# Article information:

The TUM Accessibility Atlas: Visualizing Spatial and Socioeconomic Disparities in Accessibility to Support Regional Land-Use and Transport Planning | SpringerLink
<https://link.springer.com/article/10.1007/s11067-017-9378-6>

# Article summary:

1. The TUM Accessibility Atlas is a GIS toolbox that visualizes spatial and socioeconomic disparities in accessibility to support regional land-use and transport planning.

2. The tool combines various scientific measures of accessibility, including a multi-modal transport network and structural land-use layers, to produce maps for specific case studies and their thematic issues.

3. The TUM Accessibility Atlas has explored the relative accessibility of the region by public vs private transport, mismatches between population density and public transport service quality, and the vulnerability of the region to future increases in mobility costs.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

The article discusses the TUM Accessibility Atlas, a GIS toolbox that visualizes spatial and socioeconomic disparities in accessibility to support regional land-use and transport planning. The article highlights the need for more trust and a shared language between stakeholders in planning processes, and how the TUM Accessibility Atlas addresses this issue by providing clear visualizations of accessibility indicators.

The article provides a detailed overview of the datasets used in the TUM Accessibility Atlas, including multi-modal transport networks and structural land-use layers. It also describes various applications of the tool, such as identifying areas where public transport could be improved to reduce car dependency, highlighting areas with mismatches between accessibility and activity density, and mapping vulnerabilities to gasoline price increases.

While the article provides a comprehensive overview of the TUM Accessibility Atlas and its potential uses, it does not explore any potential biases or limitations of the tool. For example, it does not discuss any potential issues with using OpenStreetMap data instead of official government data for street networks. Additionally, while the article notes that different stakeholders have been involved in developing and testing accessibility indicators within multi-stakeholder workshops, it does not provide any information on how these workshops were conducted or who participated in them.

Overall, while the article provides valuable insights into how tools like the TUM Accessibility Atlas can support regional land-use and transport planning processes, it would benefit from a more critical analysis of potential biases or limitations of such tools.

# Topics for further research:

* Limitations of using OpenStreetMap data for street networks in GIS tools
* Potential biases in accessibility indicators used in the TUM Accessibility Atlas
* Critiques of the multi-stakeholder workshop approach to developing accessibility indicators
* Comparison of the TUM Accessibility Atlas to other GIS tools for regional planning
* Use of the TUM Accessibility Atlas in addressing environmental justice concerns
* Integration of equity considerations in the development of accessibility indicators in GIS tools.

# Report location:

<https://www.fullpicture.app/item/e7d446bad5dbbd642d088ef0e618939b>