

RIN - German Guidelines for Integrated Network Design-Binding Accessibility Standards

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1. PLANNING CONTEXT

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

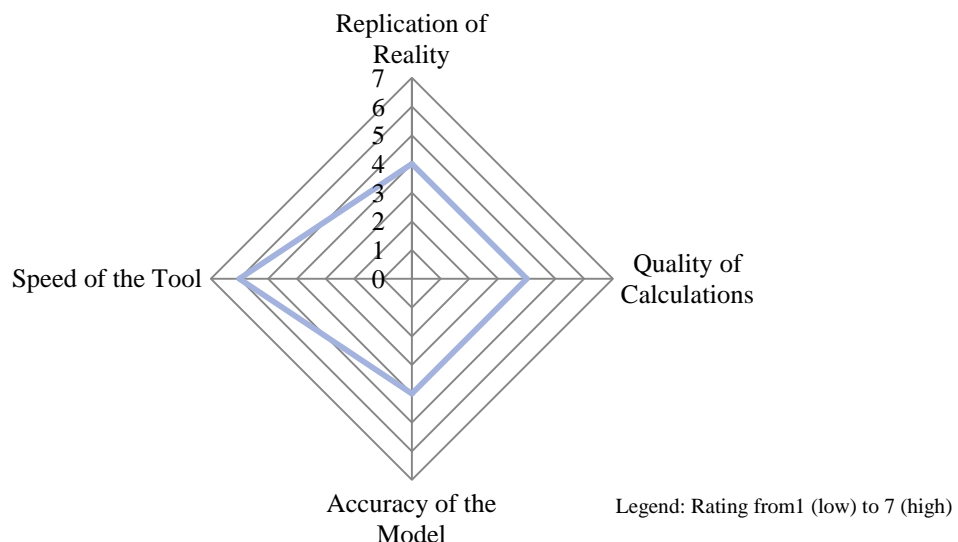
2. PLANNING GOALS

Public Stakeholder Goals:	How to ensure secure speed, to facilitate support and to ensure a good connectivites for transport modes (public transport, cycling) How on decide on the location of new houses How to activate a satellite or remote region How to ensure access to basic services
Private Investors Concerns:	Where to locate business
Main Individual Goals:	Choosing the best route to particular activities Choosing the best transport mode and connections

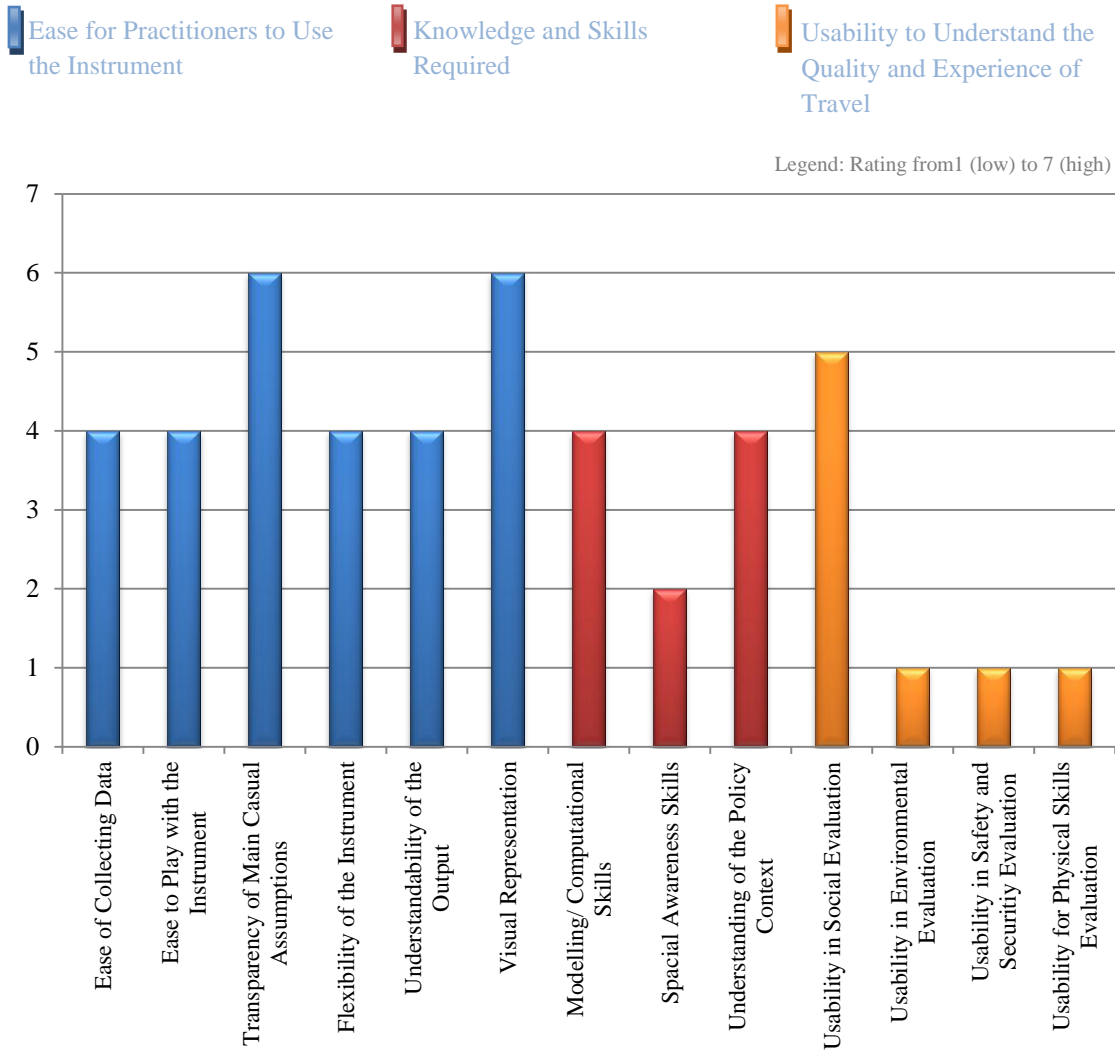
3. CHARACTERISTICS OF THE INSTRUMENT

Decision Support Task:	Active decision support tool
Accessibility Measure Tradition:	Network measures
Components:	All accessibility components (Land-use; Transportation; Temporal; Individual)
Level of Spatial Aggregation:	NUTS 1; NUTS 2; NUTS 3 Plots Axial lines
Level of Socio-economic Disaggregation:	None/ aggregate measure
Level of Temporal Disaggregation:	None / aggregate measure
Transport Modes:	Waling; Bicycle; Public Transport (Bus; Train; Tram; Metro); Car
Purposes/ Opportunities:	All purposes (aggregate measure)

How the Instrument Replicate Reality



4. END-USERS AND HOW THEY USE THE TOOL



Potential Users:

Spatial/ Urban Planners
Transport Planners

Interpretable Units Used:

Time

Intended Use to Connect Service Users and Providers:

Not applicable

Intended Role in Urban Planning:

To justify decisions/ positions already taken
To support strategy/ option selection
To support integration of urban planning perspectives

Institutional Issues Blocking Effectiveness :

Separate urban and transport planning institutions
Data availability