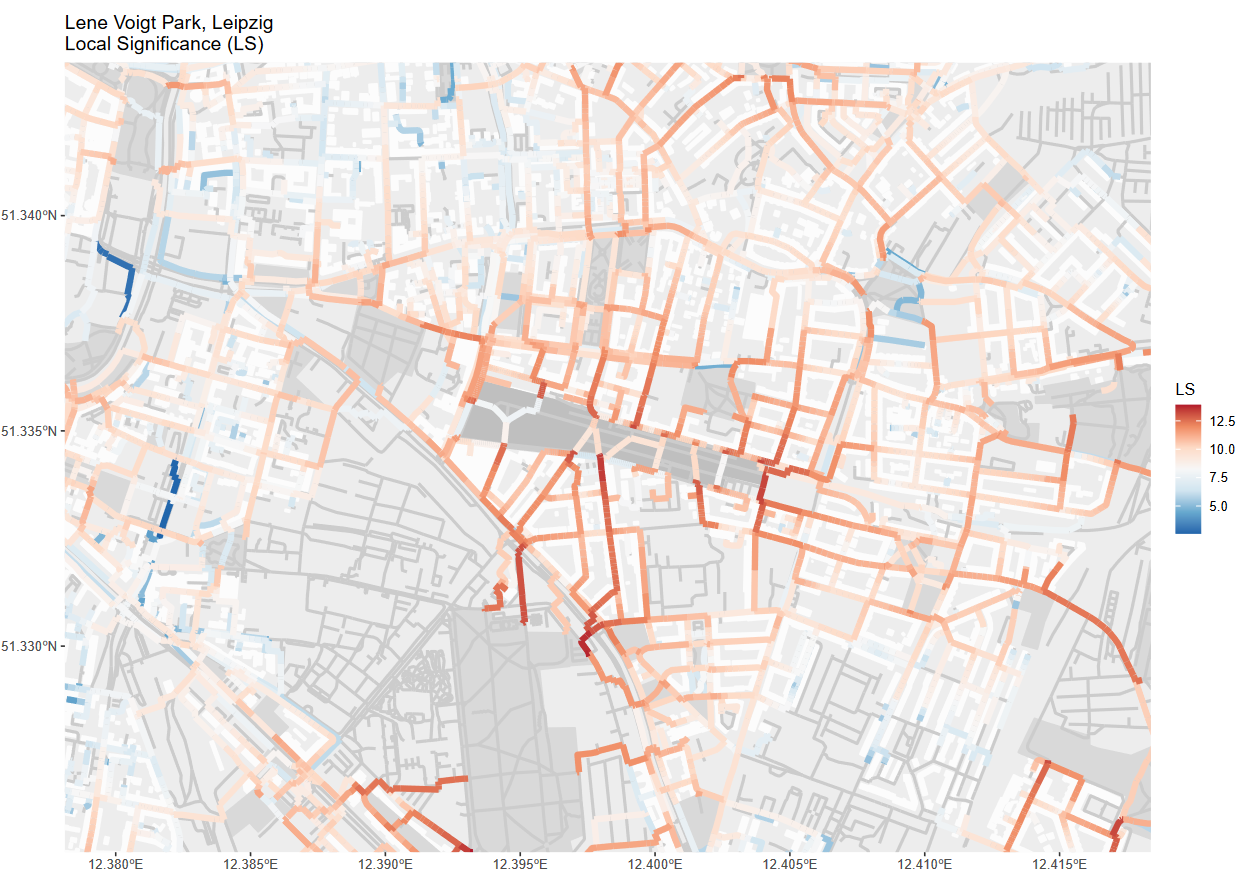
**Results**

* + - Results of Objective 1
      * What was feasible? What not? Where? Why?
      * Maps / graphs showing OSM data coverage in different areas
      * How many cities will be “usable”?
    - Result of Objective 2
      * European level
        + Detour index vs. cumulative population graphs

Clustered

By region

* + - * + Local significance?
        + Tree / graphs like in Wolff, Scheuer et al. 2020
        + Maps like in Kabisch et al. 2016



* + - * City scenarios
        + Base indicators

Figure X displays the local significance (LS) values that we calculated for the city of Leipzig, Germany.

* + - * + Map description (leave here or Appendix?)

The map shows the area east of the city center.

In the center of the map, highlighted with a darker gray, there is the Leve-Voigt-Park (LVP).

The other green spaces are depicted in a lighter gray, buildings and the network in white and gray, respectively.

Since the LS values tend to grow exponentially, we decided to display the logarithm of the index.

High LS values can be found in close proximity to the LVP.

The highest values can be found at park entries adjacent to streets which connect the LVP to areas with high population.

The eastern part of the LVP close to the *Riebeckestraße* is a good example for this.

Here, we find high LS values at those parts of the streets that lead to the residential areas in the north- and south-east.

Likewise, the *Josephinenstraße* which connects the LVP to the next larger park, the *Friedenspark*, displays high LS values.

Figure X and detour index (DI)

High DI values can be found at buildings that are located at streets which lead directly to a green space entry. Along those streets there are straight formations of buildings with high DI values as can be seen in the south of the LVP. In contrast, there occur clusters of low DI values in areas where larger detours have to be taken to reach a park entry. Such areas can be found in the north-east of the LVP. Low DI values also occur in close proximity to the LVP as an artifact of small network and Euclidean distances. In these cases, a minor difference can lead to a low DI value even though the overall traveling distance to the next green space entry in relatively small (DISCUSSION?).

Subtitles LS map:

The network colors depict the cumulative Local Significance index (LS). A higher LS value is depicted by a darker red color, representing i.) more people taking this path, ii.) the people taking this path are living in closer proximity to the green space, and / or iii.) the path is leading to a larger green space. Since the LS values are cumulative, a higher value might also mean more paths from different buildings overlapping (See Appendix … for further information).

Subtitles DI map:

The building colors represent average Detour Index values (DI) calculated for all green spaces in a network distance of 500 meters from a building. The dark blue the color of a building is, the closer to one the DI value, the more direct can its residents travel to the closest green spaces. The opposite is the case if the color tends towards orange.

* + - * + Scenario 1 – Unlimited access

In this scenario we demonstrated how the LS and DI indicators would change if all barriers obstructing access to the Lene-Voigt-Park were to be removed.

We did so by assuming a park entry every 5 m on the network.

surrounding Lene-Voigt-Park.

* + - * + Scenario 2 – Green space development
        + Scenario 3 – Population increase
        + Scenario 4 – Ensemble model
      * City comparison
        + Spatial clustering
        + Statistical clustering