

Outlook on the TuneTo15 Quantitative Analyses

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„Measurement“ of the 15mC

- What are the spatio-structural pre-conditions for the 15mC in FUAs?
 - the (mis)match between residential location and access to daily amenities
 - What are the spatial differences of these pre-conditions in FUAs?
 - the situation of different areas in the urban region
 - What are the social differences (age, socio-economic status etc.) of these pre-conditions in FUAs?
 - socio-spatial disparities in the urban region
- Spatially detailed analysis of four case study regions (Berlin, Hanover, Ljubljana, Vienna)



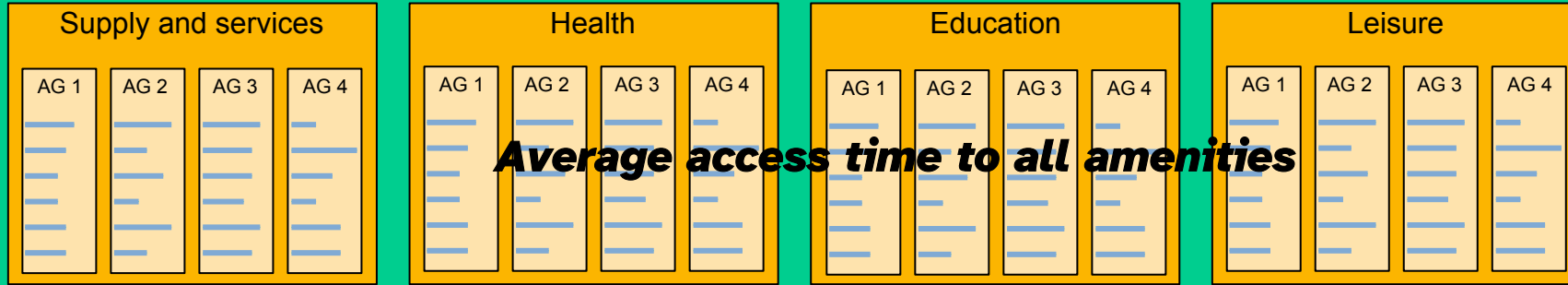
Dimensions, categories and amenities

Dimension	Category	Opportunity type	Mode of transport
Supply and services	Food supply	Supermarket/Discounter/Local food shop	Walking
		Other grocery stores	Walking
	Retail and commercial services	Retail/Commercial services	Walking
		Cash machine	Walking
		Post office	Walking
	Connectivity Mobility	Public transport stop	Walking
		Bicycle shop/Bicycle repair shop	Cycling
Health	Healthcare	Doctors surgery	Walking
		Dental practice	Walking
		General specialist practices	Cycling
		Pharmacy	Walking
	Care	Nursing home	Walking
Education	Early childhood education	Kindergarten/Daycare centre	Walking
	Schools	Elementary school	Walking
		Secondary school	Cycling
	Open education	Public library	Cycling
Leisure	Green and open space	Urban green/Parc/Cemetery/Allotments	Walking
		Open space (Forest/Meadow/Arable land)	Walking
	Entertainment/culture	Cinema/Theatre/Museum/Music club etc.	Cycling
	Play and sports facilities	Playground	Walking
		Sports facility	Walking
		Swimming facility	Cycling
	Gastronomy	Gastronomy	Walking
	Community	Church/Mosque/Synagogue	Walking

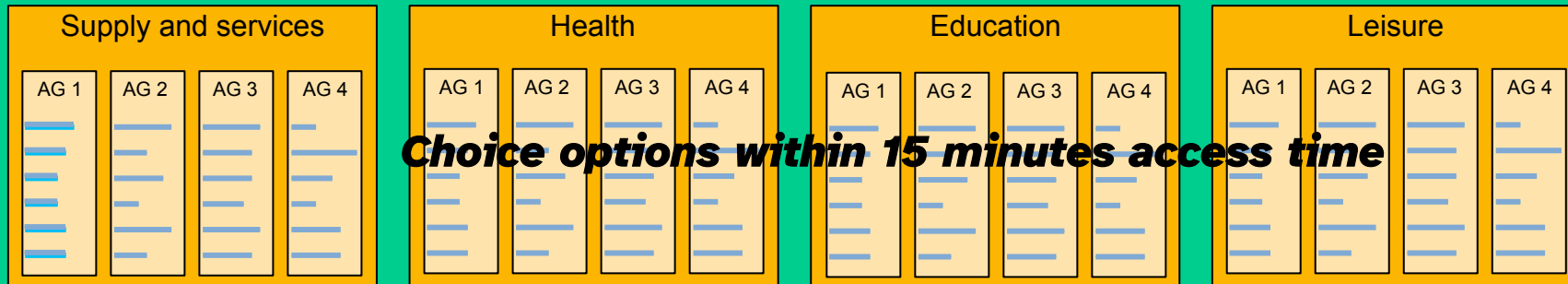


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X-Minute City



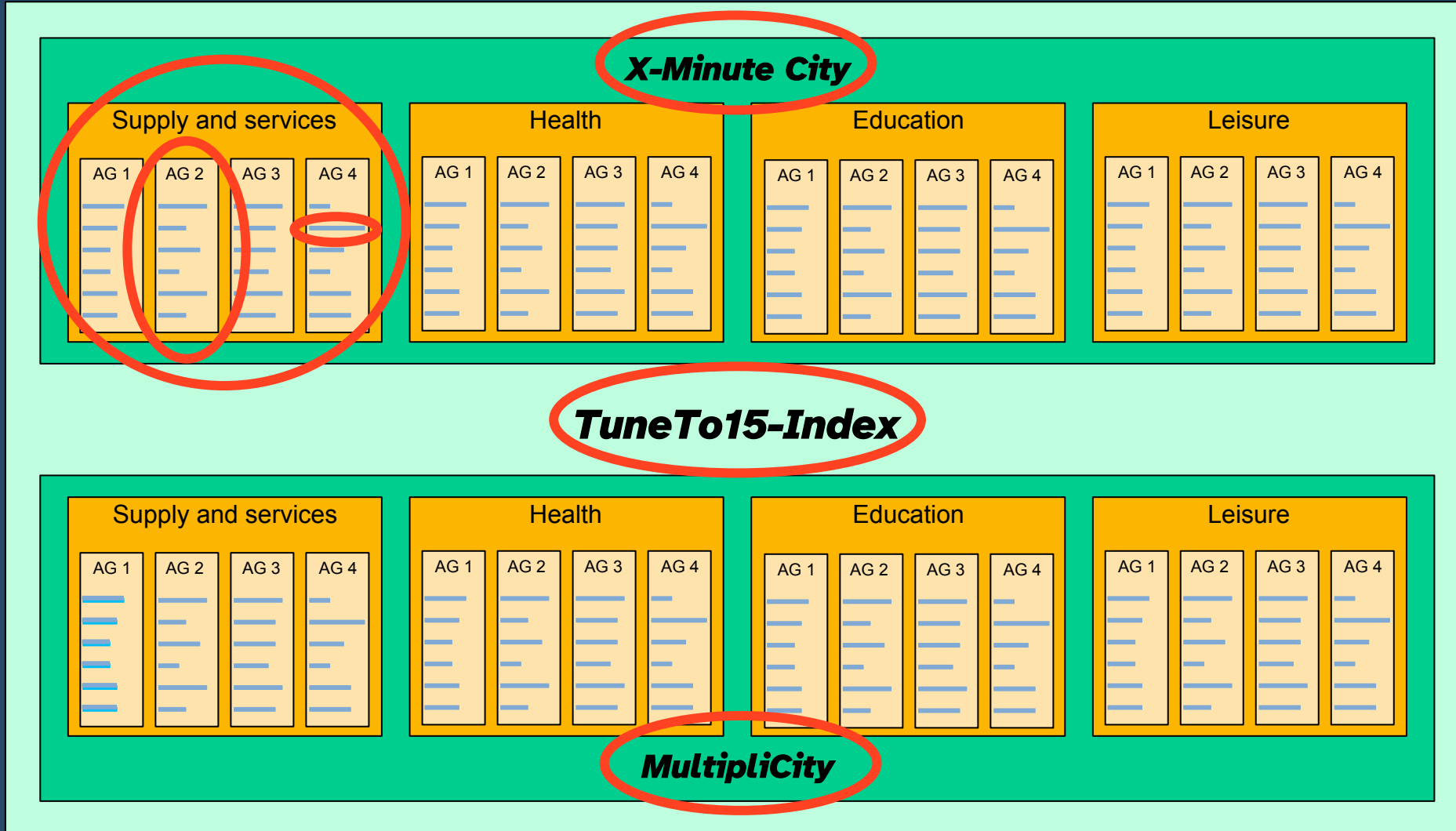
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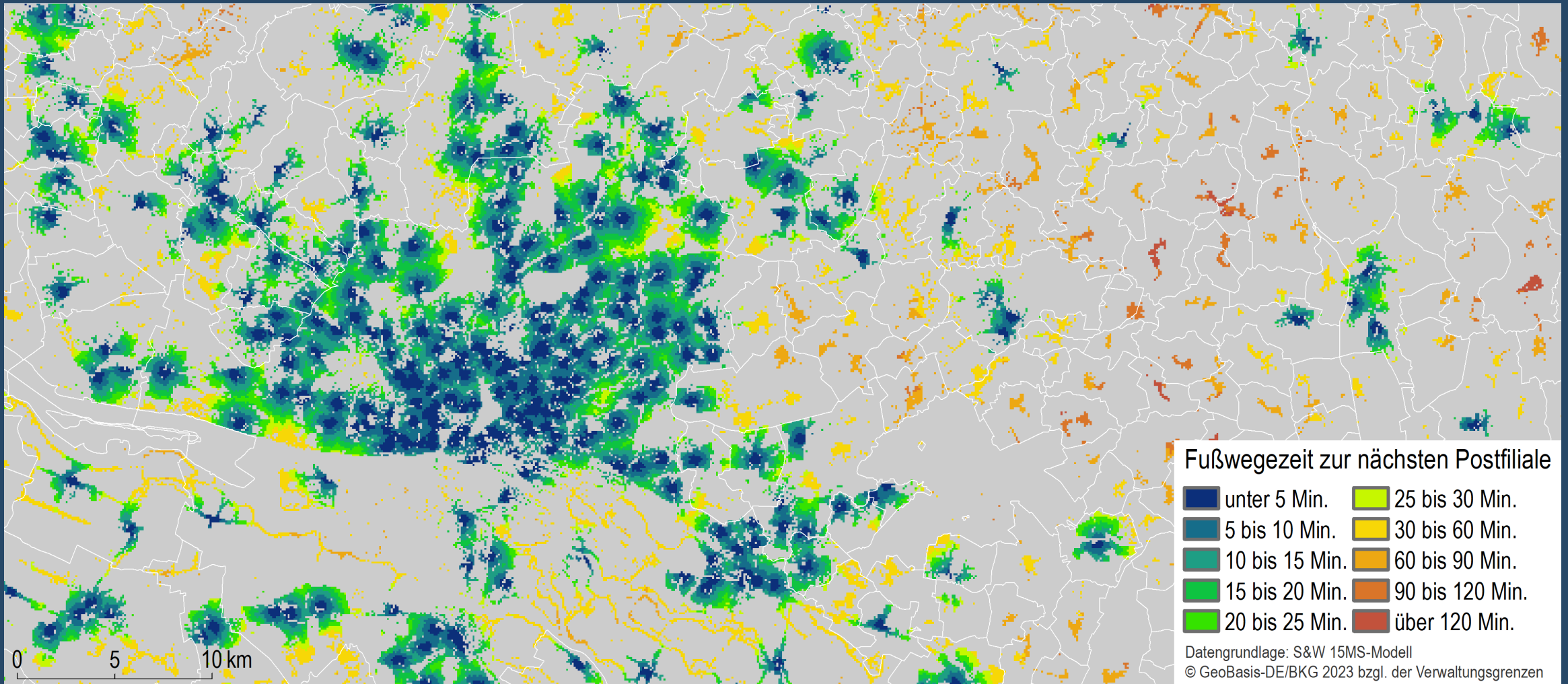
MultipliCity



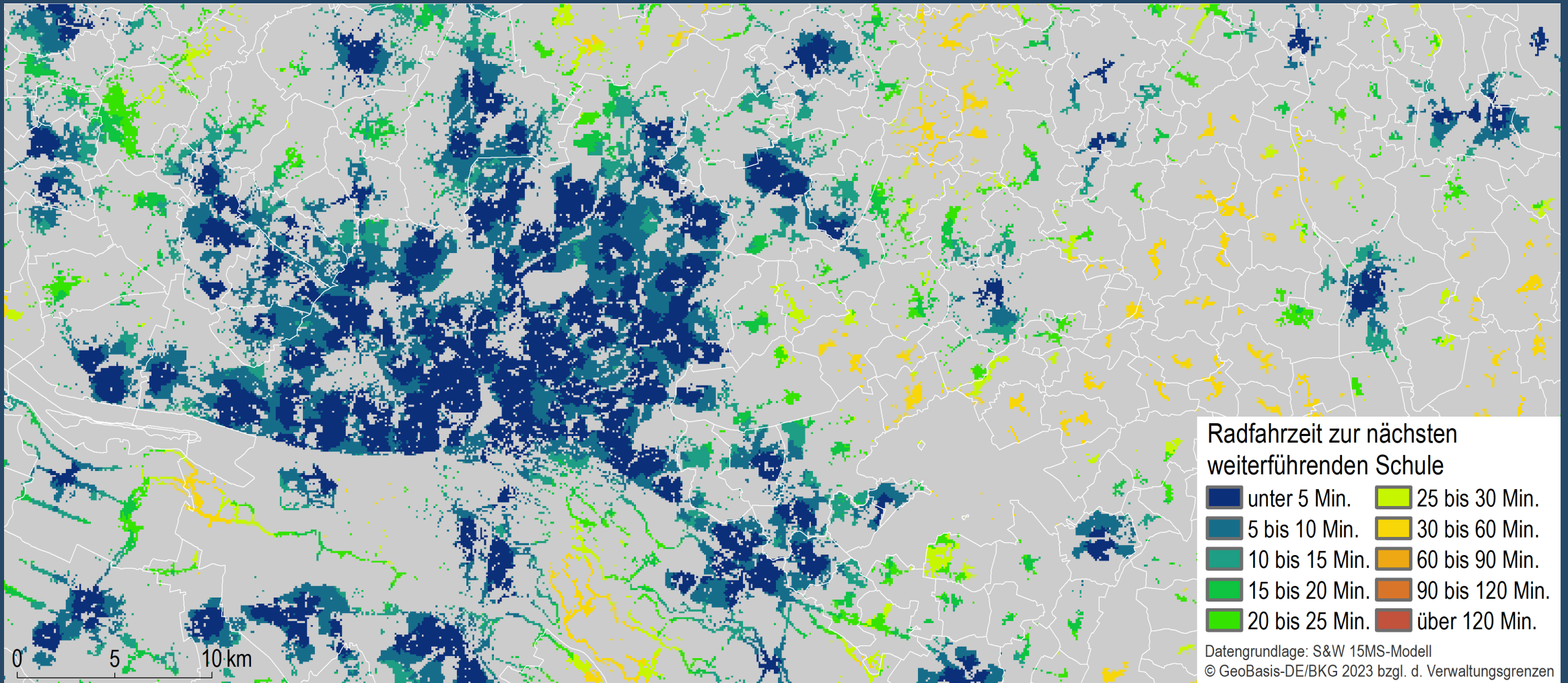
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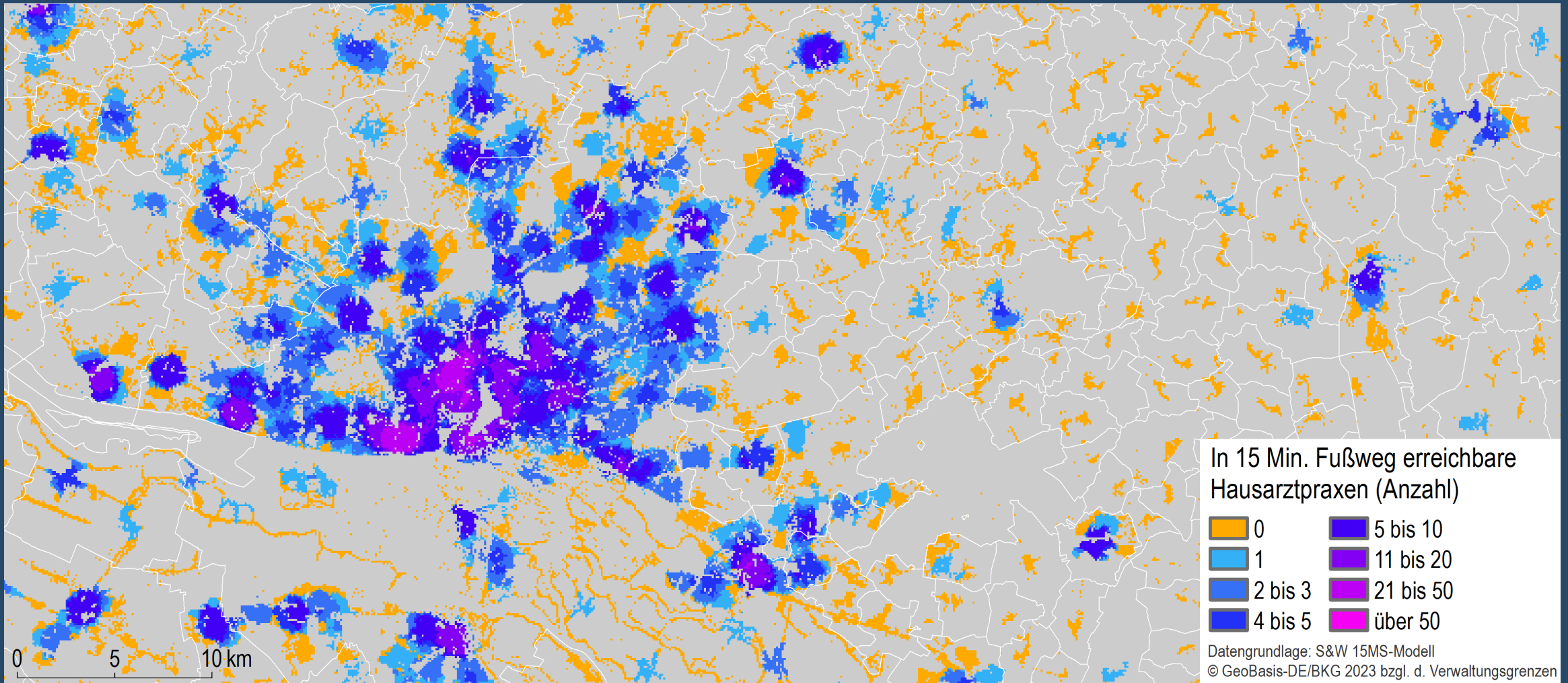
Example: walking time to post offices



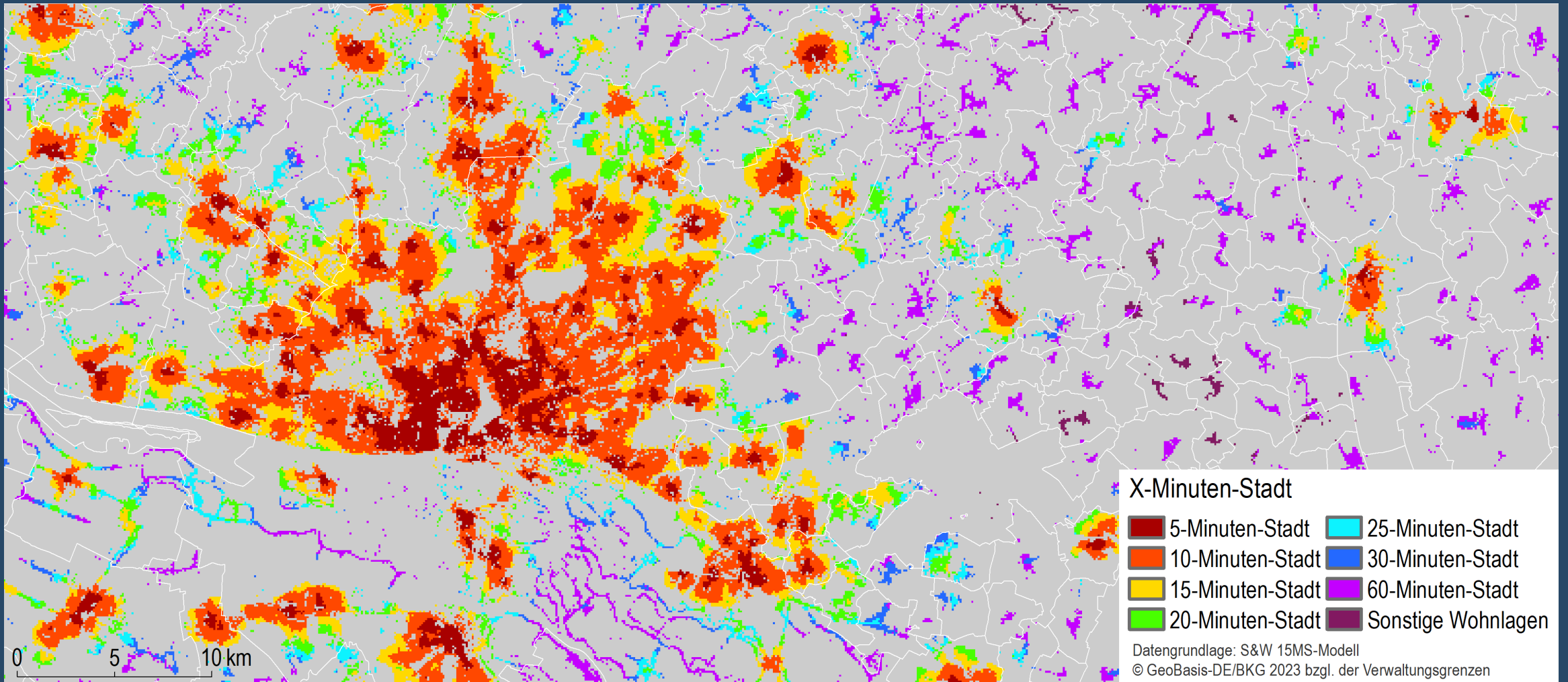
Example: cycling time to secondary schools



Example: Cumulative number of general practitioners



Example: X-minute-city



Car dependency index

Malus system with several components

- -> acceptable walking time to amenities (and work locations)
- -> acceptable cycling time to amenities (and work locations)
- -> acceptable public transport time to amenities (and w. l.)
- -> cycling to car driving travel time ratio
- -> public transport to car driving travel time ratio





Vielen Dank!
Thank you!

www.tuneto15.eu

