

8.35.2 Sustainable transportation modes allowed

Project Name: PHUSICOS (Grant Agreement no. 776681)

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Sustainable Transportation Modes Allowed	Green Space Management
Description and justification	The Design Scenario should enhance the use of sustainable transportation modes. The number of sustainable transportation modes allowed by each scenario can be used as an Indicator. The higher the number of sustainable and low impacts means of transport in the scenario, the more effective will be the benefits in terms of quality of life for the community.
Definition	The Indicator can be defined as the number of sustainable transportation mode allowed in each scenario. This Indicator can be calculated both in the Baseline Scenario and in the Design Scenarios (e.g., NBS Scenario or Hybrid Scenario).
Strengths and weaknesses	It is easy to be estimated and rapidly provides information concerning the benefits achievable in terms of quality of life for the community.
Measurement procedure and tool	The Indicator is equal to the number of sustainable and low impacts means of transport allowed in the scenario by the provision of designated paths (i.e., bike lanes, pedestrian paths, etc.)
Scale of measurement	No.
Data source	Project team
Required data	Project layout map
Data input type	Maps
Data collection frequency	
Level of expertise required	Low
Synergies with other indicators	
Connection with SDGs	11

Opportunities for participatory data collection	
Additional information	
References	

8.36 New links between urban centres and NBS

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New Links Between Urban Centres/Activities	Green Space Management Urban Regeneration
Description and justification	NBS or Hybrid solutions should enhance the connectivity between rural areas and urban centres, train stations and outdoor activities. The number of new links can be adopted as an Indicator of the benefits provided by NBS and Hybrid scenarios. The higher the number of new links created by the project, the more effective will be the benefits in terms of accessibility and therefore of quality of life for the community.
Definition	The Indicator can be defined as the number of new physical connections between urban centres and/or activities. This Indicator will be equal to 0 in the Baseline Scenario and will be assessed in the Design Scenarios (e.g., NBS Scenario or Hybrid Scenario) computing the number of new links created by the project.
Strengths and weaknesses	It is easy to be estimated and rapidly provides information concerning the benefits achievable in terms of accessibility and therefore of quality of life for the community.
Measurement procedure and tool	The indicator is equal to the number of new physical connections between urban centres and/or activities created in the Design Scenario (i.e., new paths or roads).
Scale of measurement	No.