

MaReSi SC - Method for Arriving at Maximus Recommendable Size of Shopping Centres

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1. PLANNING CONTEXT

Geographical Scale	Municipal Neighbourhood
Status:	Implemented as part of the planning process
Planning Process:	Formal and informal planning processes

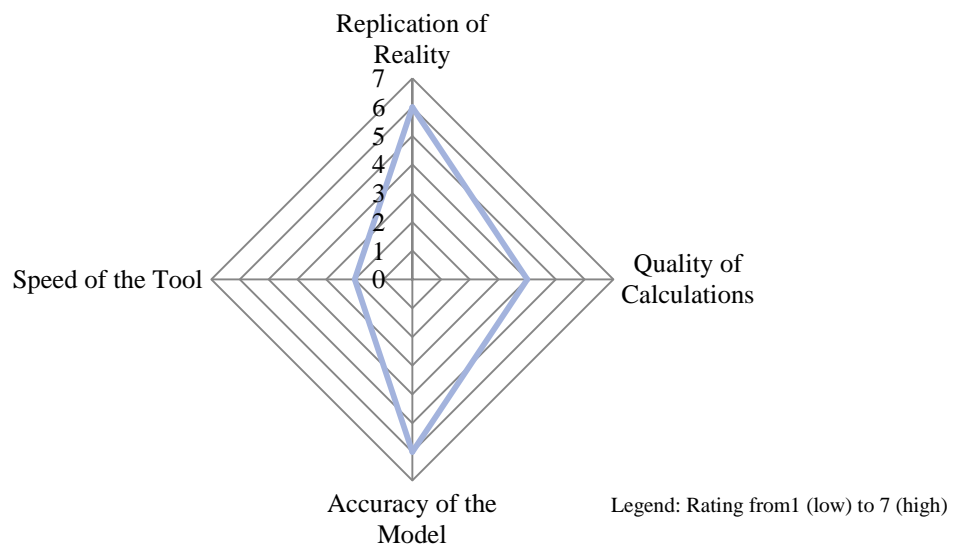
2. PLANNING GOALS

Public Stakeholder Goals:	To manage the use of a transport mode (car)
Private Investors Concerns:	How shopping center can be allowed to be built
Main Individual Goals:	Reduction of car dependency Better accessibility to shopping and services

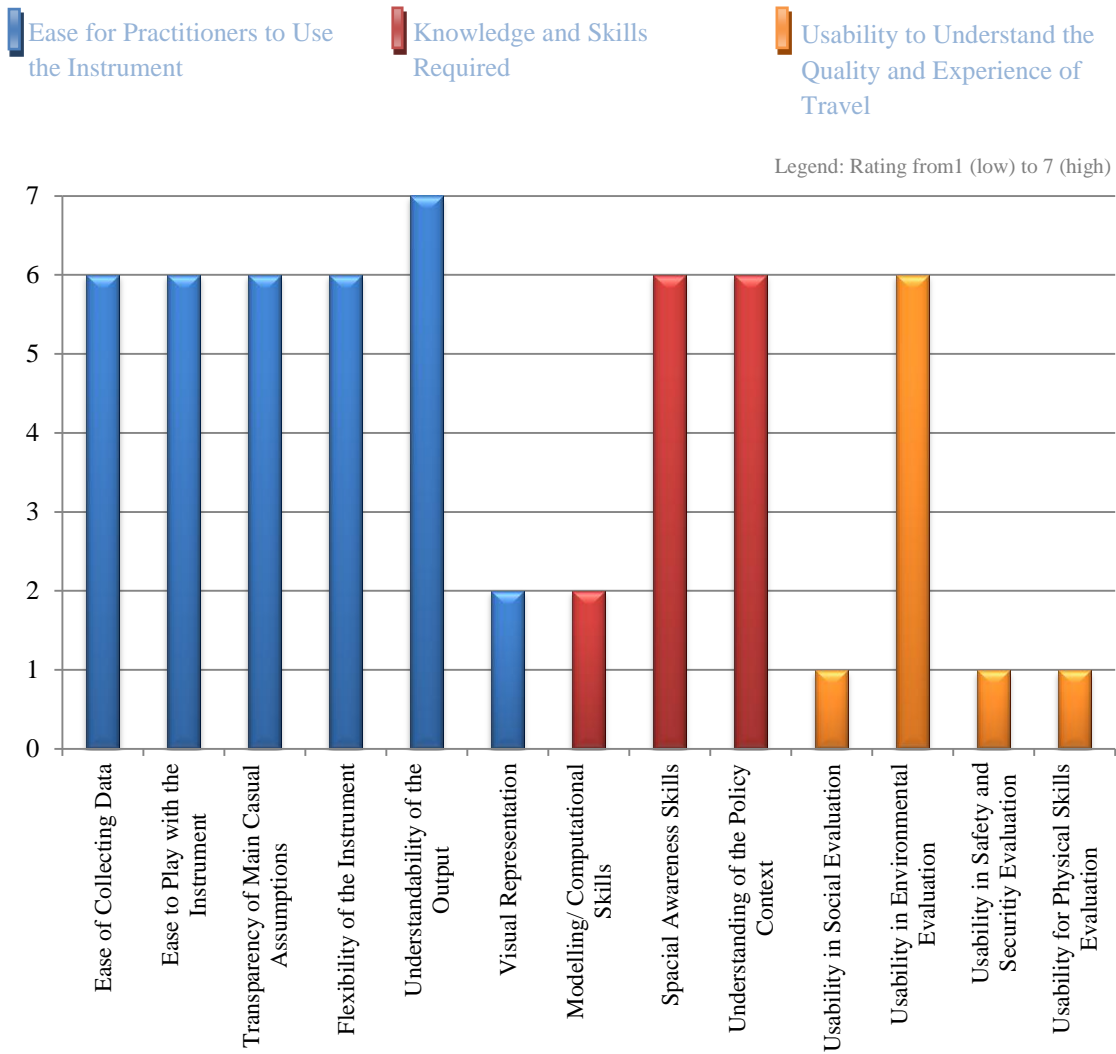
3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Active planning support
Accessibility Measure Tradition:	Gravity measures Competitions measures Time-space measures How spatial development affects travel behavior
Components:	Some accessibility components (land use, transport systems)
Level of Spatial Aggregation:	Plots; Buildings; Transportation terminal/ hubs; People living within 1 and 2 km real distance; Center structure in municipality; Market shares for the center and others of the same type
Level of Socio-economic Disaggregation:	None/ aggregate measure
Level of Temporal Disaggregation:	Year; day
Transport Modes:	Any modes
Purposes/ Opportunities:	Shopping

How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Potential Users:	Spatial/ Urban Planners Politicians
Interpretable Units Used:	Direct, not normalized, not weighted and nor transformed in ways
Intended Use to Connect Service Users and Providers:	Not applicable
Intended Role in Urban Planning:	To support integration of urban planning perspectives To help defining what kind of spatial developments/projects should be allowed on particular areas and on particular sites
Institutional Issues Blocking Effectiveness :	Black boxing and competing analyses from the initiators' consultants