

APPENDIX 2 : SIMULATION RESULTS OF THE COMMON POLICY SCENARIOS IN BRUSSELS, HELSINKI AND STUTTGART

SCATTER		Policy													
Indicators of Work packages 5 and 6		Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common
			new transport services	new transport services	new transport services with orbital connections	impact fee on suburban residential developments	regulatory measure on offices (obligation to locate in A-type zones)	fiscal measure on offices (inciting to locate in A-type zones)	increase of car use cost by 50 %	congestion pricing	decrease of public transport fare by 20 %	combination 411+311+512 (511 for Brussels)	combination 411+331+512 (511 for Brussels)	combination 411+311+331+512 (511 for Brussels)	
		2000/2001	111	116	121	311	321	331	411	412	512	911	912	913	
Brussels case city		in comparison with:													
			001		001	003	002	003	002	002	002	003	003	003	
Indicator	Unit														
Number of households in urban zones	number of households	863 698	904 175		680 633	906 632	919 166	906 905	911 414	908 902	900 032	910 064	909 912	914 563	
Absolute variation			-12 384		-25 726	4 844	14 991	4 917	7 239	4 728	-4 143	8 076	7 925	12 575	
Relative variation	%		-1.4		-2.8	0.5	1.7	0.5	0.8	0.5	-0.5	0.9	0.9	1.4	
Number of households in the urban centre	number of households	471 637	470 077		460 941	477 657	490 765	479 504	477 572	483 692	465 176	481 341	482 544	485 367	
Absolute variation			-17 725		-26 852	3 738	20 687	5 445	7 495	13 604	-4 902	7 282	8 585	12 308	
Relative variation	%		-3.6		-5.5	0.8	4.4	1.1	1.6	2.9	-1.0	1.5	1.8	2.6	
Number of jobs in urban zones	number of jobs	1 078 886	1 197 220		1 195 519	1 201 534	1 227 472	1 206 706	1 203 039	1 189 040	1 198 990	1 207 063	1 212 031	1 212 824	
Absolute variation			4 154		3 453	1 021	30 252	6 193	5 819	-8 180	1 789	6 550	11 518	12 311	
Relative variation	%		0.3		0.3	0.1	2.5	0.5	0.5	-0.7	0.1	0.6	1.0	1.0	
Number of jobs in the urban centre	number of jobs	657 173	719 654		719 719	725 236	800 599	733 394	732 935	699 963	725 204	737 130	744 733	745 728	
Absolute variation			5 342		5 407	1 284	80 946	9 442	13 282	-19 691	3 650	13 178	20 781	21 776	
Relative variation	%		0.7		0.8	0.2	11.2	1.3	1.8	-2.7	0.6	1.8	2.9	3.0	
Car mileage in the study area	million vehicle-kilometers (during 2 peak hours)	11.23	11.72		11.35	10.88	11.43	10.94	10.48	11.00	11.36	9.46	9.52	9.51	
Car mileage in the study area	million vehicle-kilometers per year	18 546	19 381		18 742	17 967	18 682	18 065	17 308	18 170	18 761	15 633	15 725	15 717	
Car mileage in the study area	vehicle-kilometers per household per year	14 345	13 988		13 541	12 981	13 642	13 052	12 505	13 128	13 555	11 295	11 361	11 358	
Absolute variation			-924.99		-1372.49	-5.00	-346.10	66.09	-1483.75	-860.60	-433.90	-1690.96	-1624.97	-1630.29	
Relative variation	%		-6.2		-9.2	0.0	-2.6	0.6	-10.6	-6.2	-3.1	-13.0	-12.6	-12.6	
Average modal share of public transport, in the study area	%, on the morning peak hour	25.30	36.00		38.70	44.60	39.90	45.10	39.00	37.60	38.30	49.90	50.30	50.20	
Absolute variation	points		8.90		11.60	-0.10	3.90	0.40	3.00	1.60	2.90	5.20	5.60	5.50	
Relative variation	%		32.4		42.3	-0.2	10.8	0.9	8.3	4.4	6.4	17.6	12.5	12.3	
Average travel time (all modes, all purposes)	minutes, on the morning peak hour	39.45	44.62		46.12	43.04	44.68	43.35	43.95	43.75	46.22	42.99	43.29	43.20	
Absolute variation			2.97		3.47	-0.09	0.04	0.22	-0.57	-0.77	0.70	-0.14	0.16	0.07	
Relative variation	%		6.9		8.3	-0.2	0.1	0.6	-1.3	-1.7	1.6	-0.3	0.4	0.2	
Average home-work travel distance, all modes	kilometers, on the morning peak hour (without incoming and outgoing commuters of the study area)	18.25	20.90		21.74	21.02	20.59	21.19	20.63	20.64	21.43	21.24	21.39	21.32	
Absolute variation			1.96		2.40	-0.07	-0.39	0.09	-0.27	-0.26	0.53	0.16	0.39	0.24	
Relative variation	%		8.7		12.4	-0.3	-1.6	0.4	-1.3	-1.2	2.6	0.7	1.4	1.1	

SCATTER		Policy													
Indicators of Work packages 5 and 6		Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common
			new transport services	new transport services	new transport services with orbital connections	impact fee on suburban residential developments	regulatory measure on offices (obligation to locate in A-type zones)	fiscal measure on offices (inciting to locate in A-type zones)	Increase of car use cost by 50 %	cordon pricing	decrease of public transport fare by 20 %	combination 411+311+512 (511 for Brussels)	combination 411+331+512 (511 for Brussels)	combination 411+311+331+512 (511 for Brussels)	
		2000/2001	111	116	121	311	321	331	411	412	512	811	812	813	
Brussels case city															
Average road traffic speed in the whole study area	kilometers/hour, on the morning peak hour	40.48	39.70		40.28	41.33	40.18	41.22	41.83	41.68	40.47	44.00	43.90	43.93	
Absolute variation			1.78		2.36	0.04	0.48	-0.07	2.13	1.98	0.77	2.71	2.61	2.64	
Relative variation	%		4.7		6.2	0.1	1.2	-0.2	5.4	5.0	1.9	6.6	6.3	6.4	
Passenger-kilometers by public transport	million passenger-kilometers (2 morning peak hours)	8.57	11.14		12.06	12.09	11.54	12.27	11.60	11.35	11.90	13.01	13.19	13.16	
Passenger-kilometers by public transport	million passenger-kilometers per year	8636.19	11230.42		12154.97	12189.52	11628.40	12363.65	11691.81	11438.53	11997.05	13115.06	13296.53	13268.86	
Passenger-kilometers by public transport	passenger-kilometers per household per year	6680	8114		8782	8807	8401	8933	8447	8264	8668	9476	9607	9587	
Absolute variation			1.88		2035.26	-16.79	287.54	109.01	333.35	150.36	553.89	651.90	783.01	763.02	
Relative variation	%		20.3		30.2	-0.2	3.5	1.2	4.1	1.9	6.8	7.4	8.9	8.6	
Accessibility to the city centre	minutes/trip	35.67	38.54		39.61	36.29	39.83	36.62	37.92	38.29	39.09	36.21	36.52	36.39	
Absolute variation			2.46		3.53	-0.13	1.29	0.20	-0.61	-0.25	0.56	-0.21	0.10	-0.04	
Relative variation	%		6.8		9.8	-0.4	3.4	0.5	-1.6	-0.7	1.4	-0.6	0.3	-0.1	
CO2 emissions from transport	tons on the morning peak (2 hours)	2042	2148		2067	1968	2094	1980	1900	1990	2074	1680	1691	1691	
CO2 emissions from transport	tons per year	3373237	3548315		3414682	3251347	3458998	3271568	3139005	3287595	3426818	2775240	2793710	2792843	
CO2 emissions from transport	tons per household per year	2.6092	2.5636		2.4671	2.3491	2.4991	2.3637	2.2679	2.3753	2.4758	2.0051	2.0184	2.0178	
Absolute variation			-188.2564		-0.3212	-0.0012	-0.0645	0.0134	-0.2957	-0.1884	-0.0878	-0.3452	-0.3319	-0.3325	
Relative variation	%		-8.1		-11.5	-0.1	-2.5	0.6	-11.5	-7.3	-3.4	-14.7	-14.1	-14.1	
H rel households	km ²	388.9	405.6		413.3	404.7	398.4	405.6	400.0	404.4	409.5	402.7	402.1	400.1	
Absolute variation			7.1		7.7	-2.0	-7.2	0.0	-5.6	-1.2	3.9	-4.0	-4.6	-6.6	
Relative variation	%		1.8		1.9	-0.5	-1.8	0.0	-1.4	-0.3	1.0	-1.0	-1.1	-1.6	
H rel jobs	km ²	280.7	273.3		272.9	270.6	258.8	273.3	268.6	278.9	271.6	266.4	263.6	263.1	
Absolute variation			-5.0		-0.4	-0.7	-14.5	0.0	-4.7	5.5	-1.8	-4.9	-7.7	-8.2	
Relative variation	%		-1.8		-0.1	-0.2	-5.3	0.0	-1.7	2.0	-0.6	-1.8	-2.8	-3.0	
Productivity gain from land use (SOPG)	%		-0.56		-0.35	0.16	1.01	0.23	0.74	0.66	-0.13	0.57	0.65	0.81	
Accessibility to services	minutes/trip	46.64	48.64		49.22	47.07	49.62	47.68	48.30	47.98	49.15	46.68	47.26	47.16	
Absolute variation			2.43		3.01	-0.09	0.98	0.52	-0.34	-0.67	0.50	-0.48	0.10	0.00	
Relative variation	%		5.3		6.5	-0.2	2.0	1.1	-0.7	-1.4	1.0	-1.0	0.2	0.0	

SCATTER

Indicators of Work packages 5 and 6

Policy

Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common
	new transport services	new transport services	new transport services with orbital connections	impact fee on suburban residential developments	regulatory measure on offices (obligation to locate in A-type zones)	fiscal measure on offices (inciting to locate in A-type zones)	increase of car use cost by 50 %	cordon pricing	decrease of public transport fare by 20 %	combination 411+311+512 (511 for Brussels)	combination 411+311+512 (511 for Brussels)	combination 411+311+331+512 (511 for Brussels)	
2000/2001	111	116	121	311	321	331	411	412	512	811	812	813	

Helsinki case city		in comparison with:												
Indicator	Unit	002	002	002	111	111	111	111	111	111	111	111	111	
Number of households in urban zones	number of hh	639 565	772 313	766 709	771 722	777 431	773 886	771 937	778 102	773 429	764 835	776 849	771 474	777 265
Absolute variation			1 480	-4 124	890	5 118	1 573	-376	5 790	1 116	-7 478	4 536	-839	4 952
Relative variation	%		0.2	-0.5	0.1	0.7	0.2	0.0	0.7	0.1	-1.0	0.6	-0.1	0.6
Number of households in the urban centre	number of hh	265 432	304 320	299 326	304 102	306 002	305 779	304 502	309 517	313 481	297 220	304 542	302 713	304 791
Absolute variation			-3	-4 997	-221	1 682	1 459	182	5 197	9 161	-7 100	222	-1 607	471
Relative variation	%		0.0	-1.6	-0.1	0.6	0.5	0.1	1.7	3.0	-2.3	0.1	-0.5	0.2
Number of jobs in urban zones	number of jobs	698 209	904 015	907 877	903 534	906 488	911 447	905 538	905 849	900 820	904 897	909 371	908 347	910 208
Absolute variation			279	4 141	-202	2 473	7 433	1 523	1 834	-3 195	882	5 356	4 332	6 193
Relative variation	%		0.0	0.5	0.0	0.3	0.8	0.2	0.2	-0.4	0.1	0.6	0.5	0.7
Number of jobs in the urban centre	number of jobs	392 807	499 005	506 511	498 351	499 897	508 191	500 329	499 042	489 538	499 923	503 417	502 990	504 781
Absolute variation			942	8 448	288	892	9 187	1 324	37	-9 467	919	4 412	3 985	5 778
Relative variation	%		0.2	1.7	0.1	0.2	1.8	0.3	0.0	-1.9	0.2	0.9	0.8	1.2
Car mileage in the study area	million vehicle-kilometers per year	2 287	3 431	3 352	3 403	3 413	3 484	3 595	2 874	2 214	3 366	2 879	2 941	2 911
Car mileage in the study area	vehicle-kilometers per household per year	8 616	11 274	11 198	11 190	11 154	11 328	11 806	9 285	7 063	11 325	9 454	9 715	9 715
Absolute variation			171	95	87	-121	54	532	-1 989	-4 212	51	-1 821	-1 559	-1 559
Relative variation	%		1.5	0.9	0.8	-1.1	0.5	4.7	-17.6	-37.4	0.4	-16.1	-13.8	-13.8
Average modal share of public transport, in the study area	%	44.1	42.3	46.2	42.3	42.2	42.1	42.2	43.1	45.7	46.8	48.4	54.5	54.5
Absolute variation	points		1.40	5.31	1.48	-0.10	-0.15	-0.02	0.84	3.44	4.53	6.14	12.29	12.24
Relative variation	-		3.4	13.0	3.6	-0.2	-0.4	0.0	2.0	8.1	10.7	14.5	29.1	29.0
Average travel time (all modes, all purposes)	minutes	29.75	29.23	27.97	29.18	29.10	29.13	29.21	27.74	28.20	30.72	29.45	29.55	29.17
Absolute variation			0.00	-1.26	-0.05	-0.13	-0.10	-0.02	-1.49	-1.03	1.49	0.22	0.32	-0.06
Relative variation	%		0.0	-4.3	-0.2	-0.4	-0.3	-0.1	-5.1	-3.5	5.1	0.8	1.1	-0.2
Average home-work travel distance (all modes)	kilometers	16.18	14.96	16.95	14.91	14.94	15.04	14.93	12.89	14.38	17.42	15.04	15.09	14.91
Absolute variation			-0.15	1.84	-0.20	-0.02	0.08	-0.03	-2.07	-0.58	2.46	0.08	0.13	-0.05
Relative variation	%		-1.0	12.2	-1.3	-0.1	0.5	-0.2	-13.8	-3.9	16.4	0.5	0.9	-0.3

SCATTER

Indicators of Work packages 5 and 6

Policy

		Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common
		2000/2001	111	116	121	311	321	331	411	412	512	811	812	813
Helsinki case city														
Average road traffic speed in the whole study area	<i>kilometers/hour</i>	37.33	31.55	33.48	31.83	31.82	31.31	31.38	30.92	37.86	34.30	32.14	32.17	32.38
Absolute variation			-0.11	1.81	0.16	0.27	-0.25	-0.17	-0.64	6.31	2.74	0.58	0.61	0.83
Relative variation	%		-0.4	5.7	0.5	0.8	-0.8	-0.5	-2.0	20.0	8.7	1.8	1.9	2.6
Passenger-kilometers by public transport	<i>million passenger-kilometers per year</i>	4 883	6 714	7 951	6 725	6 707	6 702	6 705	6 753	7 177	7 497	7 815	7 770	7 787
Passenger-kilometers by public transport	<i>passenger-kilometers per household per year</i>	18 396	22 063	26 552	22 113	21 918	21 917	22 019	21 817	22 895	25 222	25 662	25 667	25 549
Absolute variation			936	5 435	986	-144	-146	-43	-246	832	3 159	3 599	3 605	3 486
Relative variation	%		4.4	25.7	4.7	-0.7	-0.7	-0.2	-1.1	3.8	14.3	16.3	16.3	15.8
CO2 emissions from transport	<i>eq.tons/ev.peak h</i>	437	694	677	687	690	701	692	621	523	674	617	614	609
CO2 emissions from transport	<i>eq.tons per household per year</i>	4.94	6.84	6.78	6.78	6.77	6.87	6.83	6.02	5.00	6.81	6.13	6.23	6.23
Absolute variation			0.07	0.01	0.01	0	0	0	-1	-2	0	-1	-1	-1
Relative variation	%		1.0	0.2	0.1	-1.0	0.5	-0.1	-12.0	-26.8	-0.4	-10.4	-8.9	-8.9
Hirel measure inhabitants	<i>km²</i>	2 813	2 471	2 540	2 477	2 462	2 488	2 471	2 456	2 456	2 580	2 510	2 528	2 505
Absolute variation			-12.18	56.92	-5.75	-9.21	17.04	0.28	-14.69	-14.66	109.32	39.48	56.82	34.54
Relative variation	%		-0.5	2.3	-0.2	-0.4	0.7	0.0	-0.6	-0.6	4.4	1.6	2.3	1.4
Hirel measure jobs	<i>km²</i>	2483	1185	1140	1178	1173	1156	1171	1188	1209	1170	1176	1177	1174
Absolute variation			3.88	-40.71	-2.54	-11.41	-28.41	-13.76	2.81	23.99	-14.84	-8.64	-7.48	-10.81
Relative variation	%		0.3	-3.4	-0.2	-1.0	-2.4	-1.2	0.2	2.0	-1.3	-0.7	-0.6	-0.9
Productivity gain from land use (SOPG)	<i>% growth (base=0 %)</i>	0.00				0.20	0.20	0.00	1.00	-0.60	0.40	0.30	0.40	0.70
Accessibility to the city centre	<i>avg. minutes/pers.trip</i>	29.34	29.75	26.33	29.65	29.55	29.74	29.74	28.94	27.77	29.26	29.12	29.06	28.98
Absolute variation			0.18	-3.24	0.08	-0.21	-0.01	-0.01	-0.82	-1.98	-0.50	-0.64	-0.69	-0.77
Relative variation	%		0.6	-11.0	0.3	-0.7	0.0	0.0	-2.7	-6.7	-1.7	-2.1	-2.3	-2.6
Accessibility to services	<i>avg. minutes/pers.trip</i>	27.72	28.16	26.36	28.23	28.12	28.01	28.14	27.52	27.28	28.64	28.16	28.18	28.13
Absolute variation			0.33	-1.46	0.41	-0.04	-0.14	-0.02	-0.64	-0.89	0.48	0.01	0.02	-0.02
Relative variation	%		1.2	-5.2	1.5	-0.1	-0.5	-0.1	-2.3	-3.2	1.7	0.0	0.1	-0.1

italic bold = Helsinki Metropolitan Area

SCATTER

Indicators of Work packages 5 and 6

Policy

		Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	
			new transport services	new transport services	new transport services with orbital connections	impact fee on suburban residential developments	regulatory measure on offices (obligation to locate in A-type zones)	fiscal measure on offices (inciting to locate in A-type zones)	increase of car use cost by 50 %	cordon pricing	decrease of public transport fare by 20 %	combination 411+311+512 (511 for Brussels)	combination 411+331+512 (511 for Brussels)	combination 411+311+331+512 (511 for Brussels)
		2000/2001	111	116	121	311	321	331	411	412	512	811	812	813
Stuttgart case city														
<i>in comparison with:</i>														
			003			003	003	003	003	003	003	003	003	003
Indicator	Unit													
Number of inhabitants in urban zones	number of inhabitants	1 436 535	1 420 462			1 442 826	1 440 868	1 441 135	1 440 578	1 457 975	1 434 216	1 444 317	1 442 048	1 450 623
Absolute variation			-6 046			6 291	4 333	4 600	4 043	21 440	-2 319	7 762	5 513	14 088
Relative variation	%		-0.4			0.4	0.3	0.3	0.3	1.5	-0.2	0.5	0.4	1.0
Number of inhabitants in the urban centre	number of inhabitants	583 874	592 832			593 272	587 644	587 670	594 248	592 738	578 775	598 479	587 581	600 368
Absolute variation			-2 045			9 398	3 770	3 796	10 374	8 864	-5 099	14 605	3 807	16 494
Relative variation	%		-0.3			1.6	0.6	0.7	1.8	1.5	-0.9	2.5	0.7	2.8
Number of jobs in urban zones	number of jobs	727 097	721 126			728 658	732 691	728 940	725 225	729 064	727 386	727 157	727 116	728 393
Absolute variation			-1 276			1 561	5 594	1 843	-1 872	1 967	269	60	19	1 296
Relative variation	%		-0.2			0.2	0.8	0.3	-0.3	0.3	0.0	0.0	0.0	0.2
Number of jobs in the urban centre	number of jobs	349 867	350 833			351 350	355 998	352 258	351 249	347 293	349 312	352 356	351 478	352 006
Absolute variation			-477			1 483	6 131	2 391	1 362	-2 574	-555	2 489	1 611	2 139
Relative variation	%		-0.1			0.4	1.8	0.7	0.4	-0.7	-0.2	0.7	0.5	0.6
Car mileage in the study area	million vehicle-kilometers per day	48.50	44.24			48.62	48.65	48.38	48.35	48.49	48.26	46.20	46.00	46.07
Car mileage in the study area	vehicle-kilometers per inhabitant per year	6775	6272			6790	6795	6758	6473	6773	6740	6453	6425	6434
Absolute variation			56			17	21	-16	-300	0	-34	-321	-349	-339
Relative variation	%		0.9			0.2	0.3	-0.2	-4.4	0.0	-0.5	-4.7	-5.2	-5.0
Average modal share of public transport, in the study area	%	19.3	20.4			19.4	19.3	19.3	20.3	19.3	19.7	20.8	20.7	20.8
Absolute variation	points		0.47			0.06	0.04	-0.02	0.99	0.02	0.43	1.52	1.42	1.49
Relative variation	-		2.4			0.3	0.2	-0.1	5.1	0.1	2.2	7.9	7.4	7.7
Average travel time (all modes, all purposes)	minutes	36.78	36.66			36.91	36.89	37	36	37	37	37	37	37
Absolute variation			0.03			0.12	0.11	-0.07	-0.38	0.11	0.15	-0.09	-0.28	-0.16
Relative variation	%		0.1			0.3	0.3	-0.2	-1.0	0.3	0.4	-0.3	-0.8	-0.4
Average home-work travel distance (all modes)	kilometers	13.34	12.94			13.43	13.39	13	13	13	13	13	13	13
Absolute variation			-0.36			0.09	0.05	-0.03	-0.29	0.00	0.07	-0.13	-0.25	-0.16
Relative variation	%		-2.7			0.7	0.4	-0.2	-2.2	0.0	0.5	-1.0	-1.9	-1.2

SCATTER

Indicators of Work packages 5 and 6

Policy

		Present	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	Common	
			new transport services	new transport services	new transport services with orbital connections	impact fee on suburban residential developments	regulatory measure on offices (obligation to locate in A-type zones)	fiscal measure on offices (incentive to locate in A-type zones)	increase of car use cost by 50 %	cordon pricing	decrease of public transport fare by 20 %	combination 411+311+512 (511 for Brussels)	combination 411+331+512 (511 for Brussels)	combination 411+311+512 (511 for Brussels)
		2000/2001	111	116	121	311	321	331	411	412	512	811	812	813
Stuttgart case city														
Average road traffic speed in the whole study area	kilometers/hour	39.73	38.77			39.81	39.74	40	39	40	40	39	39	39
Absolute variation			0.09			0.08	0.02	-0.01	-0.41	-0.11	0.00	-0.33	-0.42	-0.35
Relative variation	%		0.2			0.2	0.0	0.0	-1.0	-0.3	0.0	-0.8	-1.1	-0.9
Passenger-kilometers by public transport	million passenger-kilometers per day	12.75	13.03			12.83	12.84	13	13	13	13	14	14	14
Passenger-kilometers by public transport	passenger-kilometers per inhabitant per year	1780	1847			1792	1793	1772	1870	1777	1851	1958	1935	1947
Absolute variation			-168.02			12	13	-9	89	-3	70	178	155	167
Relative variation	%		-8.3			0.7	0.7	-0.5	5.0	-0.2	4.0	10.0	8.7	9.4
CO2 emissions from transport	tons per day	11 640	10 617			11 668	11 676	11 612	11 123	11 639	11 582	11 089	11 040	11 057
CO2 emissions from transport	tons per inhabitant per year	1.6259	1.5054			1.6297	1.6307	1.6219	1.5536	1.6256	1.6175	1.5487	1.5419	1.5443
Absolute variation			0.01			0.00	0.01	0.00	-0.07	0.00	-0.01	-0.08	-0.08	-0.08
Relative variation	%		0.9			0.2	0.3	-0.2	-4.4	0.0	-0.5	-4.7	-5.2	-5.0
Hrel measure inhabitants	km ²	553	550			553	552	554	552	546	555	552	553	553
Absolute variation			0.28			-0.80	-1.53	-0.19	-1.81	-7.58	1.02	-1.34	-0.66	-0.62
Relative variation	%		0.0			-0.1	-0.3	0.0	-0.3	-1.4	0.2	-0.2	-0.1	-0.1
Hrel measure jobs	km ²	420	419			419	417	419	422	418	420	421	421	420
Absolute variation			0.40			-0.91	-3.64	-1.39	1.97	-2.30	-0.36	0.61	0.44	-0.07
Relative variation	%		0.1			-0.2	-0.9	-0.3	0.5	-0.5	-0.1	0.1	0.1	0.0
Productivity gain from land use (SOPG)	%	0.00	-0.14			0.22	0.52	0.21	0.13	0.78	-0.09	0.27	0.19	0.37
Accessibility to the city centre	minutes/trip	24.17	23.78			23.86	24.34	24.05	23.96	24.08	24.31	23.81	24.00	23.68
Absolute variation			0.02			-0.30	0.18	-0.12	-0.21	-0.08	0.14	-0.36	-0.17	-0.49
Relative variation	%		0.1			-1.3	0.7	-0.5	-0.9	-0.4	0.6	-1.5	-0.7	-2.0
Accessibility to services	minutes/trip	17.40	17.29			17.41	17.47	17.34	17.25	17.40	17.43	17.30	17.24	17.24
Absolute variation			0.02			0.01	0.08	-0.05	-0.15	0.00	0.04	-0.10	-0.15	-0.16
Relative variation	%		0.1			0.1	0.4	-0.3	-0.8	0.0	0.2	-0.5	-0.9	-0.9