

ANALYSIS OF URBAN SPACE NETWORKS
FOR RECREATIONAL PURPOSES BASED ON
MOBILE SPORTS TRACKING APPLICATION
DATA

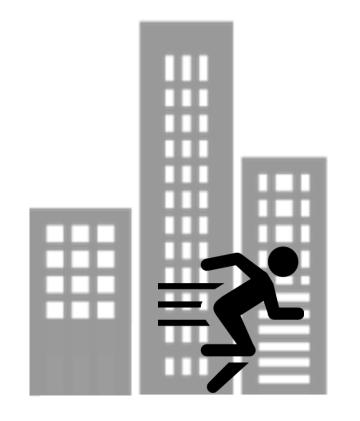
Rusnė Šilerytė

Graduation Presentation 2015 June 26

















obesity (Wang et al., 2008);

urban sprawl (Van Herzele and Wiedemann, 2003);

sustainability (European Commission, 2011);

competition between cities (Braw, 2013);

value of real estate (Braw, 2013);



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walkability index

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runability index



runability index

an indication of space potential to be used for recreational active travels

prediction of changes

encouragement of recreational activities

assurance of quality

lack of scientific knowledge how spaces are used for recreation:

data collection is expensive and time

consuming;

cannot be performed the same way in different countries;

cannot be performed on a big scale;

cannot be repeated often.

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Mobile Sports Tracking Application

data:

big data

public data

crowdsourced data

comparable data

up-to-date data

growing data



Mobile Sports Tracking Application

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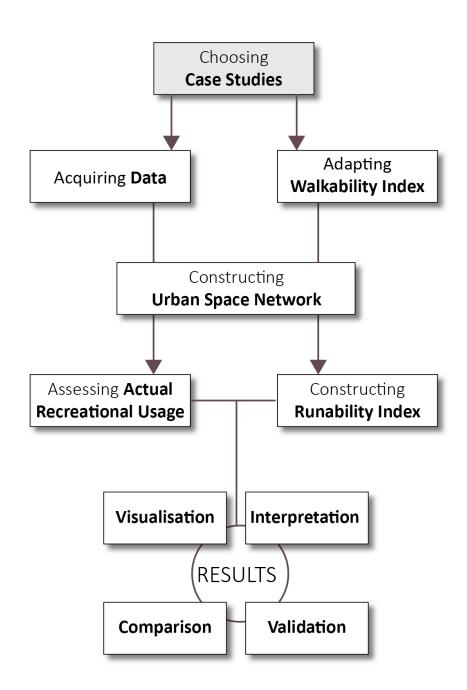
growing data

no interface

data is very big

privacy issues

Euclidean space



How can **GPS data**,

generated by

mobile sports tracking applications,

be used

to assess, analyse and model

the recreational usage

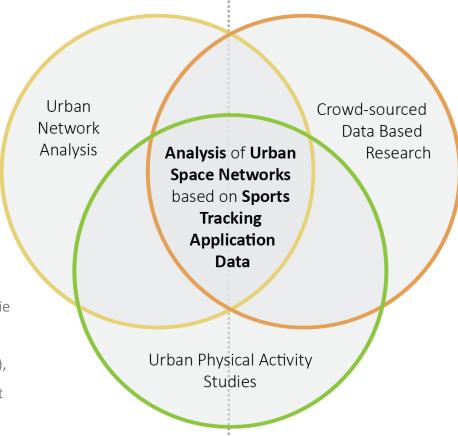
of an urban space **network**?

Space Syntax, Page Rank, Random walk, eigenvector centrality...

Hillier & Hanson (1984), Hillier et al. (2005, 2007, 2009, 2012), Gauvin et al. (2005), Crucitti et al. (2006), Turner (2007), Gebel et al. (2007), Jiang (2009), Blanchard & Volchenkov (2008)

Walkability Index

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Open Street Map

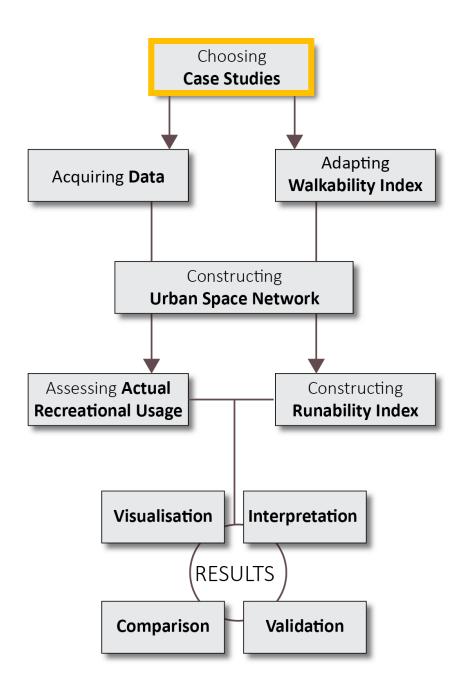
Chin et al. (2008), Girres and Touya (2010), Gil (2014), Mooney (2015)

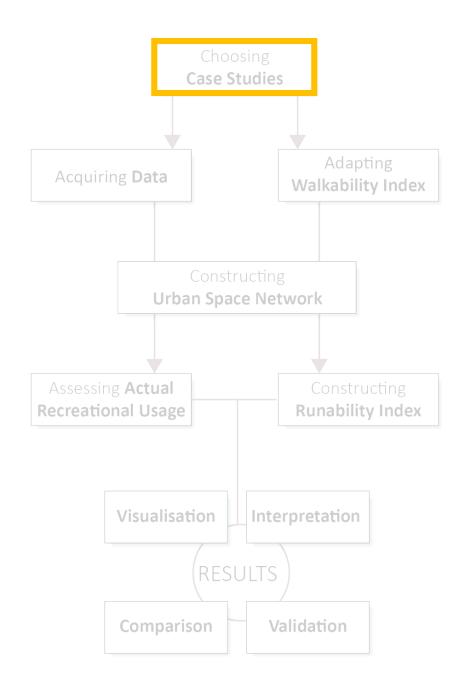
Mobile tracking

Shoval (2008), Van der Spek et al. (2009; 2013; 2014), Zambonelli (2011)

Sports tracking application data

Piorkowski (2009), Ferrari & Mamei (2011, 2013), Oksanen et al. (2013)



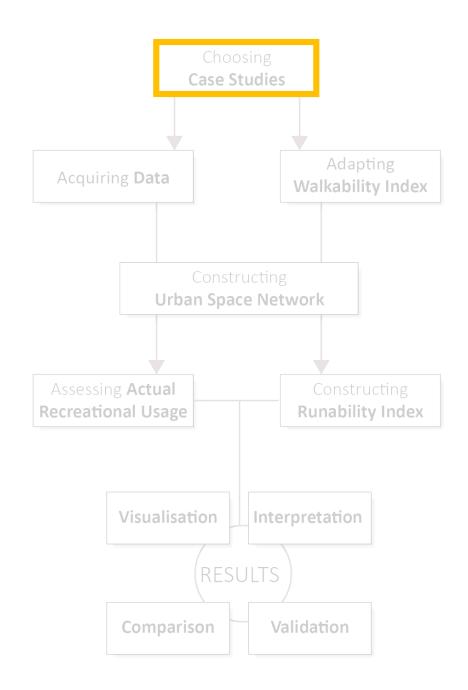


Mobile Sports Tracking Application:

high popularity rate in Europe

free data access





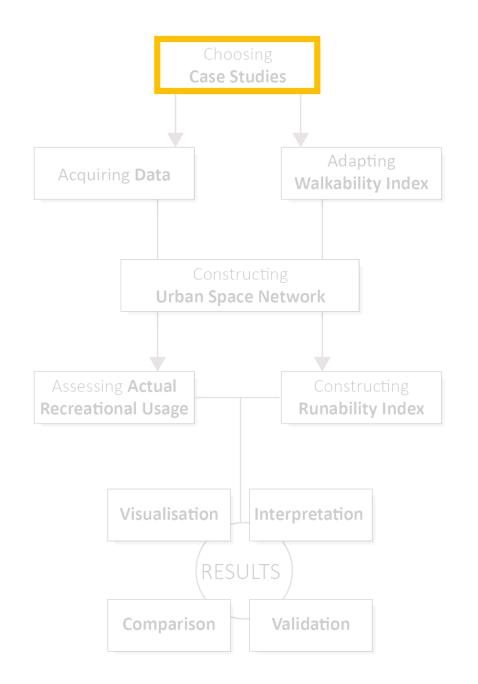
Case Study Cities:

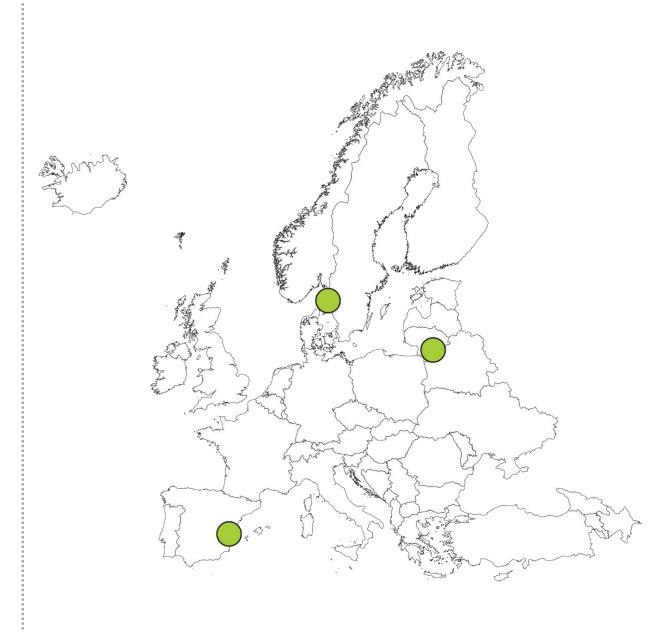
within EU

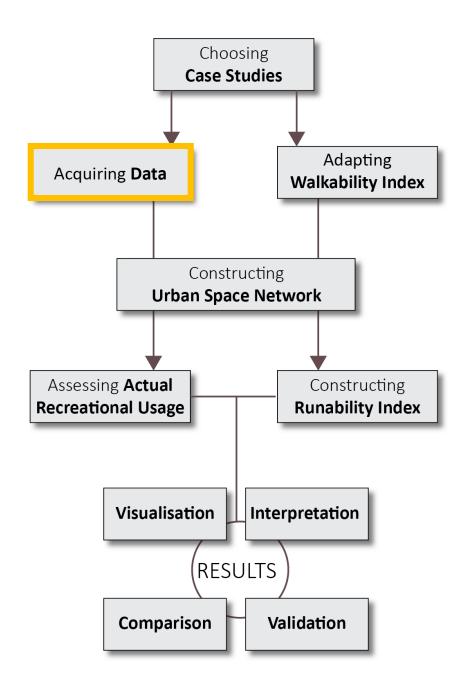
extra-large (500 000 – 1 000 000 inhabitants)

distinct characteristics

$$ratio = \frac{distinct \ users}{population}$$

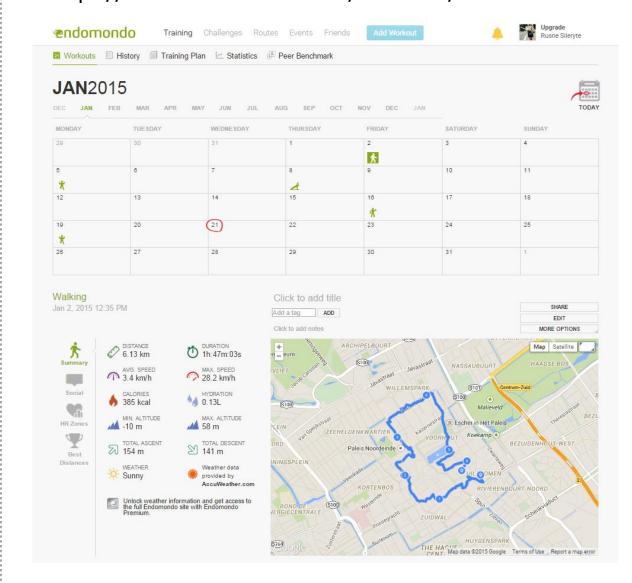




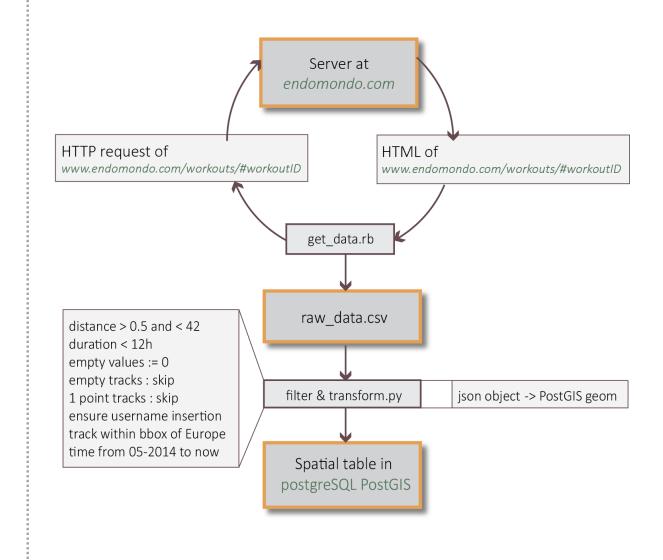


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```

https://www.endomondo.com/workouts/453360586



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total data acquisition time: 1 248 h

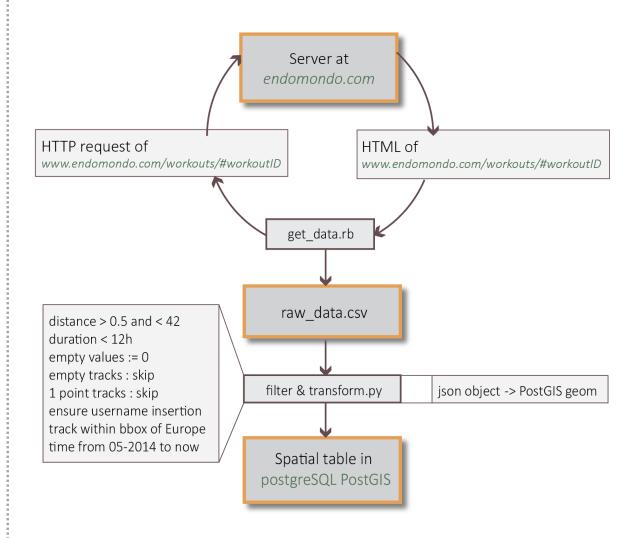
number of http requests sent: 15 600 000

number of lines in .csv files: **5 964 008** (38%)

...that passed filter: **3 610 735** (23%)

distinct users registered: 911 588

tracks per user:



total data acquisition time: 1 248 h

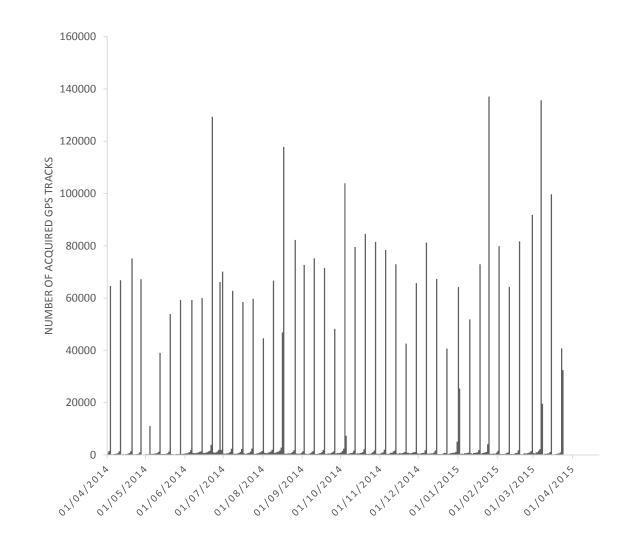
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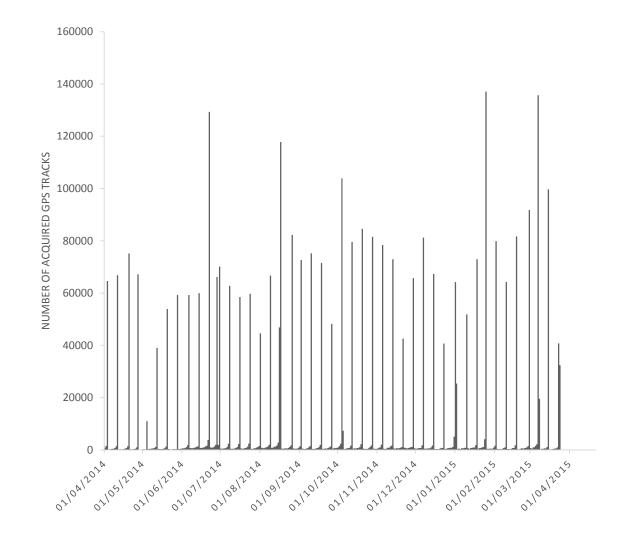
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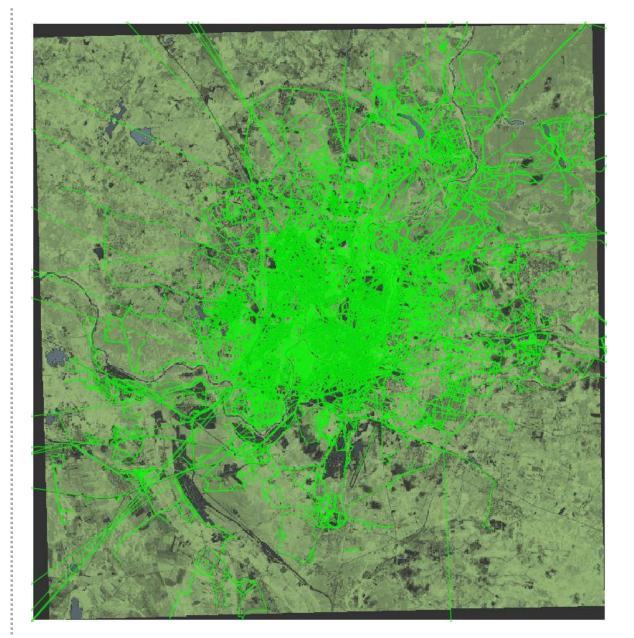
tracks per user: 4

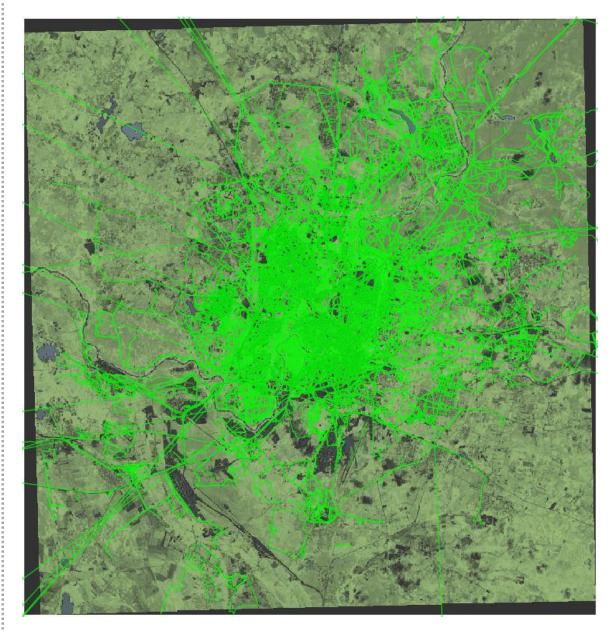


City	Population	No. of application users	No. of GPS tracks	Ratio users/popul ation
Vilnius	558 165	3950	10 165	0.007
Valencia	814 218	3583	9 443	0.005
Gothenburg	520 374	2 195	6 720	0.004

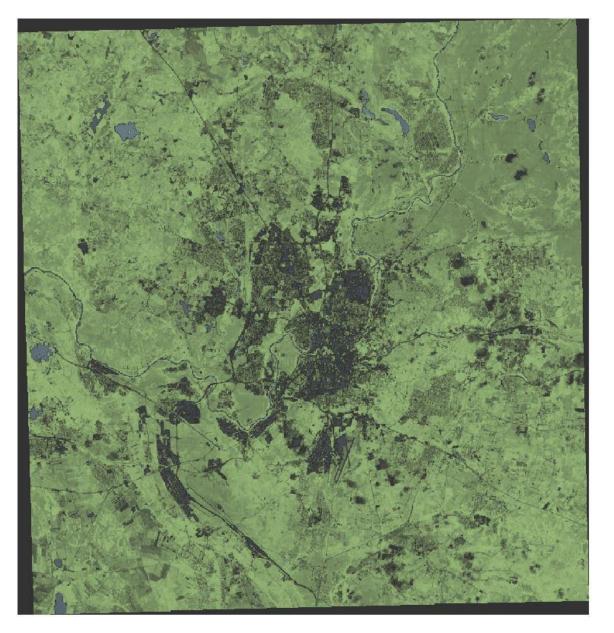


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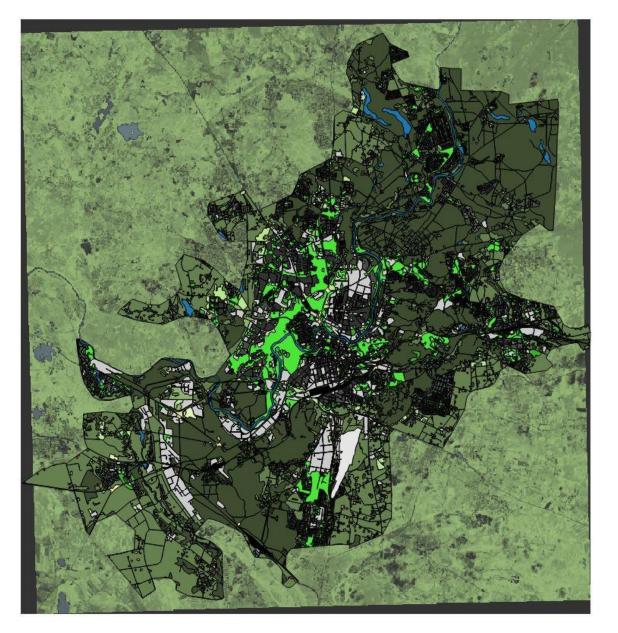




LANDSAT 8

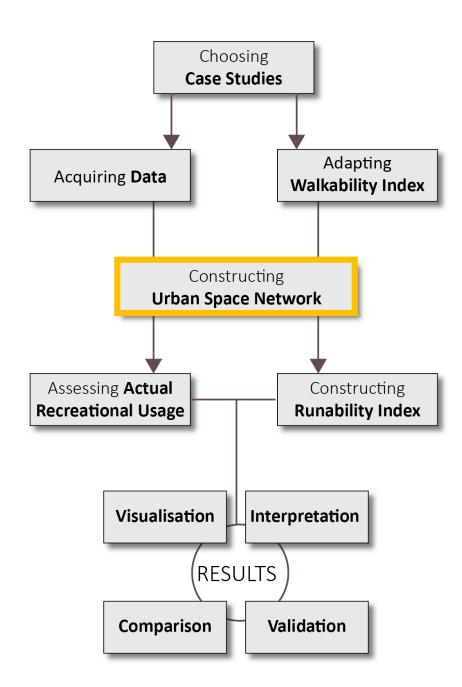


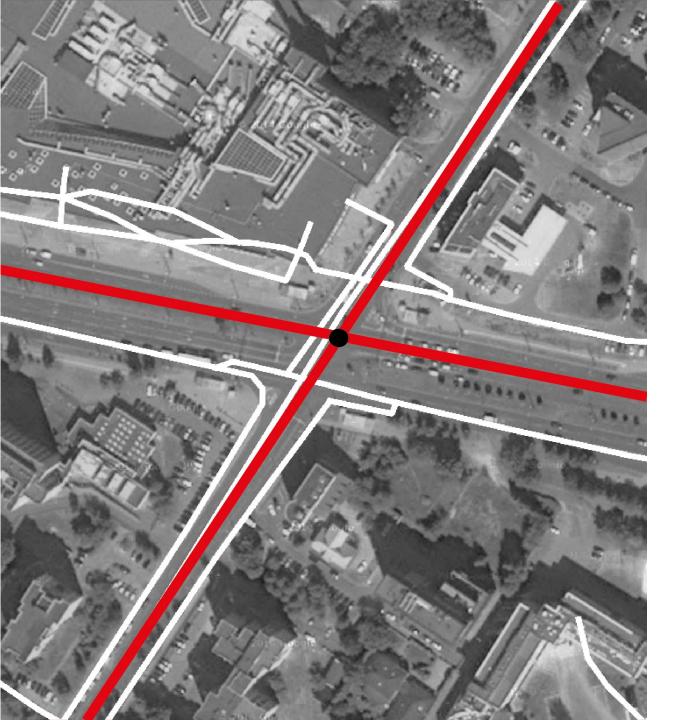
EUROSTAT URBAN ATLAS



OPEN STREET MAP







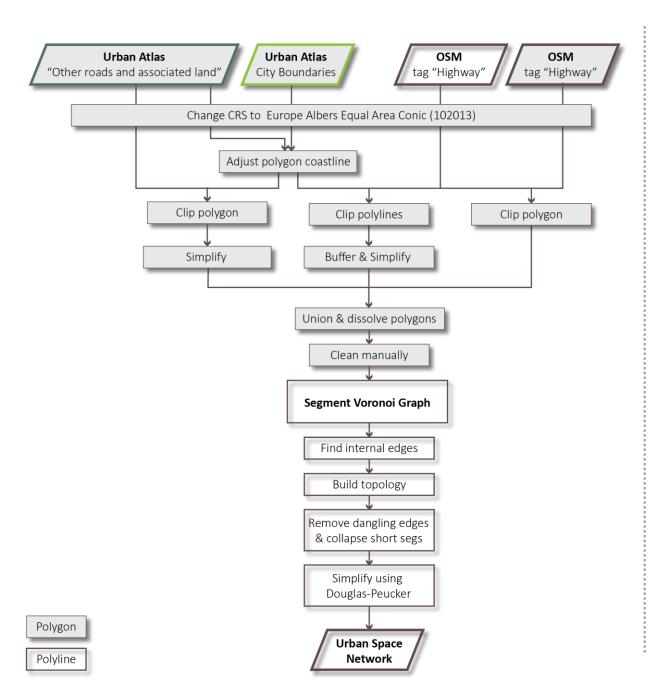
paths for non-motorised means of transport

must be **generalised** with 30m granularity

no duplicates, pseudonodes or **invalid geometries**

common datasets for all cities

must be **up-to-date**



paths for non-motorised means of transport

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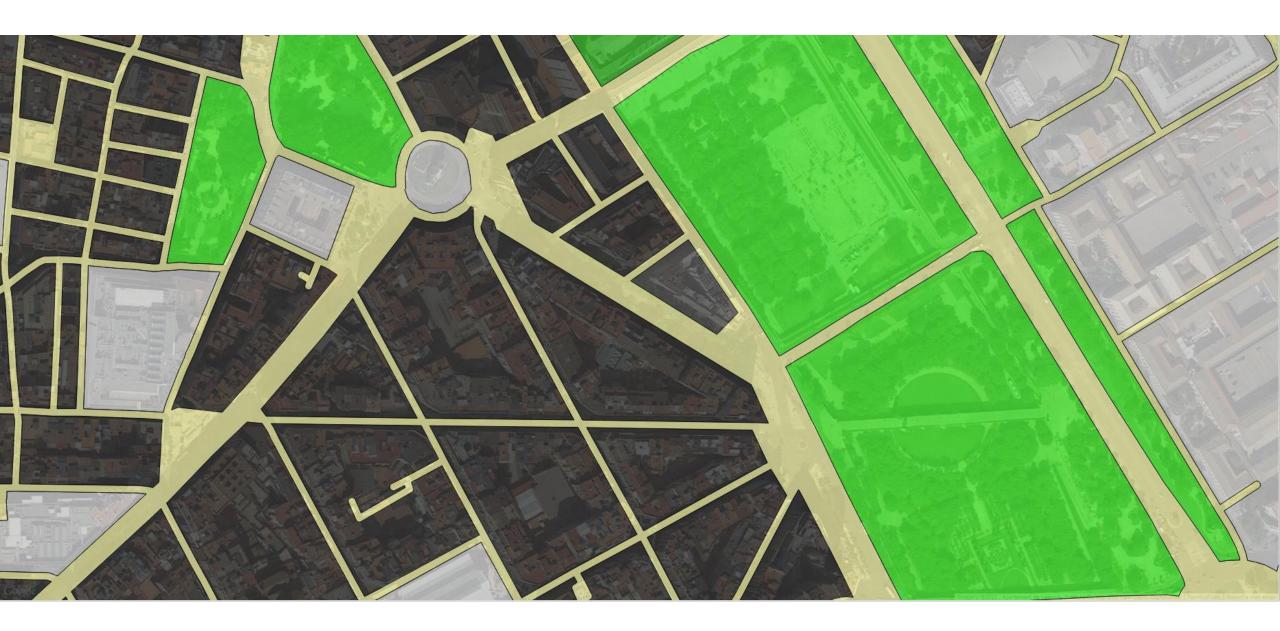
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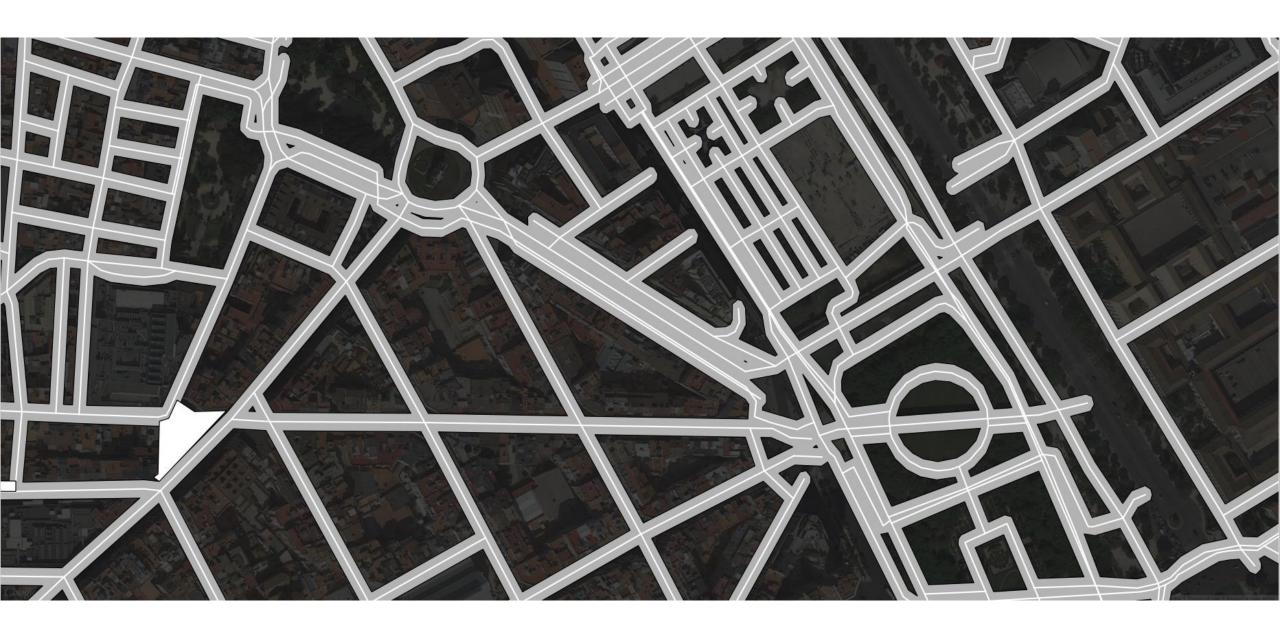
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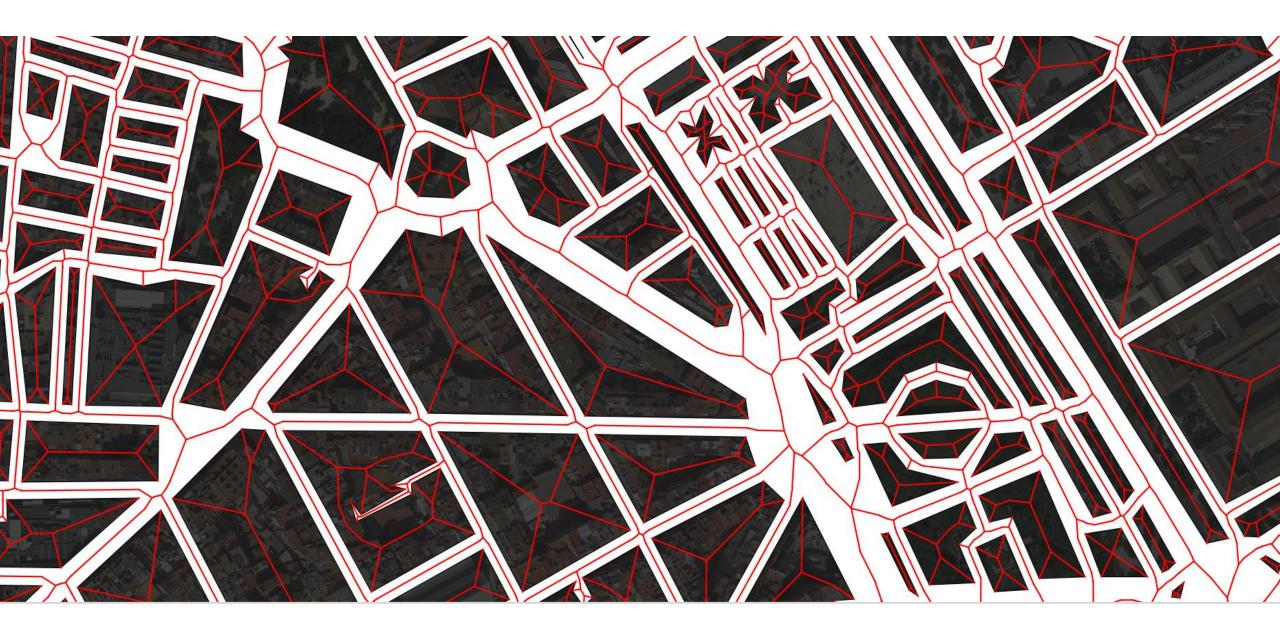


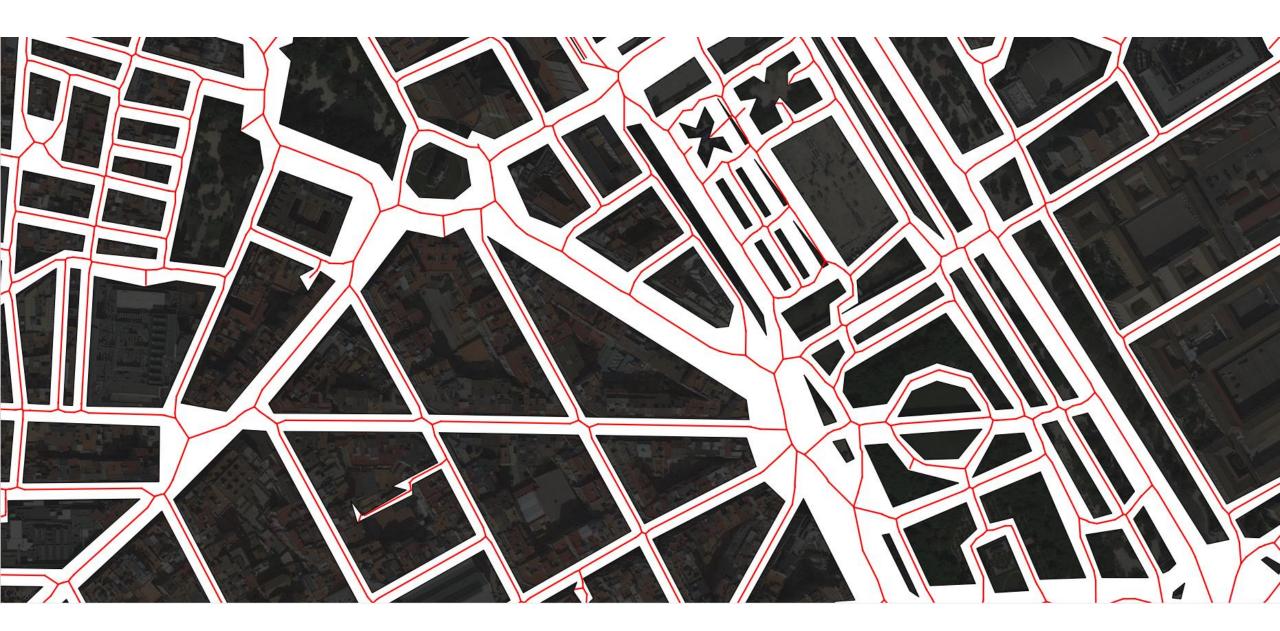






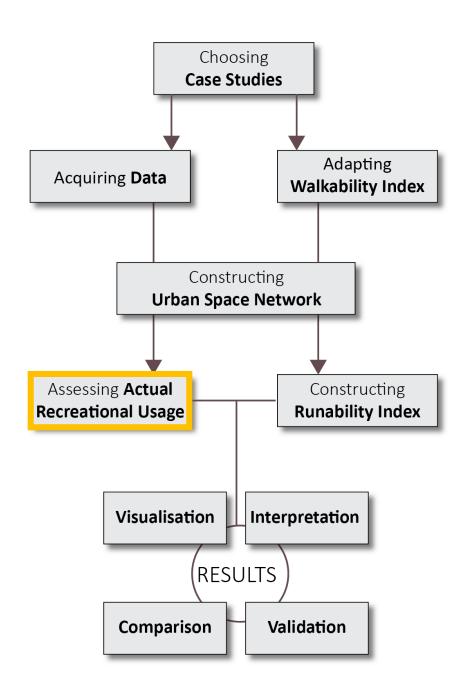


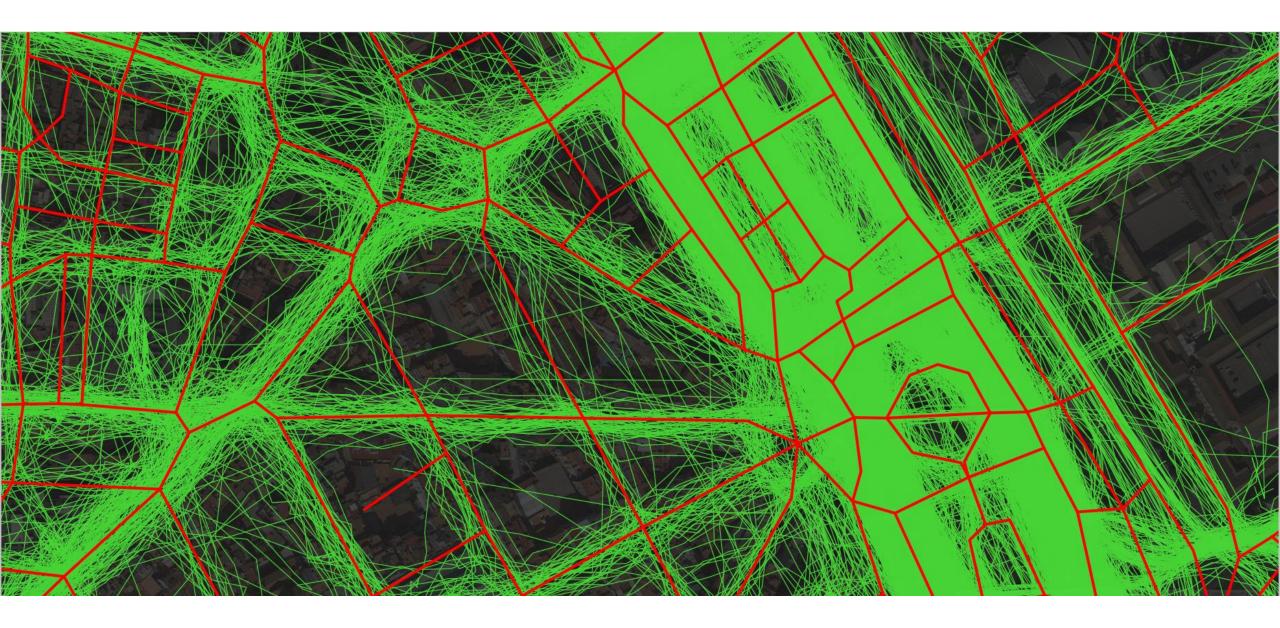


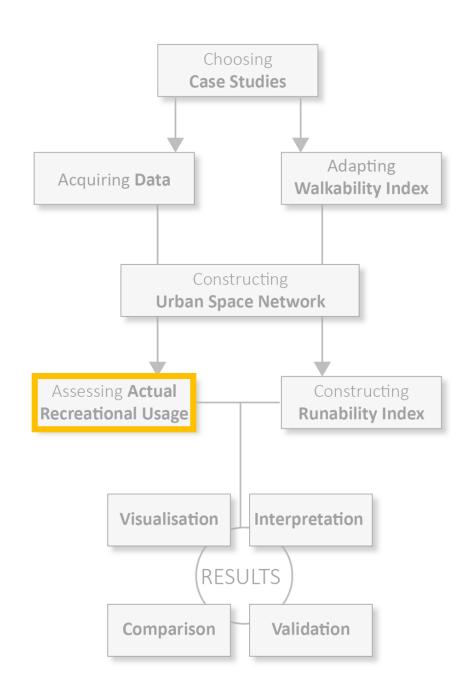












filtering outliers

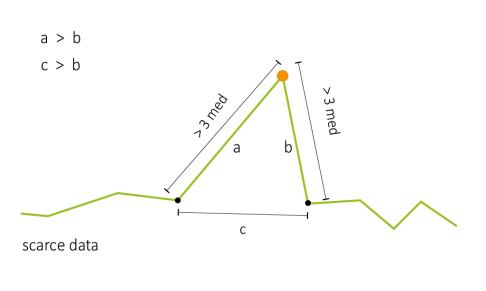
snapping to the network

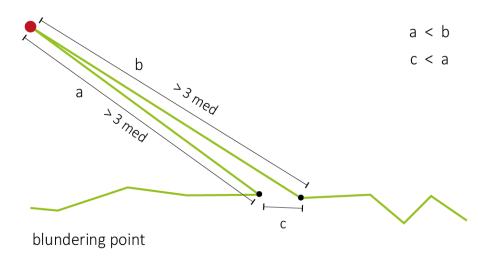
evaluating actual recreational usage

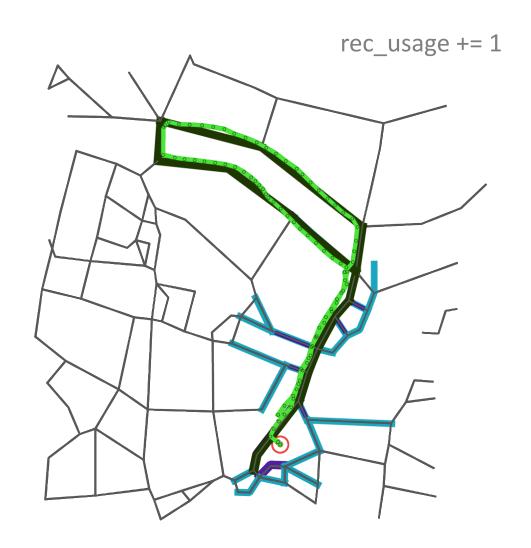


snapping to the network

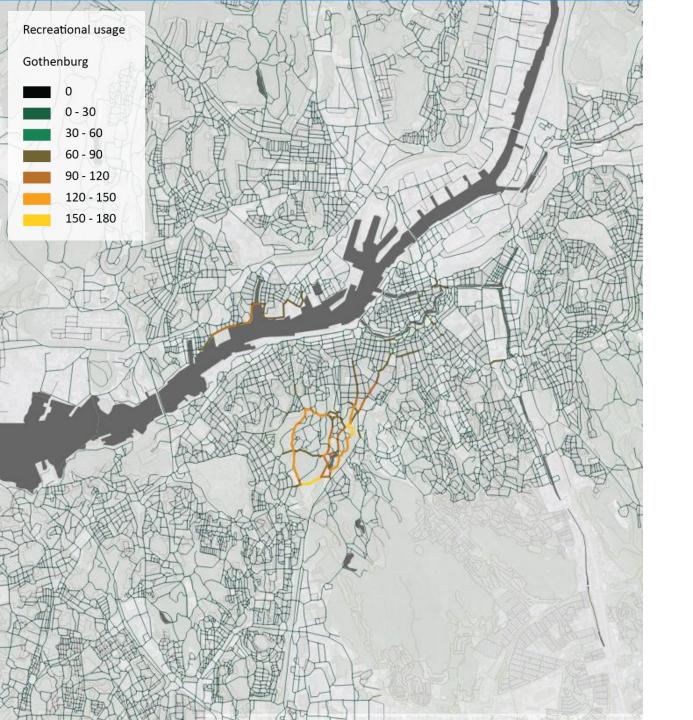




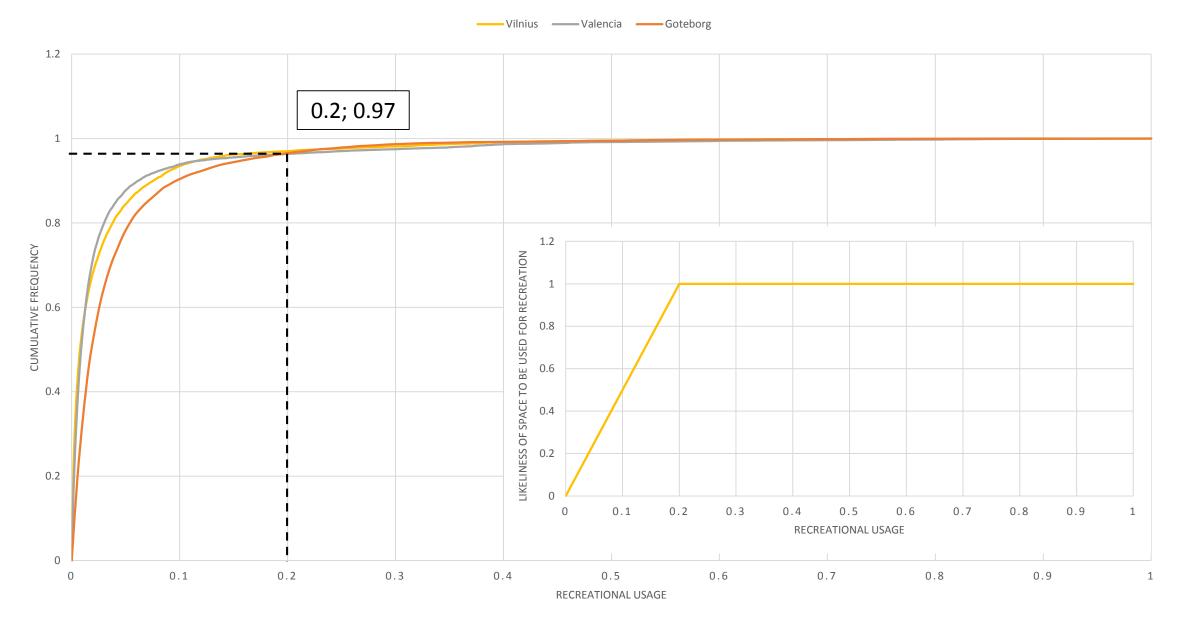


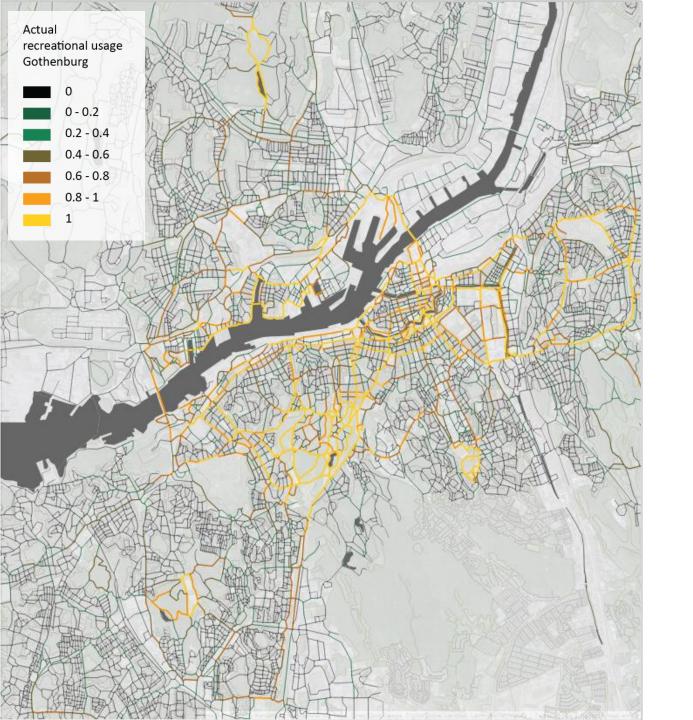


snapping to the network

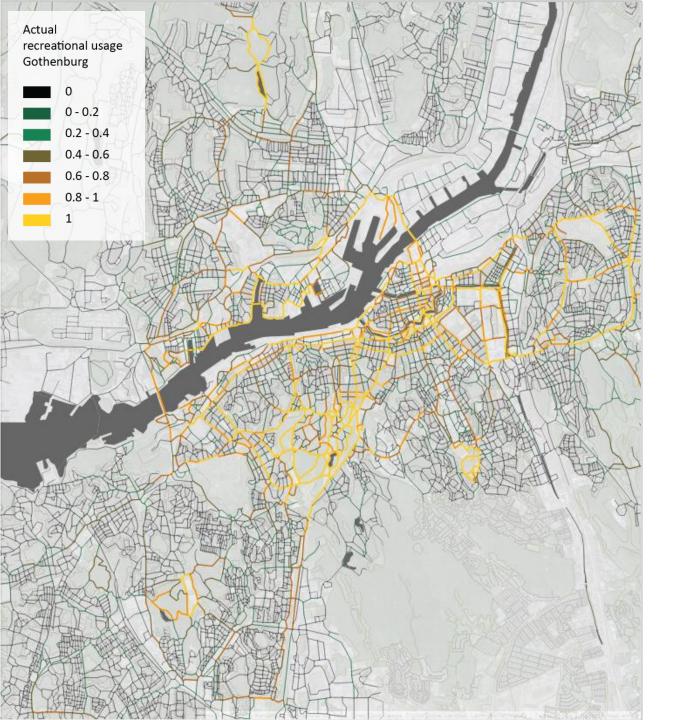


snapping to the network





snapping to the network



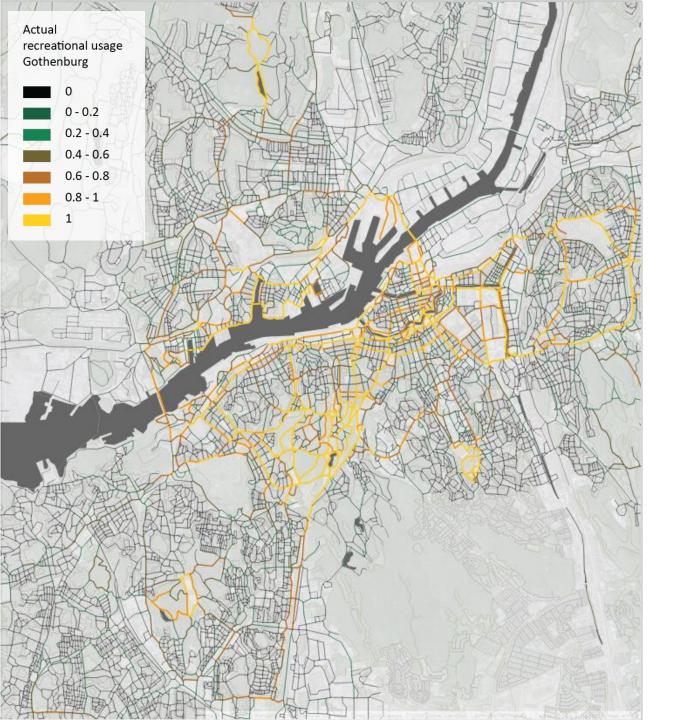
application users:

smart-device owners

75% men, 25% women

15 to 50 years old (97%)

misuse of the application





75% men, 25% women

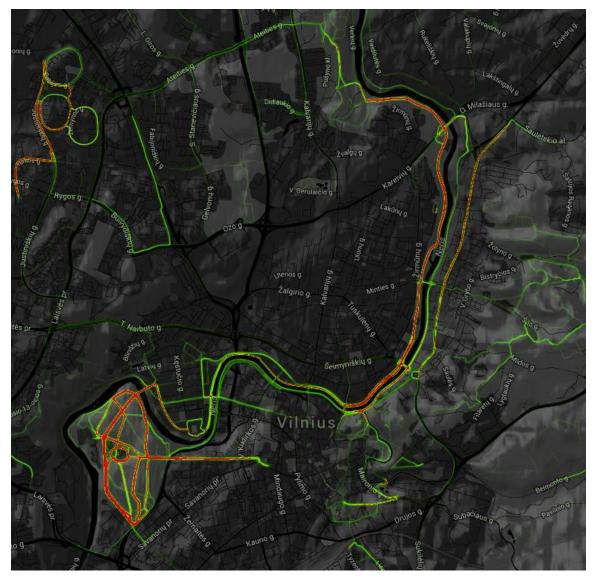
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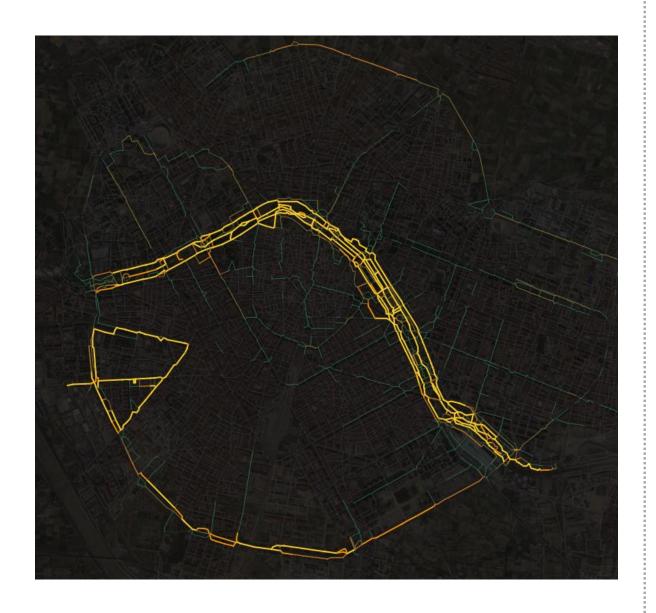




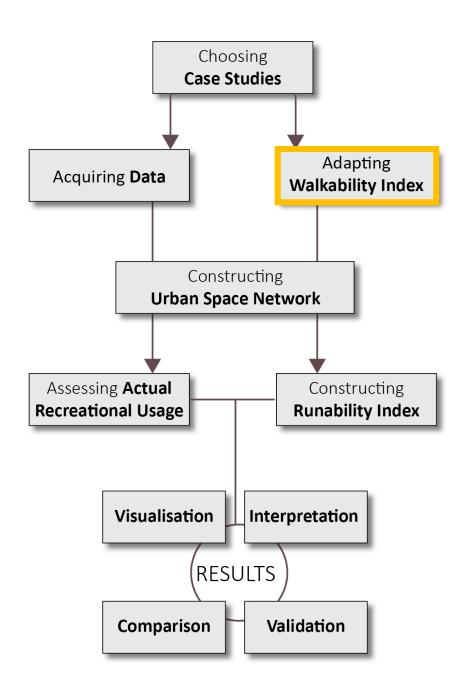












where recreational activities happen

where recreational activities do not happen

WHY

walkability index:

land use mix

+

street connectivity (street network configuration)

+

population density

+

greenness

Henderson (2005), Cohen et al. (2006, 2007) Leslie et al., (2007), Floyd et al. (2008), Maroko et al. (2009), Brown et al. (2009), van Dyck et al. (2010), Troped et al. (2010), Cutumisu (2011), Yamada et al. (2012), Choi (2013)

runability index:

land use mix (recreational&residential)

+

betweeness centrality

+

residential density

+

greenness

greenness

Normalised Difference Vegetation Index (NDVI)

average of NDVI values per street segment

normalised per each city

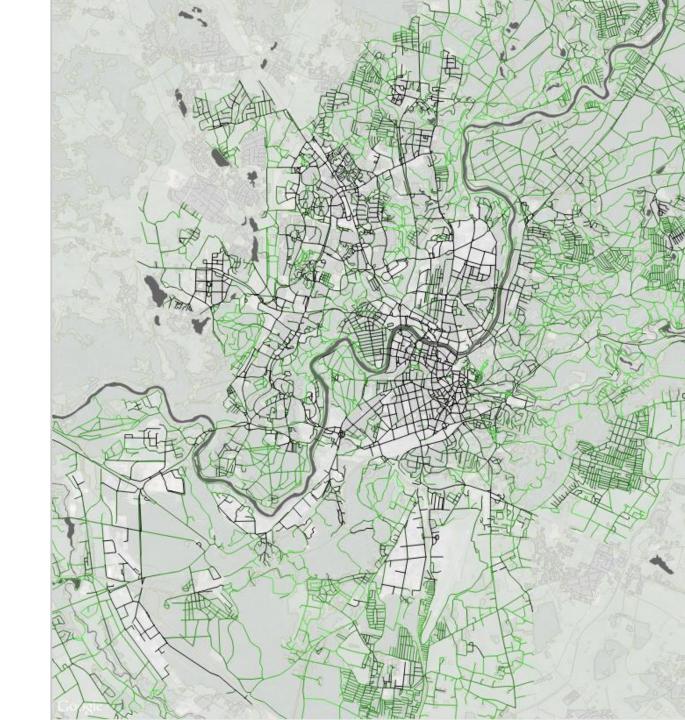


greenness

Normalised Difference Vegetation Index (NDVI)

average of NDVI values per street segment

normalised per each city



residential density

land covered with residential buildings



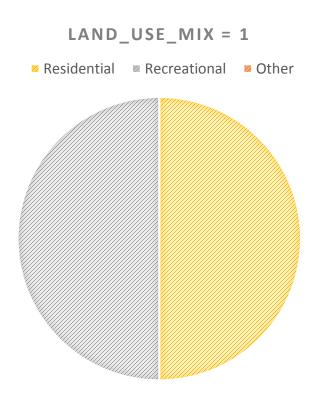
population density



entropy score

$$land_use_mix = \frac{-1\sum_{i} \frac{b_{i}}{a} * \ln(\frac{b_{i}}{\sum_{i} b_{i}})}{\ln(N)}$$

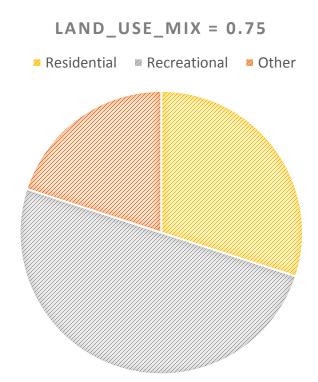
where



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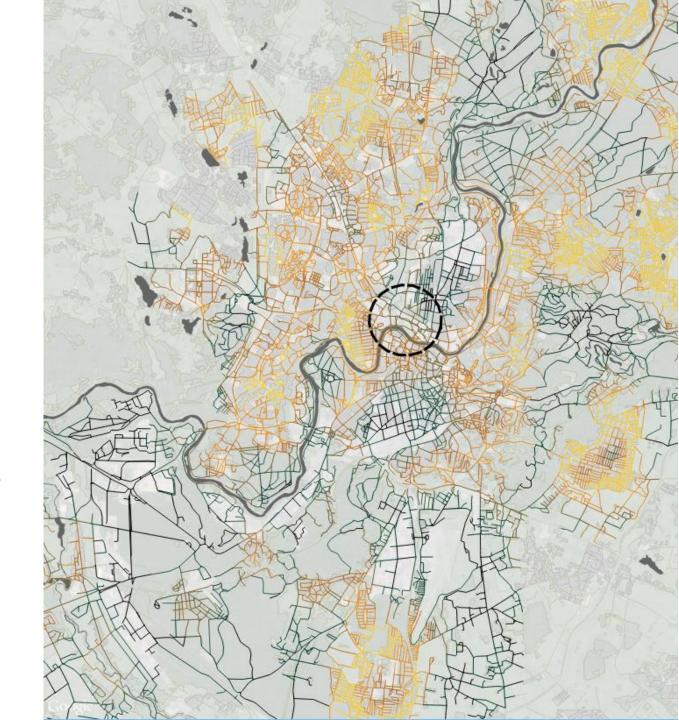
where



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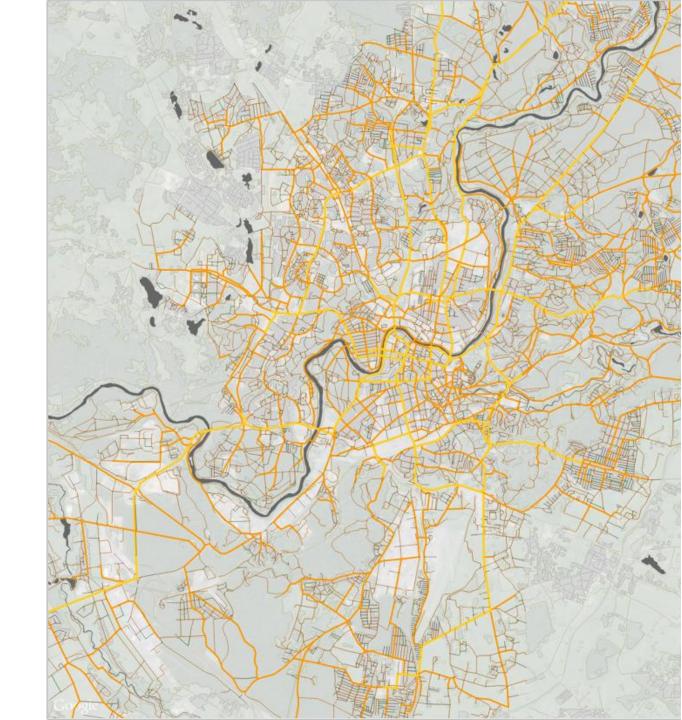


betweeness centrality Normalised Angular CHoice (NACH)

how often a network edge lies on a shortest path between all the nodes of the network, or its part within a certain radius, divided by the total sum of all possible shortest paths

when

shortest path = least angle change



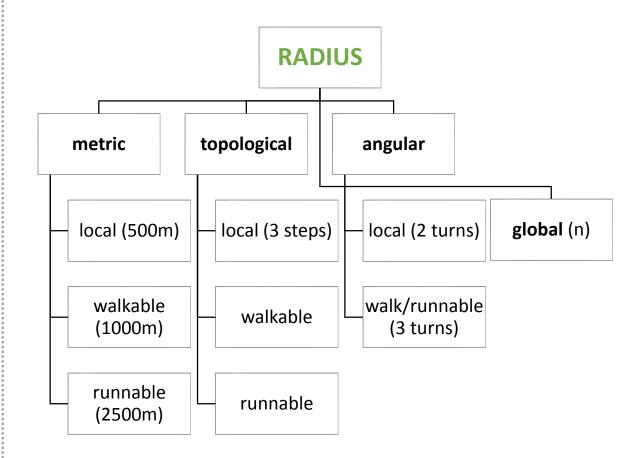
betweeness centrality

Normalised Angular Choice (NACH)

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aggregators

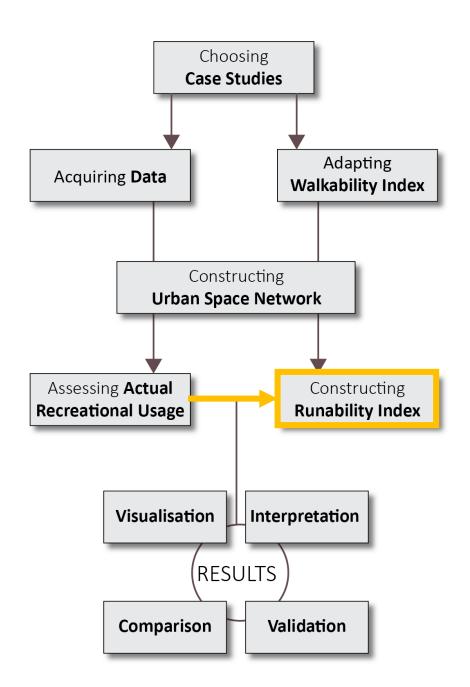
arithmetic mean (greenness, landusemix, centrality, res.density)

geometric mean(greenness, landusemix, centrality, res.density)

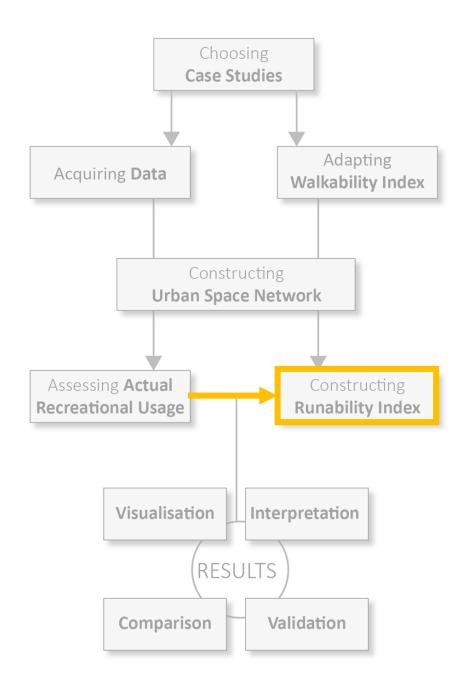
fuzzy AND: min(greenness, landusemix, centrality, res.density)

fuzzy OR: max(greenness, landusemix, centrality, res.density)

```
1 (greenness)
1 (res_density)
3 (land_use_mix)
       Χ
 9 (centrality)
4 (aggregators)
108 Possibilities
    3 cities
```



```
1 (greenness)
1 (res_density)
3 (land_use_mix)
        Χ
 9 (centrality)
        Χ
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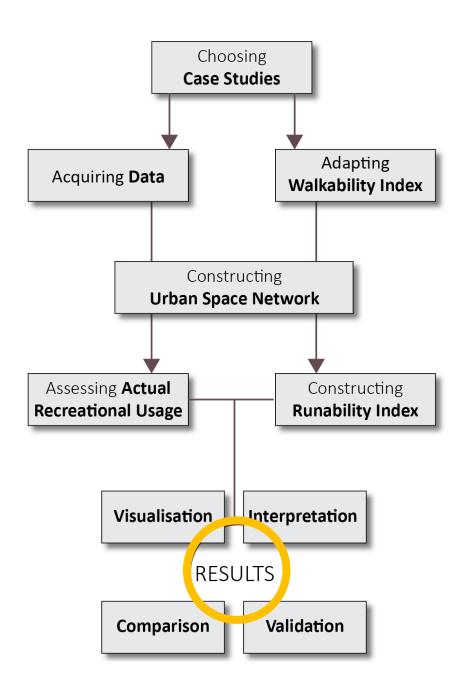


RMSE

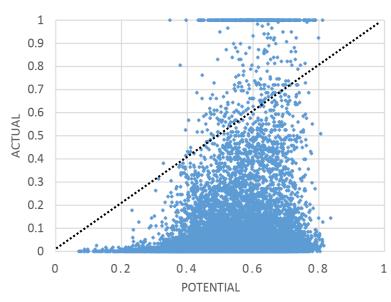
R-squared

Greenness + residential density 2500m + + land use mix 500m r + NACH n

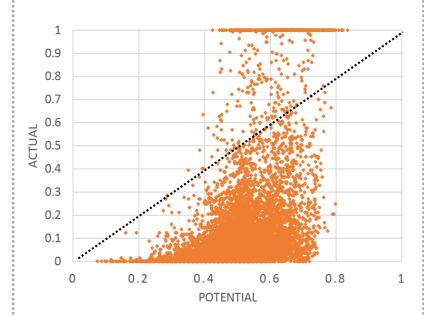
4



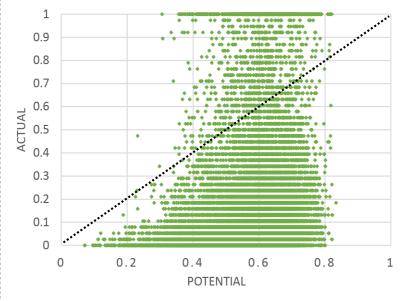


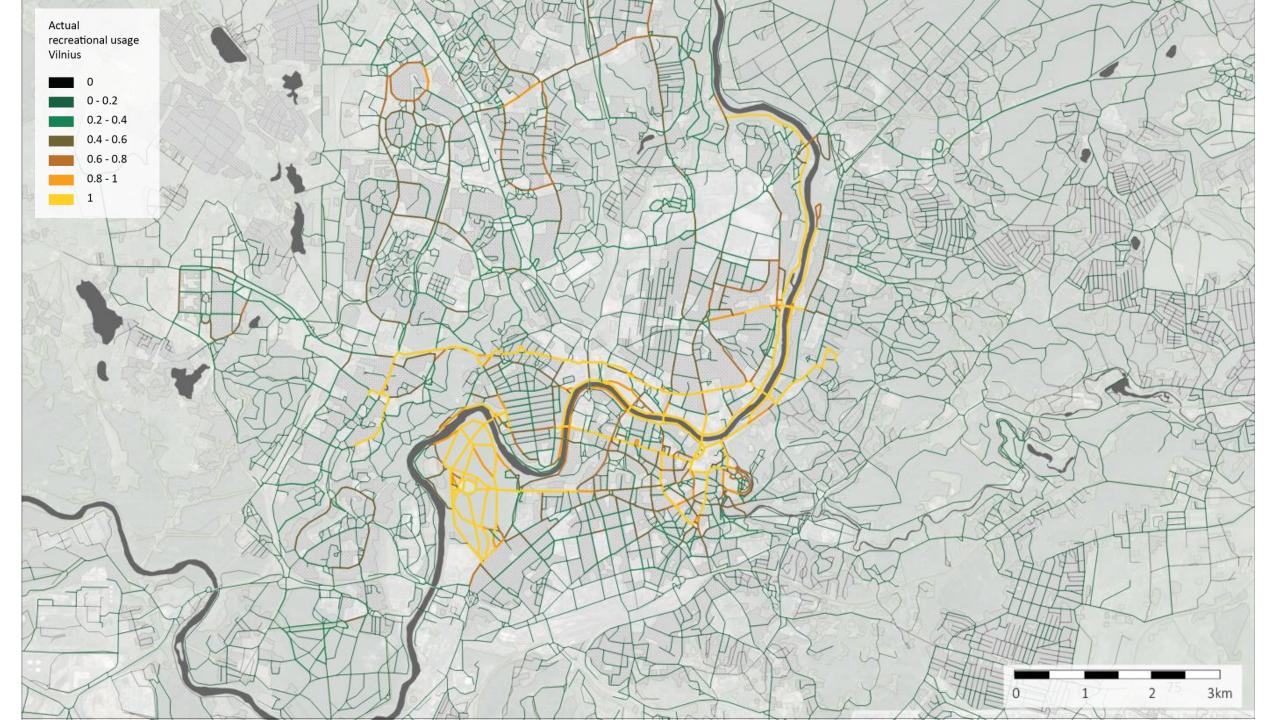


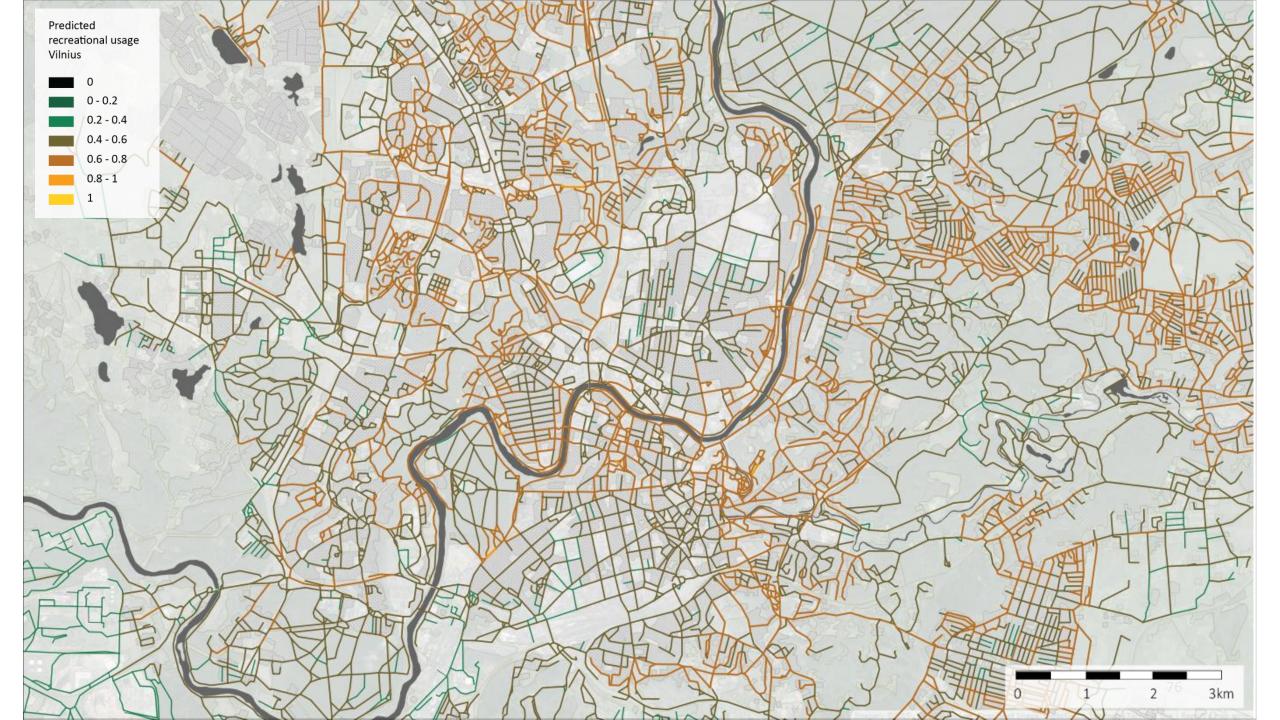
VALENCIA

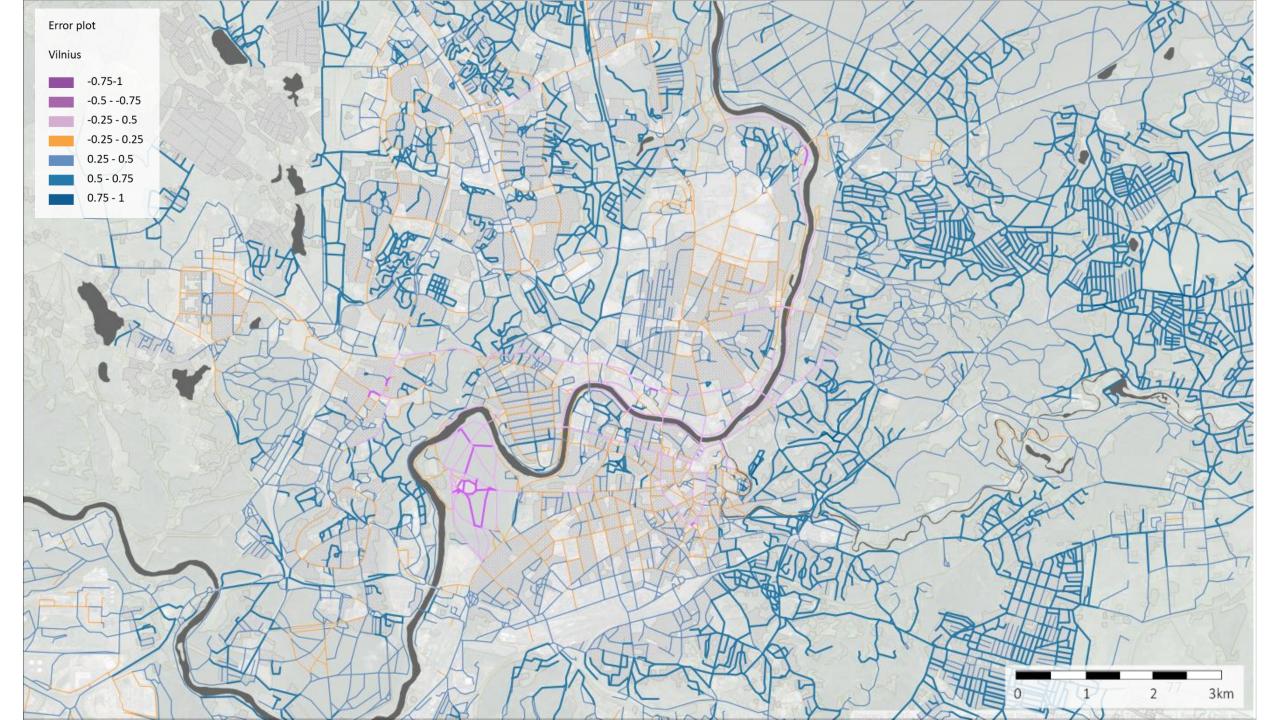


GOTEBORG













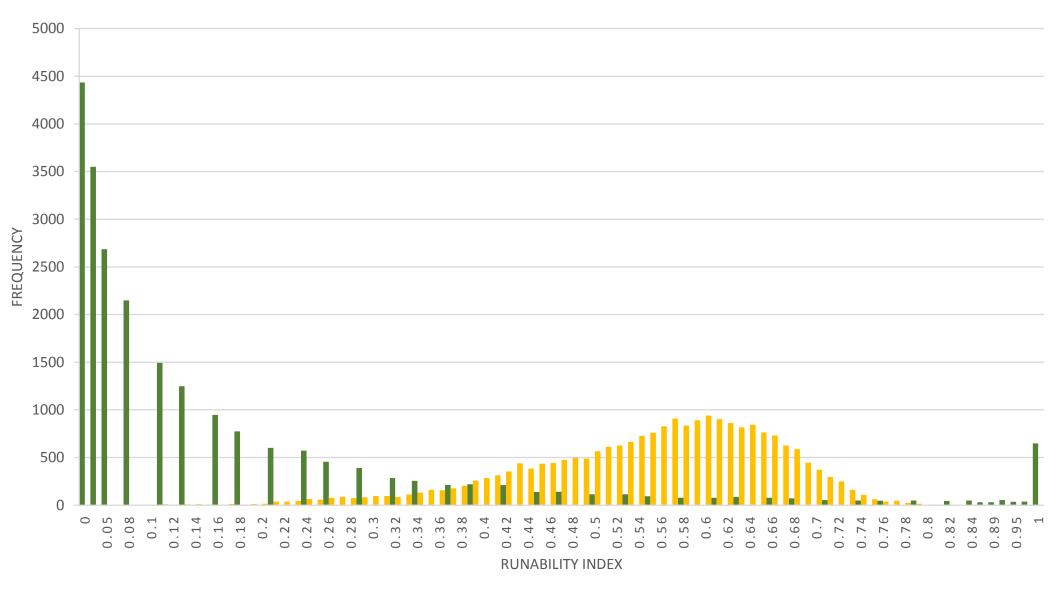












runability index

predicts were recreational activity does not happen but fails at predicting were it does

overestimates urban territories-in-between

underestimates central parks and coastal paths:
greenness vs. "blueness"

walkability index ≠ runability index

runability index

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walkability index ≠ runability index

walkability index	runability index
how would a person navigate in a network?	would a person navigate in a network at all?
area-specfic	space-specific
general measure	needs to be calibrated for each particular city
walkable distance	runnable distance

How can **GPS data**,

generated by

mobile sports tracking applications,

be used

to assess, analyse and model

the recreational usage

of an urban space **network**?

walkability index ≠ runability index

walkability index runability index

how would a person would a person

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at all?

area-specfic space-specific

general measure needs to be calibrated

for each particular city

walkable distance runnable distance

How can **GPS data**,

generated by

mobile sports tracking applications,

be used

to assess, analyse and model

the recreational usage

of an urban space **network**?

the data can be

automatically acquired and processed

to be used as a ground truth

for validation and callibration

of Runability Index,

which aims to predict space usability for recreation,

by means of visualisation and statistical analysis

given that a valid underlying

urban space network

is constructed.

for the future research...

collaboration with a sports tracking application

user statistics

GPS tracks used to upgrade the **Urban Space Network**varying buffer width
non planar network
heavy traffic streets – obstructions, not spaces

different recreational activities explored **separetely**

other types of activities: recreational cycling, orienteering, roller skiing, skateboarding, etc.

the **data** can be

automatically acquired and processed

to be used as a ground truth

for validation and callibration

of Runability Index,

which aims to predict space usability for recreation,

by means of visualisation and statistical analysis

given that a valid underlying

urban space network

is consructed.

for the future research

collaboration with a sports tracking **application**

user statistics

GPS tracks used to upgrade the **Urban Space Network**varying buffer width
non planar network
heavy traffic streets – obstructions, not spaces

different recreational activities explored **separetely**

other types of activities: recreational cycling, orienteering, roller skiing, skateboarding, etc.

for the Runability Index

additional factors:

microclimatic characteristics, traffic, air pollution, presence of resting places, surface cover, width of a sidewalk, safety

analysis in network space:

not in a sense of being in an attractive area but in a sense of being connected to other attractive spaces

questions?

and i'd like to thank

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