

## MoSC - Measures of Street Connectivity: Spatialist Lines

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### 1. PLANNING CONTEXT

|                    |  |
|--------------------|--|
| Geographical Scale | Supra-Municipal<br>Municipal<br>Neighbourhood<br>Street      |
| Status:            | Implemented as part of the planning process<br>Research tool |
| Planning Process:  | Formal planning process                                      |

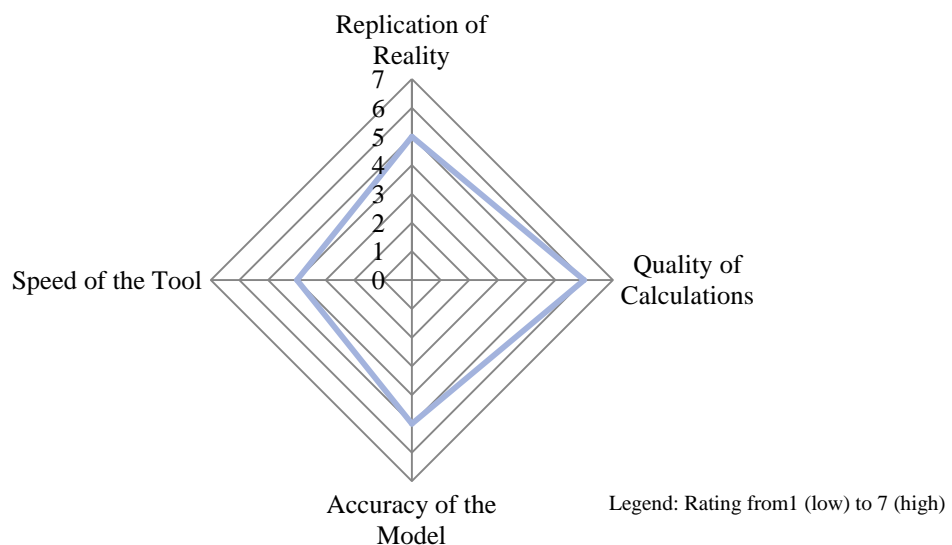
### 2. PLANNING GOALS

|                             |   |
|-----------------------------|---|
| Public Stakeholder Goals:   | How to decide on the location of residences/ activities/ services                   |
| Private Investors Concerns: | Where to locate business  |
| Main Individual Goals:      | Choosing the best route to particular activities<br>Choosing the nearest activities |

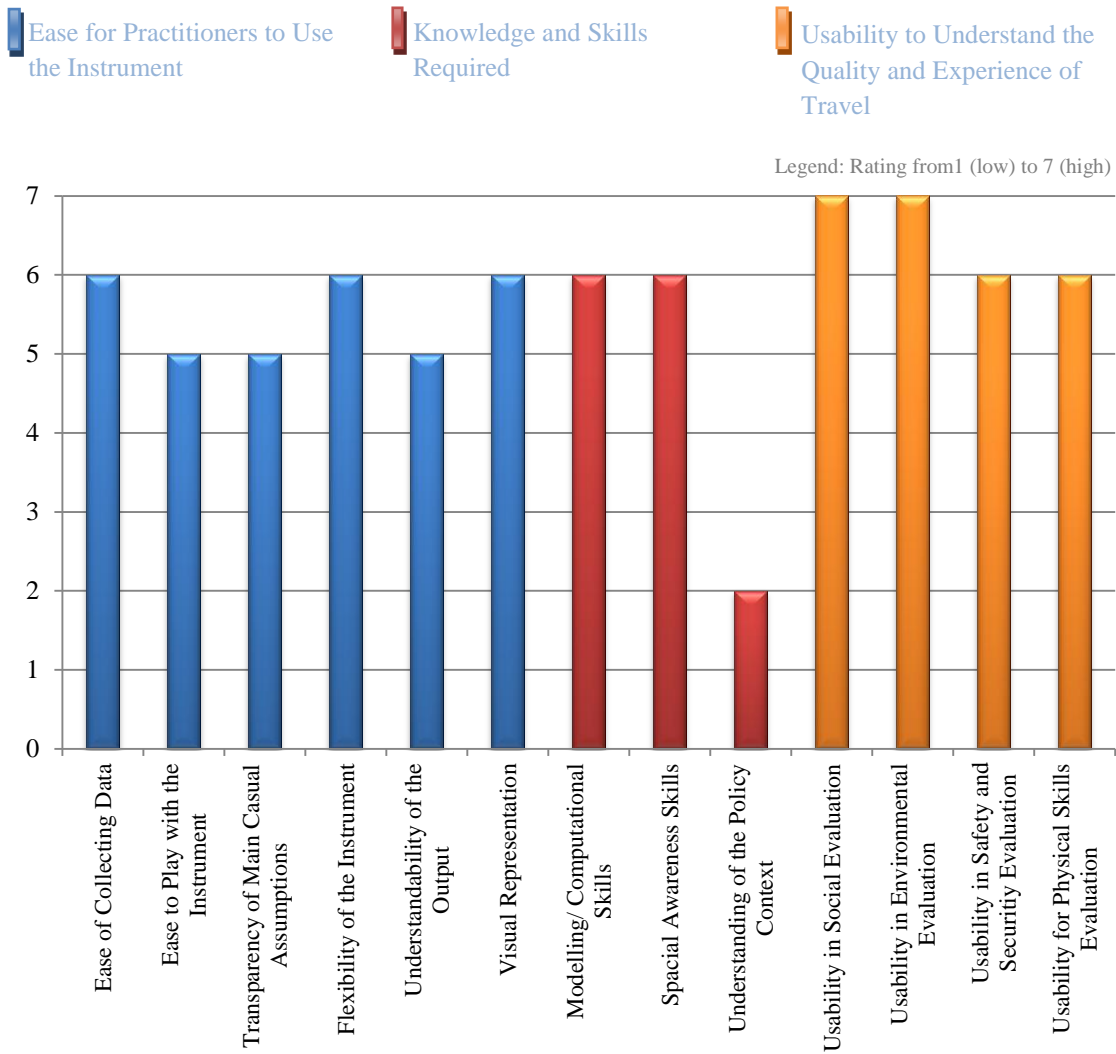
### 3. CHARACTERISTICS OF THE INSTRUMENT

|   |   |
|---|---|
| Decision Support Task:                  | Cooperative decision support tool   |
| Accessibility Measure Tradition:        | Spatial separation measures<br>Network measures<br>Information accessibility measures |
| Components:                             | Some accessibility components (Individual)  |
| Level of Spatial Aggregation:           | NUTS 3; NUTS 4/ LAU 1; NUTS 5/ LAU 2<br>Road centre lines                             |
| Level of Socio-economic Disaggregation: | None/ aggregate measure   |
| Level of Temporal Disaggregation:       | None / aggregate measure  |
| Transport Modes:                        | Waling  |
| 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   |
| Interpretable Units Used:                            | Define  |
| Intended Use to Connect Service Users and Providers: | Not applicable  |
| Intended Role in Urban Planning:                     | To support integration of urban planning perspectives                   |
| Institutional Issues Blocking Effectiveness :        | Separate urban and transport planning institutions<br>Data availability |