

# **Planning for accessibility**

## Swedish case with a methodological perspective

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# Mobility

- Ability to move yourself between different geographical locations



# Assessing mobility

- Indicators of infrastructure
  - Likelihood of traffic jams
  - Minimum speed on road
  - Average speed or average transportation time
  - Number of individual travellers during a given time period

# Accessibility

- Perceived ability to participate in “possibilities”



# Assessing accessibility

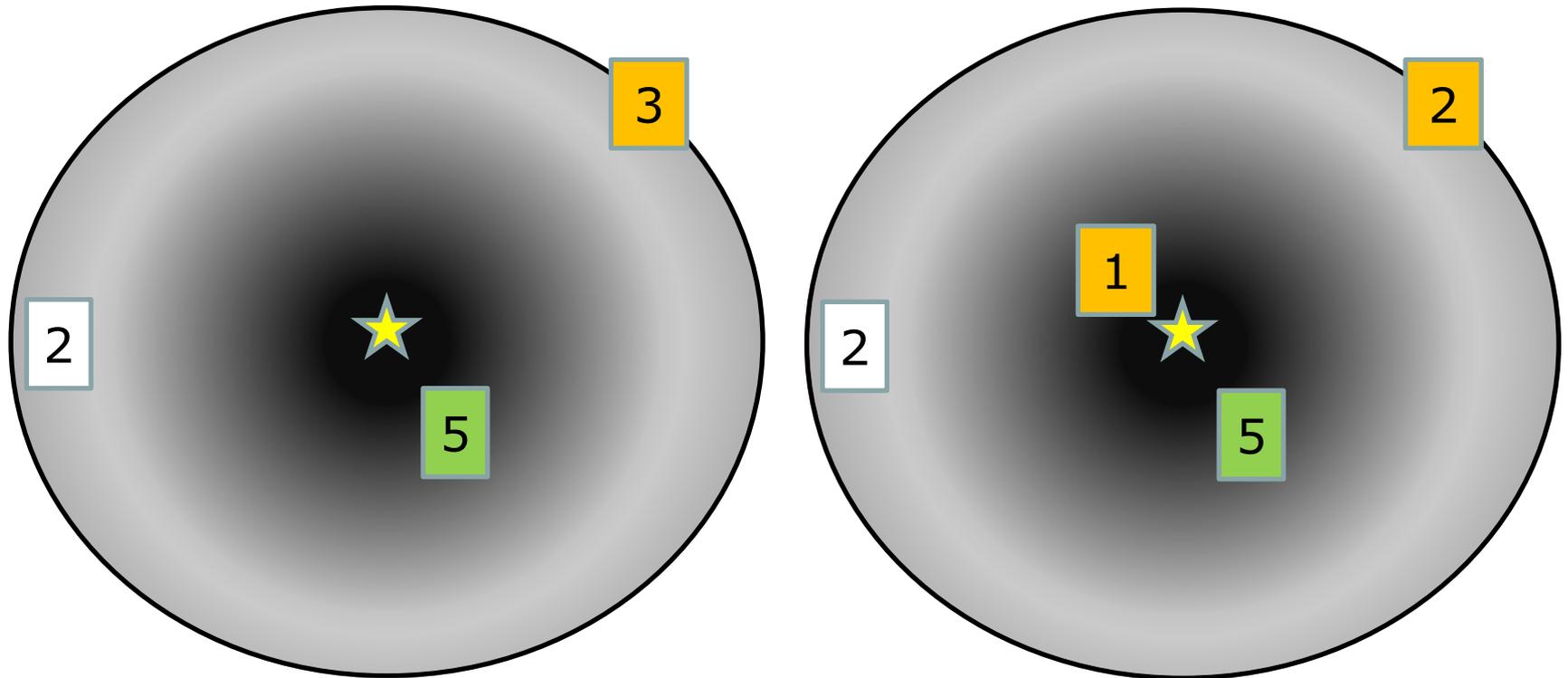
- Potential for interaction
  - The cost of reaching destinations together with the perceived quality of the destinations
    - Hansen (1959)
  - Land use and mobility
  - Accessibility for a given geographical region is relative to other regions

## Fundamentals of accessibility

- Increased service level in any mode of transportation → Increased accessibility
- Increased number of possibilities that can be reached with given service level → Increased accessibility
- Increased demand → Decreased accessibility

(Geurs and van Wee, 2004)

# Elasticity



## Consequences for planning

- Mobility and accessibility are planning instruments, not fundamental objectives by themselves...  
...that is rather the benefits of agglomeration
- Marshall (1890) *Principles of Economics*
  - “[Marshall says]...locations thick with similar activity generate valuable agglomeration economies for firms, namely better access to skilled labor (labor market pooling), specialized suppliers (shared inputs), and knowledge spillover from competing firms. As a result, firms’ location choices may create competitive advantage by improving access to key resources.”  
(Alcácer & Chung, 2010)

# Families of assessment methods for planning

Indicator/measure	Provides answers on
Infrastructure	Capacity and performance of transport infrastructure
Cumulative	Capability to access one or more destination(s) from a given location
Interaction	Capability to access many destinations and their "quality" from a given location
Utility/preference based	The attractiveness of destinations and the means of transportation
Time/space	Possibility for individuals to take part of spatially outspread potentials participate



## How do they plan?

Indicator/measure	Used by
Infrastructure	This is the <i>de facto</i> planning indicator used, the capacity in the infrastructure in terms of people/vehicles/tonnes
Cumulative	Partly used but less formal, i.e. not having a strong role in decision making. Also restricted to within the municipalities' geographical region.
Interaction	Used for public service, e.g., elderly care, disabilities, less for cultural activities and leisure. Also restricted within the municipalities' geographical region.
Utility/preference based	None (basically too complex and "academic")
Time/space	Partly, as it is stated in national requirements. Municipalities (within their geographical region, delimited to some target groups and a focus on public service).  County (through consultants)

## Findings

- Used planning tools is for assessing mobility only, not accessibility
- Planning tools delimited to each individual municipality's geographical region
- Low formal understanding of accessibility, no common definition of the term across municipalities, low understanding of citizen's preferences
- More know-how regarding accessibility assessment at consultancy firms
- Accessibility is viewed as a bi-product of mobility

## Concluding remarks

- The planning for accessibility in the county does not quite fulfil its role in pursuit of the agglomeration economy (planning is done in sub-parts of the economy)
- However, as the strength of the economy allows for high car ownership, it is less visible
- With a car, accessibility is quite high due to low congestion rates which entails that the threshold for being a competitive and growing business is high
- Probably not in compliance with realities and desires of future workers