Literature Review → NPART Model Parameters → Classification

Section 1

Geographical Fields of the Node-Place Model

30% China & Netherlands

International Metropolises

68 stop points

median of modeled networks

Model Adjusted by Two Additional Dimensions

Connections

Degree of urban integration

Ridership

Temporal integration of flows

Sections 2 et 3

Aspects and Variables

4 dimensions

- Node (*N*)
- Place (*P*)
- Accessibility (*A*)
- Ridership per Time (*RT*)

46 indicators

Relative Weight of Criteria

3 weighting methods

- Equal weight
- Statistical influence
- Planning strategies
  55 stakeholders

Section 4

Significant Effects on Network Ridership

Frequency

of high-speed rail network

Urban transit

metro or tramway service

Points of Interest

'superior' category

Property value

activity locations

Cycling System

Shared cycling system, parking, and infrastructure

Contradictions

Positive Relationships

$R^2 = 0.93$

Node (*N*) with Ridership (*RT*)

$R^2 = 0.80$

Place (*P*) with Accessibility (*A*)

Typology

3 classes

- TOD and M-TOD (6%)
- TAD and M-TAD (47%)
- Car-oriented (47%)