

GDATI - Geographic/ Demographic Accessibility of Transport Infrastructure

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1. PLANNING CONTEXT

Geographical Scale	National Supra-Municipal Municipal
Status:	Research tool In development
Planning Process:	Formal and informal planning processes

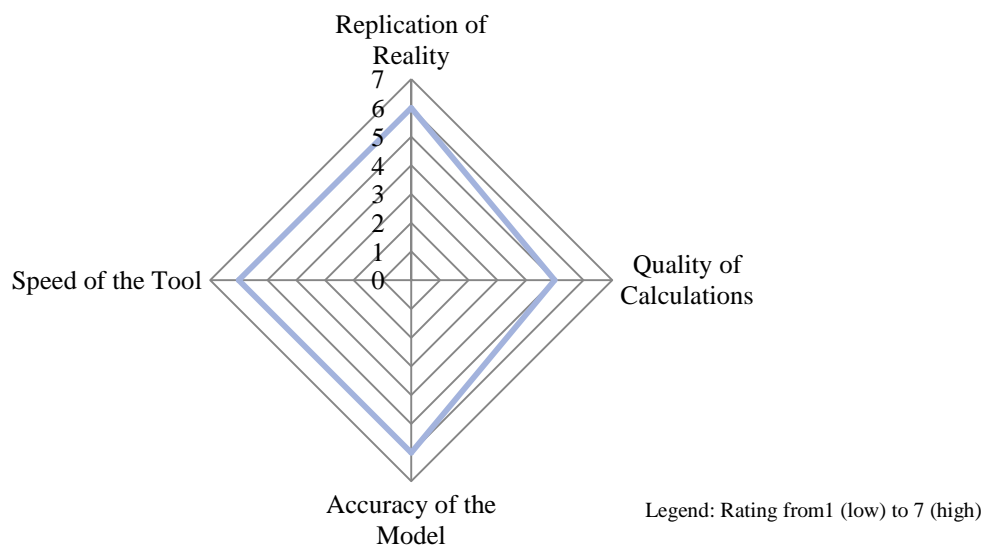
2. PLANNING GOALS

Public Stakeholder Goals:	To manage the use of transport modes
Private Investors Concerns:	Where and how to develop public transport services
Main Individual Goals:	Choosing household location

3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Cooperative decision support tool
Accessibility Measure Tradition:	Spatial separation measures Network measures
Components:	Some accessibility components: land-use; transportation
Level of Spatial Aggregation:	NUTS 2; NUTS 3; NUTS 4/ LAU 1 Transportation terminal/ hubs Axial lines; Road center lines
Level of Socio-economic Disaggregation:	None/ aggregate measure
Level of Temporal Disaggregation:	None/ aggregate measure
Transport Modes:	Public transport (bus, tram, train)
Purposes/ Opportunities:	No purpose/ not applicable

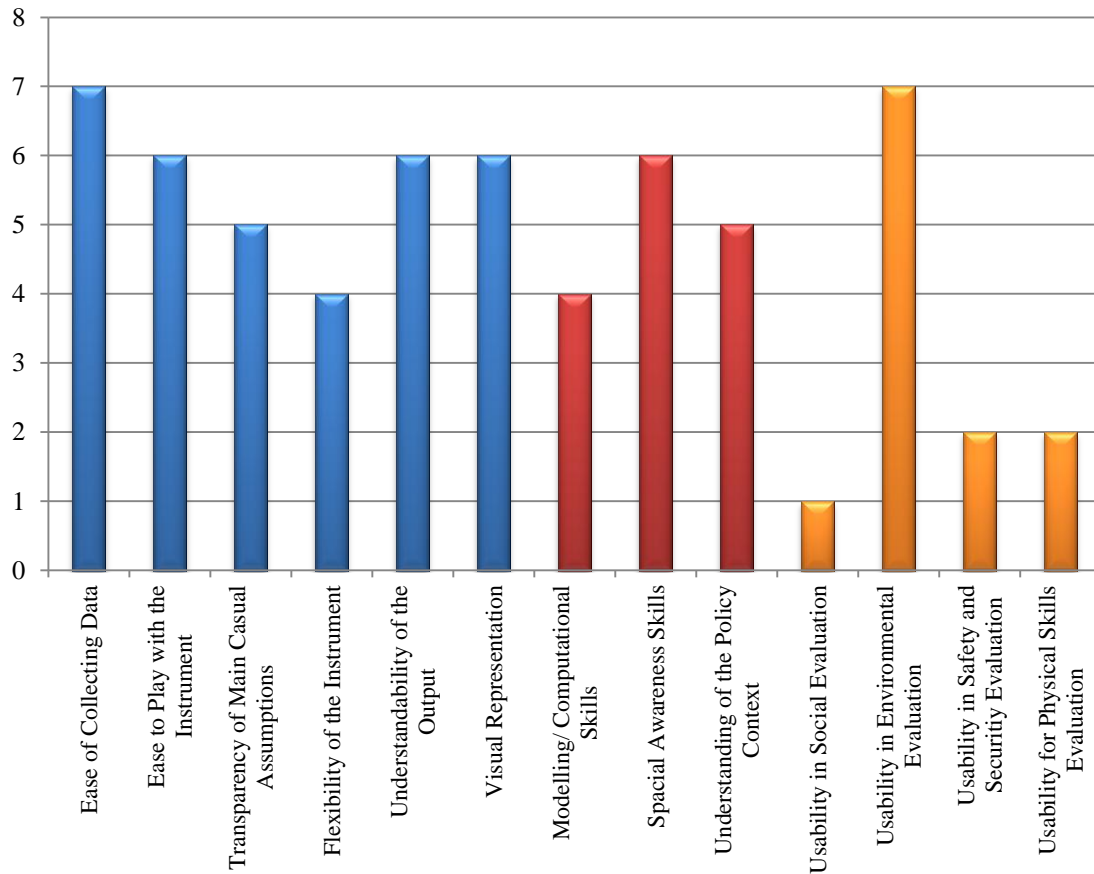
How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Legend: Rating from 1 (low) to 7 (high)



Potential Users:	Spatial/ Urban Planners Transport Planners Developers/ Researchers
Interpretable Units Used:	Not used
Intended Use to Connect Service Users and Providers:	Networking tool for users to inform providers Tool to monitor consistency of perceptions/ expectations between providers, users and suppliers
Intended Role in Urban Planning:	To justify decision/ positions already taken
Institutional Issues Blocking Effectiveness :	Separate urban and transport institutions Formal processes Financial arrangements Data availability Political commitment