

# GraBAM – Gravity Based Accessibility Measures for Integrated Transport-Land Use Planning

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## 1. PLANNING CONTEXT

Geographical Scale	Supra-Municipal
Status:	Implemented as part of the planning process
Planning Process:	Formal planning process

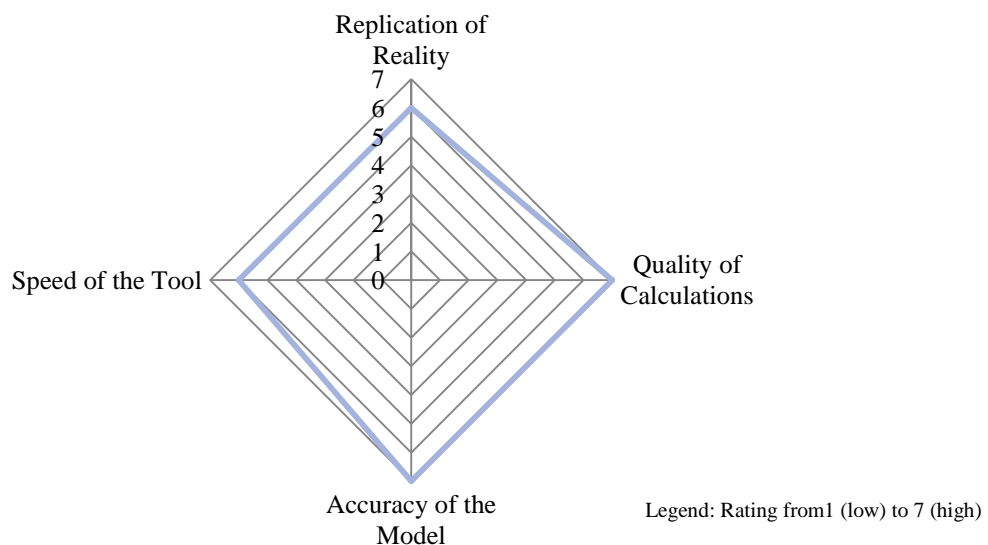
## 2. PLANNING GOALS

Public Stakeholder Goals:	How to manage, encourage or reduce the use of transport modes
Private Investors Concerns:	Where to locate business Where to invest in real estate
Main Individual Goals:	Choosing household location

## 3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Active decision support tool
Accessibility Measure Tradition:	Gravity measures
Components:	Some accessibility components (Land-use; transportation; temporal)
Level of Spatial Aggregation:	Census tract (aggregated)
Level of Socio-economic Disaggregation:	Work/ Non-work
Level of Temporal Disaggregation:	Peak/ Off-peak
Transport Modes:	Public transport (regional metro); Car
Purposes/ Opportunities:	Work; Education

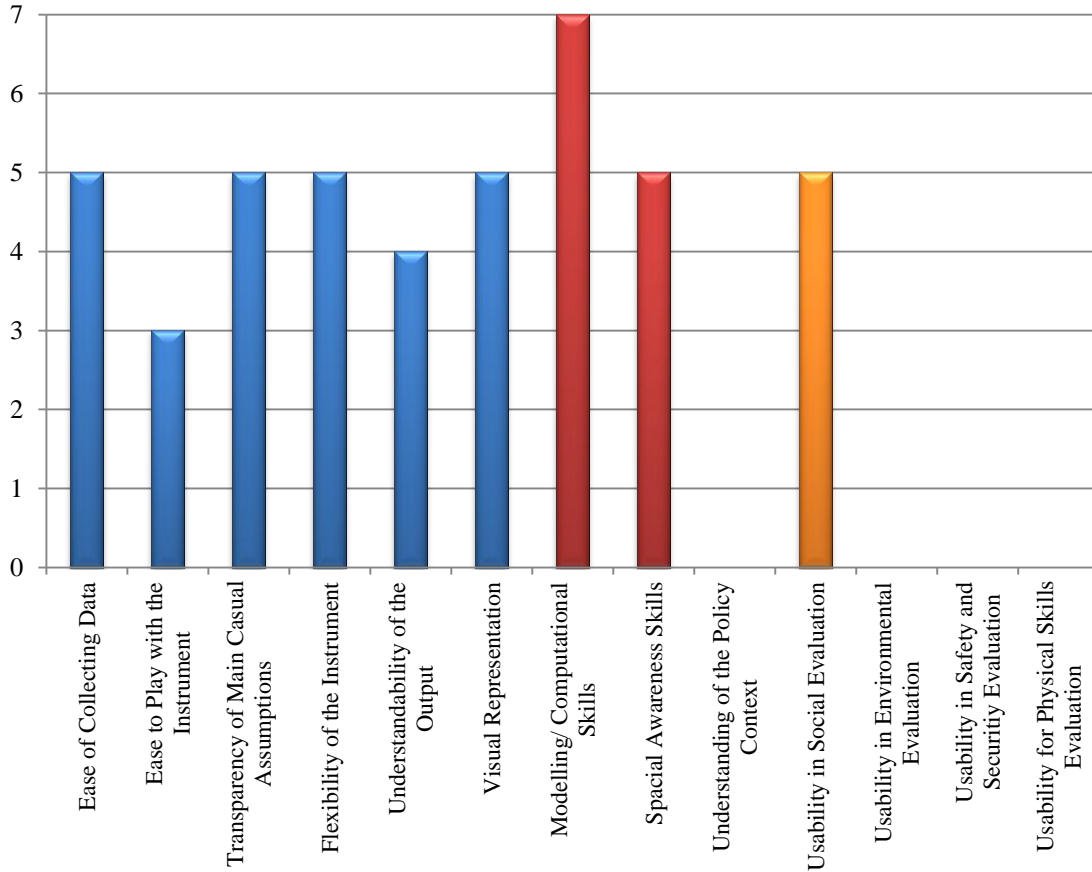
### How the Instrument Replicate Reality



#### 4. END-USERS AND HOW THEY USE THE TOOL

■ Ease for Practitioners to Use the Instrument     
 ■ Knowledge and Skills Required     
 ■ Usability to Understand the Quality and Experience of Travel

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



Potential Users:	Spatial/ Urban Planners Transport Planner
Interpretable Units Used:	Sum of the generalized travel costs, weighted by an attraction term representing either the opportunities to be reached in other zones or the potential <i>consumers</i> of an opportunity located in zone <i>i</i>
Intended Use to Connect Service Users and Providers:	Not applicable
Intended Role in Urban Planning:	To support strategy/ option generation To support strategy/ option selection
Institutional Issues Blocking Effectiveness :	Separate urban and transport planning institutions Data availability Staff technical skills