

IMaFa – Isochrone Maps to Facilities

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1. PLANNING CONTEXT

Geographical Scale	Supra-National National Supra-Municipal Municipal Neighbourhood Street
Status:	Research tool As part of health planning
Planning Process:	Transportation Management

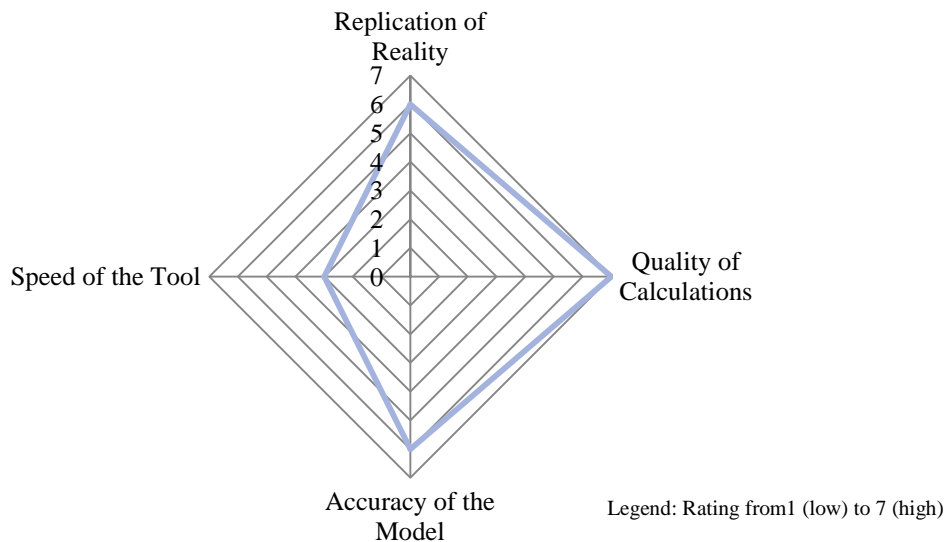
2. PLANNING GOALS

Public Stakeholder Goals:	How to facilitate access to basic services
Private Investors Concerns:	Where to locate business
Main Individual Goals:	Choosing the best mode (s) for a particular route (s)

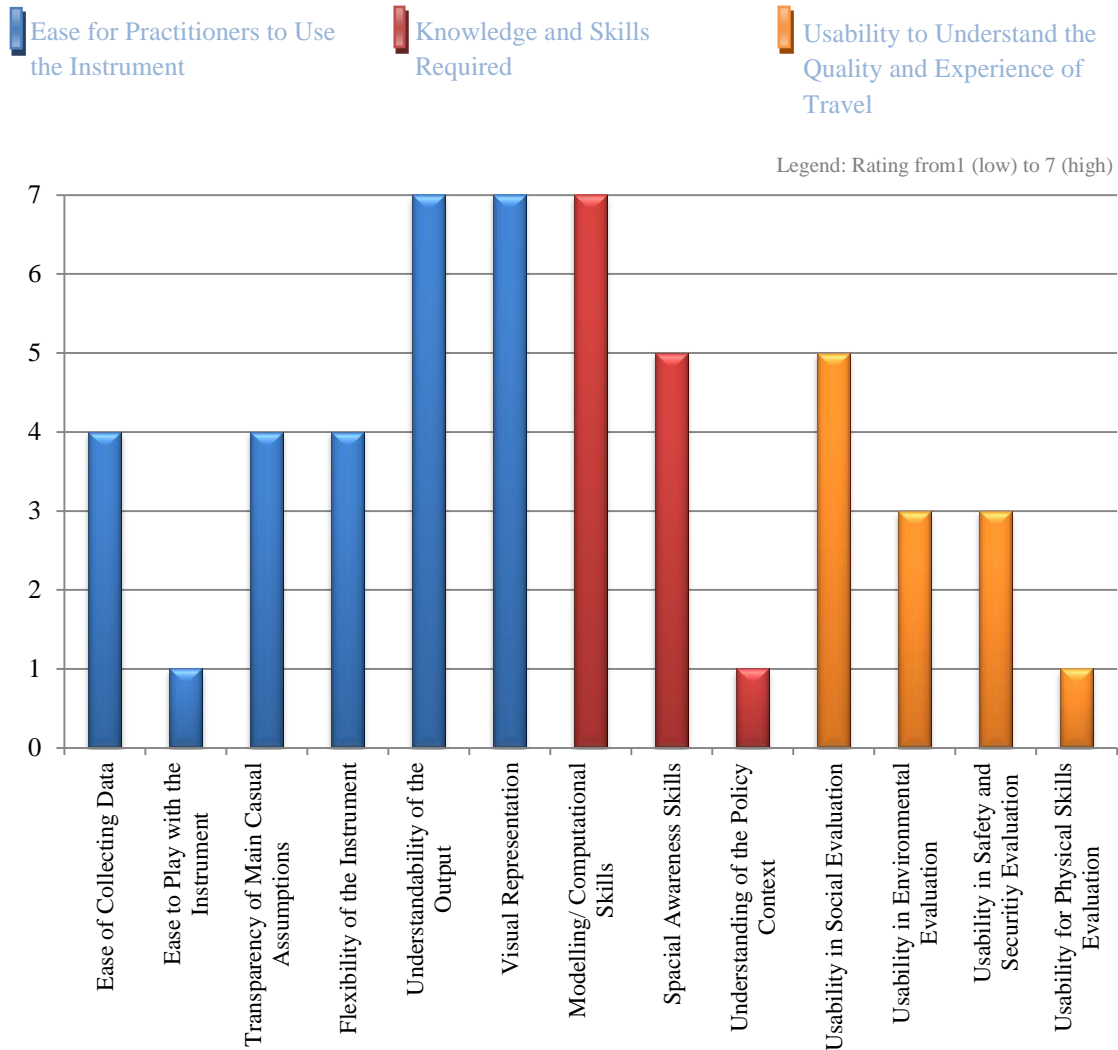
3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Strategic planning support tool
Accessibility Measure Tradition:	Spatial separation measures Time-space measures Network measures
Components:	Some accessibility components (transportation; temporal)
Level of Spatial Aggregation:	NUTS 2; NUTS 3; NUTS 4/ LAU 1 Plots
Level of Socio-economic Disaggregation:	None/ aggregate measure
Level of Temporal Disaggregation:	None/ aggregate measure
Transport Modes:	Walking; Public transport (bus, metro)
Purposes/ Opportunities:	Work; Leisure; healthcare; Shopping

How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Potential Users:

Spatial/ Urban Planners
 Transport Planners
 Developers/ Researchers

Interpretable Units Used:

Time map

Intended Use to Connect Service Users and Providers:

Not applicable

Intended Role in Urban Planning:

To support decisions/ positions already taken
 To support strategy/ option generation
 To support strategy/ option selection

Institutional Issues Blocking Effectiveness :

Separate urban and transport planning institutions
 Formal processes
 Data availability
 Different planning objectives and assumptions
 Political commitment