

Accessibility and Social Inclusion in the UK

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Roundtable

Accessibility and Transport Appraisal

OECD headquarters, 2 rue Andre-Pascal, Paris

75775

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Outline

1. Why accessibility is important to social inclusion?
2. What do we mean by 'accessibility'?
3. UK *accessibility planning* approach
4. Some empirical examples
5. Critique of the UK-AP method
6. Conclusions

Transport-related social exclusion



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- 2003 SEU report identified problem of transport-related exclusion - focused specifically on low income and disadvantaged social groups
- A significant proportion of people are unable to access key life-chance opportunities – work, learning, health, social
- Key affected groups – carless households (50% of lowest income quintile – 20% of total population)
- Worst affected groups – rural poor and residents of peripheral urban social housing estates plus lone parents, teenagers, old people, disabled, ethnic minorities
- Main problems – lack of local services, inadequate transit services, no alternative transport, cost of fares, lack of information.



What do we mean by 'accessibility'? UNIVERSITY OF LEEDS

1. Access to (public) transport

1. Coverage
2. Affordability
3. Safety
4. Reliability

2. Access to places

1. Which destinations?
2. What distances/travel times
3. For who?

It can REPLACE journey time savings as a policy metric but including both is often DOUBLE-COUNTING

1. Analyse the problem
 - Strategic and local area (GIS-based) assessments
 - Based on public transport journey times from deprived (IMD) areas to key destinations
2. Evaluation of policy options
 - Local joint-delivery stakeholder partnerships
 - Critical assessment of public transport network
 - Cross partnership resource audit of other transit options e.g. flexible transit
 - Identify funding sources for new projects
3. Joint local action plan with identified accessibility targets and key deliverables
4. Monitoring and evaluation of social inclusion outcomes

Analysis of the problem



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Transport Analysis

Mode Choice

Trip distribution

Route choice

Trip generation

Travel times/costs

Car ownership

Accessibility Analysis

People/location

Activity

Attractiveness of locations

Location decisions of users

Land Use Analysis

Location decisions of providers

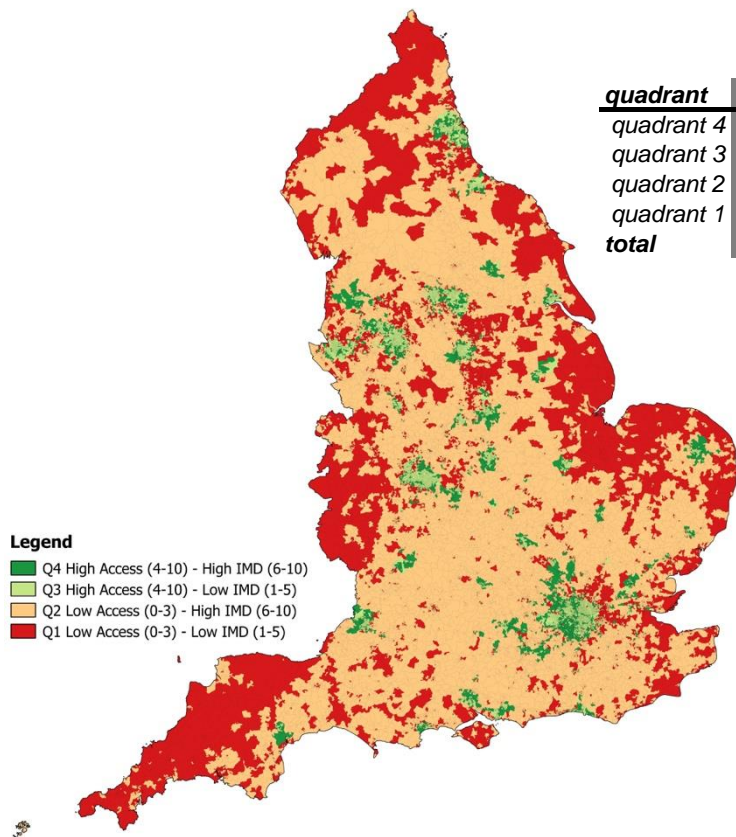


1. Accessibility has been mainstreamed and embedded within in local transport planning sector
2. Accessibility is audited annually by DfT and the metrics are published
3. Better defined and more refined metrics and indicators have been agreed nationally
4. Improved spatial datasets and analytical tools have been developed and made available over last 10-15 years
5. More methodological techniques and empirical case studies are available

Map of accessibility to jobs within 45 minutes by public transport

Spatial pattern Poor Public Transport Accessibility & Deprived Neighbourhoods (2015, LSOA-level)

<i>quadrant</i>	<i>LSOA urban-rural classification</i>		<i>working age (age 16-74) population</i>	
	urban	rural	abs.	%
<i>quadrant 4</i>	5,195	220	7,114,598	17.81%
<i>quadrant 3</i>	8,544	47	10,038,675	25.12%
<i>quadrant 2</i>	7,221	3,786	13,166,264	32.95%
<i>quadrant 1</i>	6,286	1,545	9,635,859	24.12%
<i>total</i>	27,246	5,598	39,955,396	100.00%



Legend

- Q4 High Access (4-10) - High IMD (6-10)
- Q3 High Access (4-10) - Low IMD (1-5)
- Q2 Low Access (0-3) - High IMD (6-10)
- Q1 Low Access (0-3) - Low IMD (1-5)

57% of working age population live in areas with low public transport access to jobs (5000+) and 24% are also in areas of high deprivation

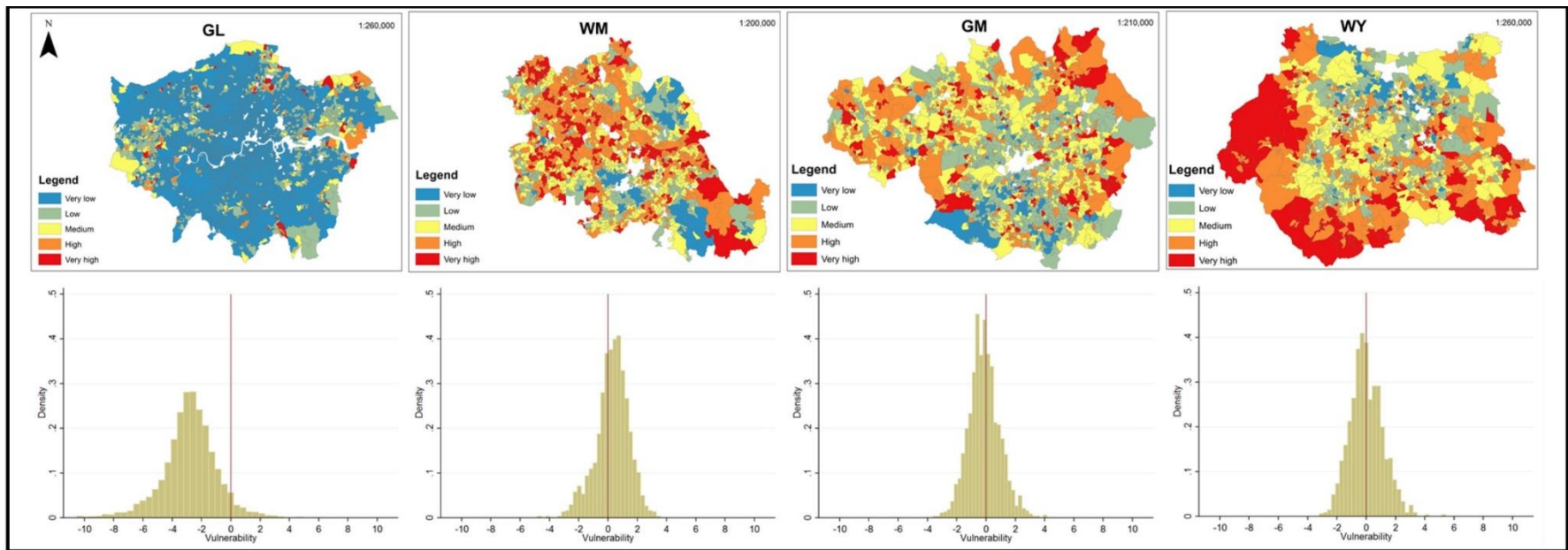
Source: Analysis by Jeroen Bastiaanssen 2018 – for GOS Future of Mobility Report

Index of transport poverty



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Based on a composite indicator of i) expenditure on fuel, ii) income levels, iii) walking and public transport accessibility to key services



Great London

West Midlands

Greater Manchester

West Yorkshire

Source: Analysis of MOT data by Giulio Mattioli and Ian Phillips, 2018

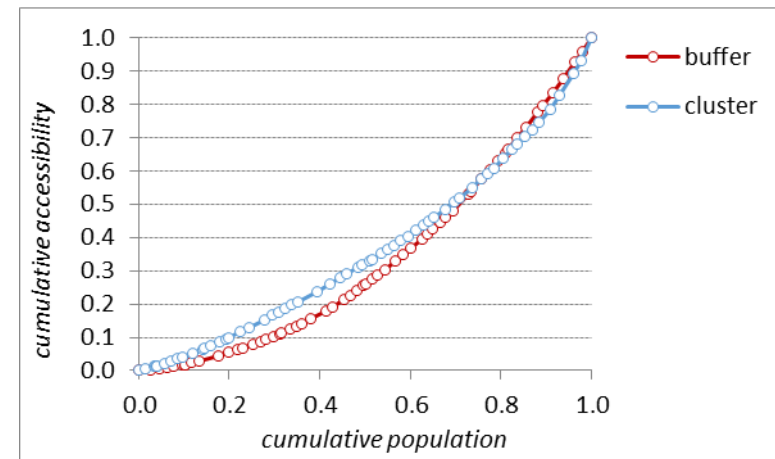
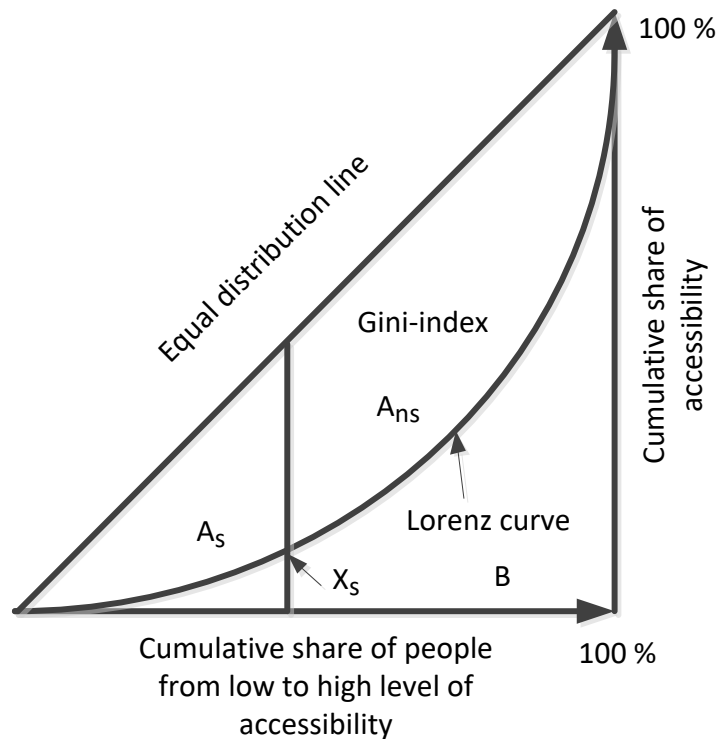




Use of the Gini Index for accessibility UNIVERSITY OF LEEDS

To compare people within an area

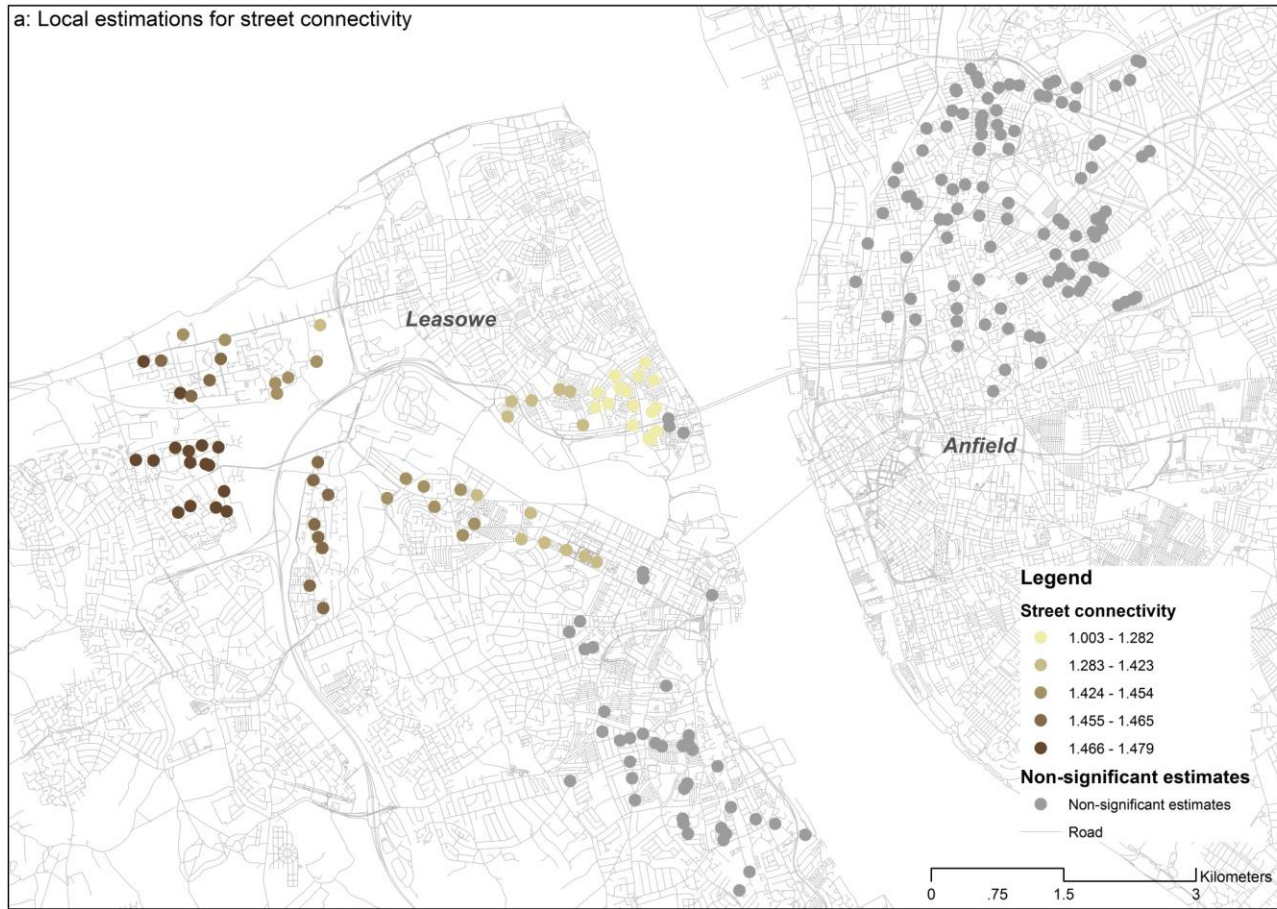
Or between different cities



Geographically weighted regression analysis



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BUT

- There are no set standards for accessibility
- Analysis is usually only undertaken for major new projects (& embedded within traditional CBA, which can lead to double counting)
- Local accessibility deficits are not assessed (& no local funding to address identified shortfalls)
- Land use planning is largely not controlled for accessibility
- Service closures (both transport and land use) and changes are not being assessed for accessibility impact

Critique 1: contextual



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- Unreliable and unstable commercial bus networks with no local authority control over services outside London
- Grossly inadequate funding for socially necessary but commercially non-viable services
- Lack of concessionary fares strategy outside of London (other than for elderly and disabled travellers)
- Legislative difficulties and capacity issues within the Community Transport sector
- Lack of stable funding streams for new local transport initiatives
- Transport is not conceptualised as a social policy problem outside the transport sector
- No metrics for the evaluation of social impacts of transport policies

Critique 2: conceptual



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1. It often isn't really about transport at all

- E.g. Poor skills matches with available local employment opportunities
- Other duties and responsibilities which restrict people's ability to travel
- Housing and planning policy – putting people in the wrong places

2. It can be about transport but not related to accessibility

- High cost of transport fares or long travel times compared to the low wages offered
- Issues of high incidence of crime and fears for personal safety when walking (especially at night)

3. Disempowerment in local transport decision-making

- There is very little opportunity for citizens to have a say in the transport process leading to inappropriate solutions

Critique 3: Methodological



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1. The UK method focused too much on places and transport instead of on **people and activities**
 - Most analyses assumed a homogeneity of local needs within areas and did not disaggregate by population sub-groups
 - Datasets didn't include enough local knowledge about micro service delivery issues and people's location preferences
 - Activity windows of opportunity were not considered
2. Capacities and capabilities were absent from analyses
 - Affordability and cost of travel relative to incomes were also absent
3. The method was too 'black-box' and it was difficult for policy-makers to understand what lay behind the GIS outputs
4. The method was insufficiently fine-tuned to capture micro changes in provision e.g. a new local minibus service



Conclusions

Accessibility and participation

- It is about connecting **people** to places, but not only this
- It is also about what they can **do** there, i.e. places with opportunities for participation
- Land use planning plays a vital – especially creating accessible home locations
- It is also about the condition and quality of those connections – crime, environmental wellbeing, public transport service quality, etc.

Accessibility and social inclusion

- Social inclusion is a multi-faceted phenomenon of which accessibility is only one part, also to consider:
 - Physical location of housing, goods and services
 - Levels of connectivity, choice, quality, comfort
 - Skills and cognitive abilities & willingness to travel