive Transport.
- Improve access to Out-of-town destinations.
- Developer contributions to be invested in cycle and pedestrian routes to developments

- Encourage more smaller more localised supermarkets and district centres to reduce the need to travel

Leisure
- Improved public transport accessibility, filling the gaps identified in the strategic audit with orbital routes, a city centre shuttle and Demand Responsive Transport.

Rural
- Improved public transport accessibility, filling the gaps identified in the strategic audit with new/altered routes and Demand Responsive Transport.
- Provision of feeder services to Park & Ride sites

Other factors identified by Scrutiny Committee on 4th April 2007

Members acknowledged that the mapping work completed to date had been limited but having considered the information provided, were able to identify other factors which could further affect a modal shift in travel. These included:

- **Extending the Park & Ride service to improve access to York Hospital outside of peak hours**
- **Identifying under used bus services**
- **Increasing the number of buses in use during 'school run' times to reduce gaps in service**
- Improved interchange points in the city centre
- Improved safety measures for taxis e.g. CCTV in cars
- Sustainable Tourism – a tourist tax with monies collected being used in total to deal with accessibility issues
- **Access to primary school education**
- Publicising good practices by employers across the city i.e. Green Travel Plans
- Ensure the implementation of the Council's own Green Travel Plan
- **Relocation of bus stops**
- **Additional bus lanes on key roads into the city** (although Saturn Modelling may be more appropriate)

Not all of the above factors are suitable for modeling and mapping in Accession. Those that are have been shown in bold font.

Local Accessibility Assessments

The Accessibility Strategy's programme for undertaking Local Accessibility Assessments to determine local accessibility actions is shown in the following table. Due to the timescales involved it was envisaged the local analysis will spread out over the 5 year period of LTP2.

Table 1 Accessibility Strategy's programme for undertaking Local Accessibility Assessments

	2006/07	2007/08	2008/09	2009/10	2010/11
Acomb		✓			
Bishopthorpe				✓	
Clifton	✓				
Derwent		✓			
Dringhouses & Woodthorpe			✓		
Fishergate		✓			
Fulford			✓		
Guildhall		✓			
Haxby & Wigginton				✓	
Heslington					✓
Heworth				✓	
Heworth without				✓	
Holgate					✓
Hull Road			✓		
Huntington & New Earswick			✓		
Micklegate					✓
Osbaldwick	✓				
Rural West York				✓	
Skelton, Rawcliffe and Clifton without					✓
Strensall		✓			
Westfield	✓				
Wheldrake			✓		
Note. Mapping for Westfield, Osbaldwick and Clifton wards has been undertaken.					

Factors affecting the modeling/mapping programme

The primary factor affecting the delivery of the accessibility modeling and mapping programme has been the lack of resources to undertake the work since the departure of the Council's Transport Strategy Unit's (TPU) Transport Planner (Strategy), with the expertise in using the Accession software, in April 2006. It is anticipated that this post will soon be filled. In the meantime some officers within the TPU are receiving training in the use of Accession, but it will be some time before they become suitably proficient in its use. In addition recruitment is underway to fill the vacant Transport Planner (Strategy) post.

Timeframe for continuing the programme

For the short term it is intended to utilise the Council's call-off consultant (Halcrow) to undertake the accession modeling/mapping work. The intended priorities for this is as follows:

- Access to education – August to November 2007
- Underutilized bus services and bus service gaps - August to December 2007
- Extensions to Park & Ride Services December 2007 to February 2008

The local accessibility assessment programme will be compressed to be completed by the end of the originally proposed 5-year programme. The exact timings within this overall programme are to be determined.

Other Modelling/mapping is dependent on the implementation of the LTP2 capital programme and other projects and is likely to be undertaken in the medium term 2009/10 to 2010/11.

Financial Implications

For the short term it is intended to utilise the Council's call-off consultant (Halcrow) to undertake the accession modeling/mapping work. The anticipated rate for this work is £ 350/day. A typical Accession modeling/mapping assignment takes two days to complete, so each task would cost £700. An example costing for 'Education' would be in the order of £24,000.00.