## Literature Review

## **NPART Model Parameters**

## Classification

**Section 1** 

Geographical Fields of the Node-Place Model

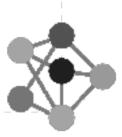


China & Netherlands

International Metropolises



stop points median of modeled networks



Model Adjusted by Two Additional Dimensions

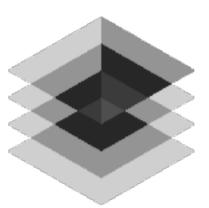
Connections Degree of urban integration



Ridership Temporal integration of flows Sections 2 et 3

#### **Aspects and Variables**

dimensions



Place (P)

Accessibility (A)

Node (N)

Ridership per Time (RT)

indicators

#### **Relative Weight of Criteria**

weighting methods



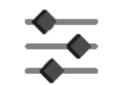
Statistical influence

Planning strategies 55 stakeholders

**Section 4** 

#### **Significant Effects** on **Network Ridership**

## Frequency 🛬



of high-speed rail network

## **Urban transit**





#### **Points of Interest**

'superior' category



# **Property value**

#### activity locations



### **Cycling System**

Shared cycling system, parking, and infrastructure



#### **Positive Relationships**

 $R^2 = 0.93$ 

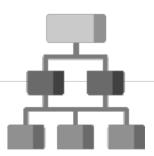
Node (*N*) with Ridership (*RT*)



 $R^2 = 0.80$ 

Place (P) with Accessibility (A)

#### **Typology**



classes

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