A configurative approach to understand pedestrian-based and car-based shopping centres:

Configurative studies on Oslo and Eindhoven

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Abstract
This paper discusses the spatial analyses of the effects of ring roads on sub-centres and city centres in Oslo and Eindhoven. The studies of Oslo and Eindhoven show some features of the type and configurable pattern of shopping areas. Successful pedestrian-based shopping areas tend to locate themselves in the locally most integrated areas. Smaller local pedestrian-based centres depend on a high degree of connectivity to the vicinity 2 steps away. Car-based shopping centres tend to be located along the globally most integrated roads. They are located closely to the junctions of these roads. In which way a sub-centre turns out to become pedestrian-based or car-based depends on its degree of connectivity and the dispersal of integration values.

The subsequent studies of Oslo and Eindhoven are meant to answer the following questions: How do ring roads affect whole cities? How do outer ring roads influence local shopping centres in the suburbs? In what way does the degree of connectivity of ring roads affect their vicinity, and in what way do ring roads affect the dispersal of pedestrian or car-based shopping areas?

Keywords
Car-based and pedestrian-based shopping centres, urban transformation, ring roads, configurable changes

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