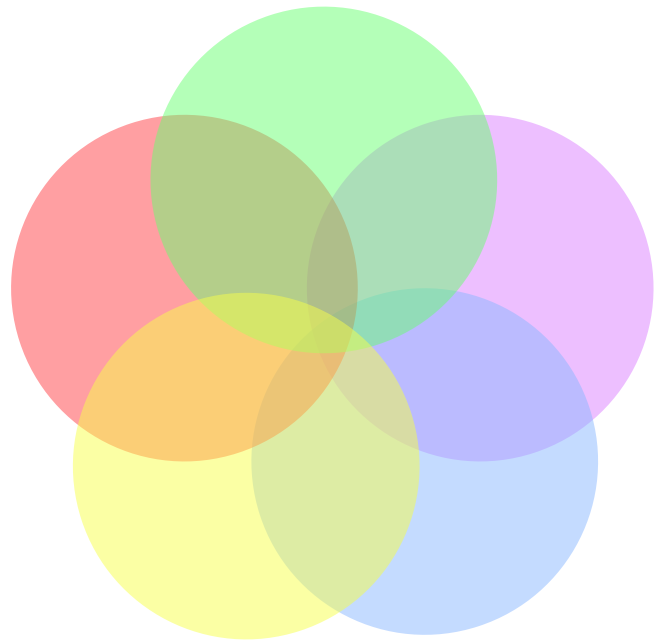


Hypothesis 3 (H_3)

The understanding of the complexity of intermodal dynamics and their implications on the urban environment faces the challenge of defining an analysis methodology.



Research Methods

Hypothesis 1 (H_1)

Emerging research topics related to Transit-Oriented Development and light individual mobility should be approached together.

Hypothesis 2 (H_2)

Current knowledge related to this intermodal synergy remains strongly conditioned by the bicycle and train combination, and is rarely analyzed through the lens of Transit-Oriented Development.

Hypothesis 4 (H_4)

Intermodal practices are experiencing significant growth due to the combined emergence of new mobility solutions and their differentiated appropriation by various social groups.

Hypothesis 5 (H_5)

The integration of light individual mobility within public transport networks is a major lever for improving regional accessibility.

Hypothesis 6 (H_6)

Expanding the concept of urban planning to include light individual mobility is a key lever for revitalizing station districts by enhancing their accessibility in a broader sense.

Systematic Literature Review

Quantitative Observation at Stations

Intermodal Cyclists Questionnaire

On-going Interviews

Revisited 'Node-Place' Model