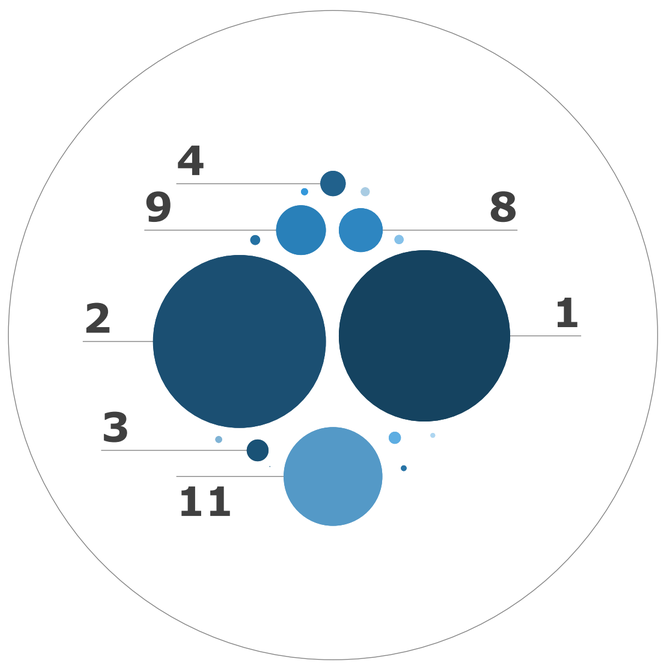
Regression
(Pedestrian Isochrones)

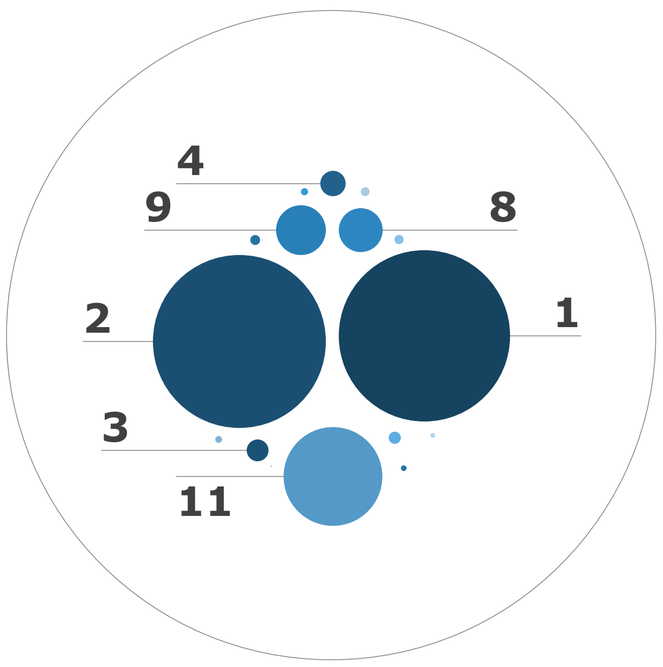
Regression
(Cycling Isochrones)

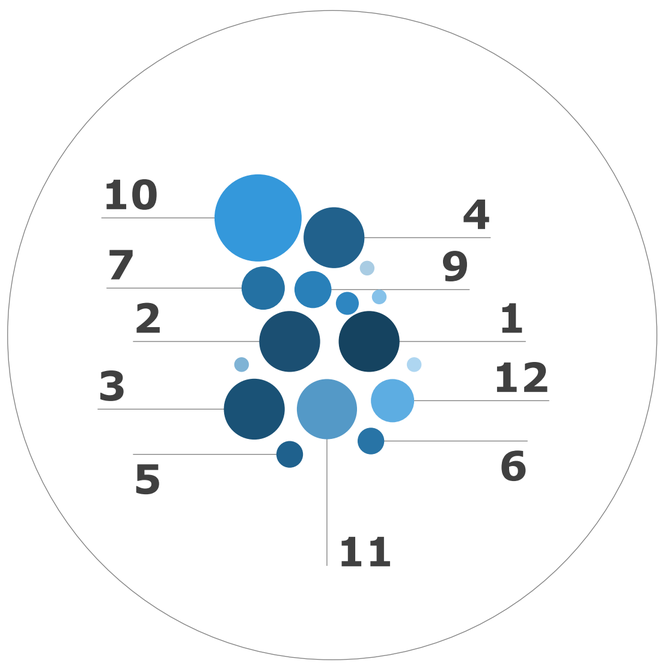
Representations

Difference

Node (*N*)

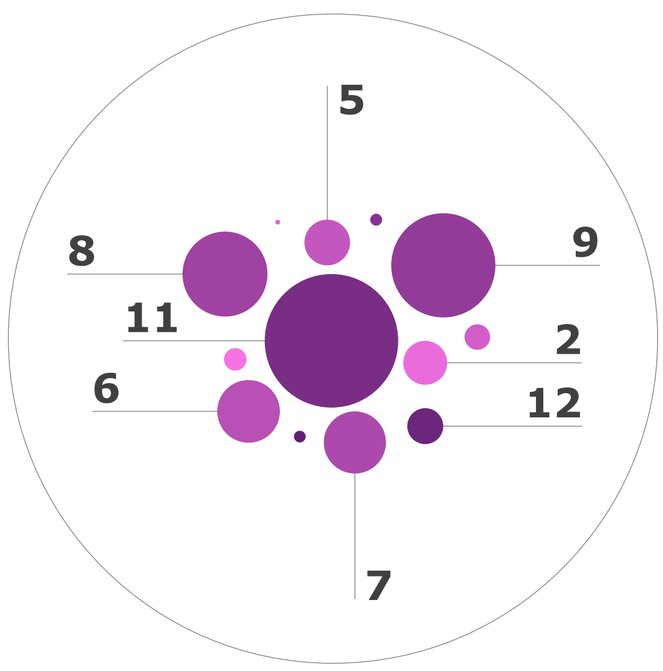


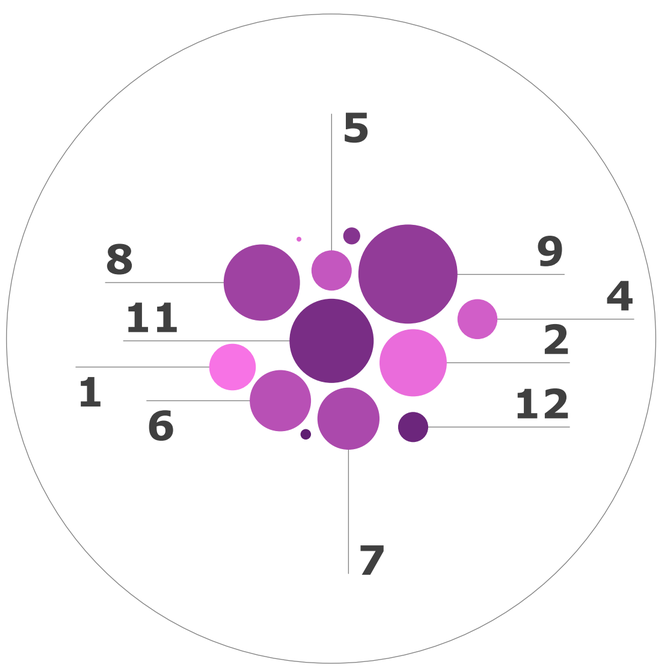


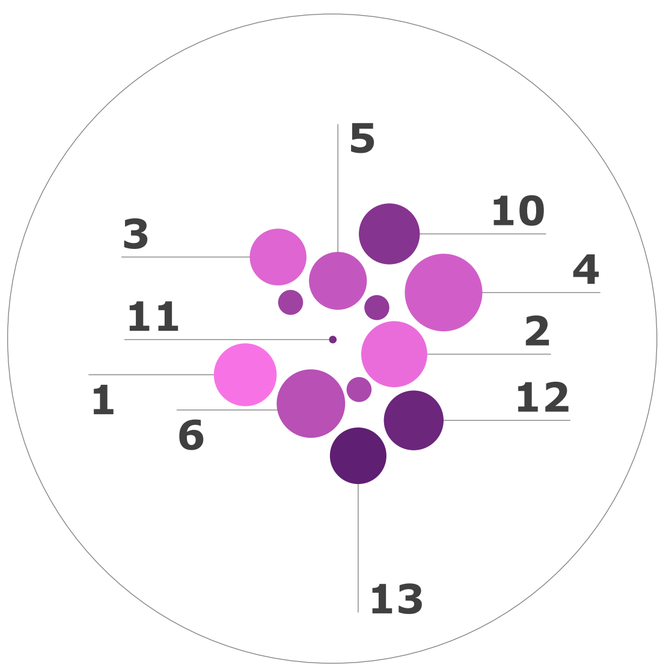


1	+0.11
2	+0.11
3	+0.34
4	+0.34
5	+0.08
6	+0.07
7	+0.05
8	-0.03
9	-0.02
10	+0.12
11	-0.06
12	+0.05
13	+0.08
14	+0.08
15	+0.08
16	+0.08

Place (*P*)

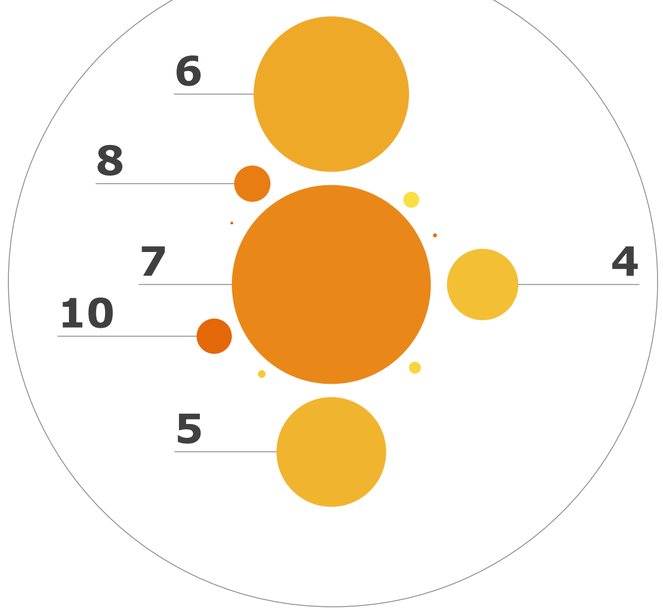


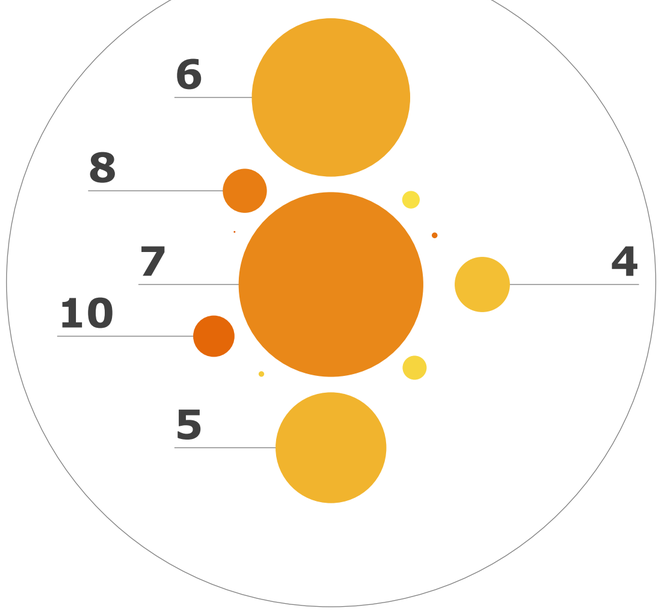


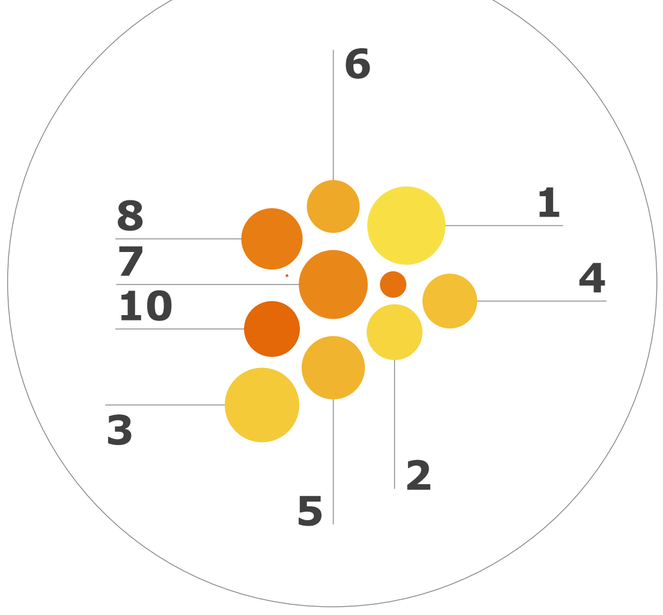


1	+0.02
2	0.00
3	+0.06
4	+0.06
5	+0.03
6	+0.01
7	+0.02
8	0.00
9	-0.04
10	+0.07
11	-0.12
12	+0.05
13	+0.07

Accessibility (*A*)

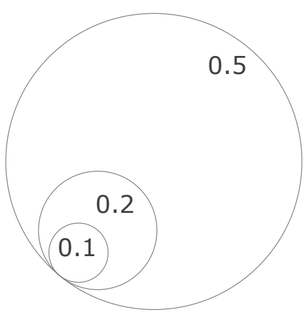






1	+0.09
2	+0.05
3	+0.11
4	0.00
5	-0.07
6	-0.16
7	-0.18
8	+0.03
9	+0.08
10	+0.02
11	+0.04

Legend



Indicators underestimated and overestimated by stakeholders

Underestimation — Overestimation

-0.18 — 0.00 — +0.34

Reading Guide

Sample: 40 indicators

The comparison of the results from **the survey** with those from **the statistical regression** highlights a relatively significant gap between, on one hand, **the strategies and expectations** of urban planners and, on the other hand, **the factors** that statistically influence the usage of the rail network.

While participants primarily focus on **the frequency** of mobility services, **the network layout**, **commercial attractiveness**, **points of interest**, **the development of green spaces** in the station area, as well as the expansion of **pedestrian areas**, **the treatment of urban severance effects**, and **metro and tram services**, the regression indicates that one should not overlook the issue of **land value** in areas of industrial, commercial, and office activities, as well as the availability of **bike-sharing services** and the installation of bike parking facilities.