Travel and urban form in the Greater Copenhagen region - DTU Orbit (29/12/2018)

Travel and urban form in the Greater Copenhagen region

Research into the associations between urban form and travel in the capital area has focussed on subcenters and the stability of urban form correlates over time. A trend towards de-concentration and formation of subcenters in metropolitan areas has been acknowledged for decades. Studies have analyzed the new urban structure by identifying subcenters and their land value impacts. Others have focused on subcenters as a location attribute or 'intervention' that affects travel patterns and therefore may be employed in the context of urban and transportation demand management. The research has aimed to identify subcenters in the Greater Copenhagen area and analyze their importance for property values as well as on travel demand. Subcenters are identified by applying spatial statistics to on available spatially explicit datasets representing jobs in general and retail jobs. Home price appreciation rates are available from the Danish property registers sales databases. Travel data are available from the Danish National Travel survey. Properties and travel patterns have been analysed for the effects of access to subcenters a different levels to support conclusions on which subcenters matter and how much.

Analysis of the stability of urban form correlates of travel over time has exploited the possibilities offered by the most recent and consistent data series produced by the Danish National Travel Survey. Data allows for a comparison of the urban form correlates of travel at the peak of the economic upturn – with a later point in time where the financial crisis had radically changed the economic climate. It follows from the specificity of the historical events that an analysis of what happened to urban form and transport over the financial crisis is to be seen as a case study into the adoption's that occurred and the conditioning properties of the urban fabric. However, this will still make a new contribution to our understanding of the relations between urban form, location and travel. The results indicated that some changes in the location dependencies of transport took place between 2006 and 2011 – especially with respect to the role of subcenters that seem to have increased in significance by the addition of an extra level of ‘centrality’ which again most likely reflect travel-saving behavioural changes.

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