

Article title: Going carless in different urban fabrics: Socio-demographics of household car ownership

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Table S1. Walking urban fabric, MSA from KMO test = 0,86, Bartlett's test of Sphericity is significant.

Variable	"Increasing distance and decreasing density"	"Increasing detached house and decreasing apartment building proportions"	"Decreasing proportion of rowhouses"	Communality
	Factor1	Factor2	Factor3	
Distance to the city center	0,95	0,22	0,20	0,99
Bike distance to city center in time	0,95	0,21	0,20	0,98
Walk distance to city center in time	0,95	0,22	0,22	0,99
Time to city center with car / midday	0,94	0,24	0,17	0,96
Time to city center with car / rush hour	0,93	0,25	0,17	0,96
Time to city center with public transportation / rush hour	0,86	0,24	0,14	0,81
Time to city center with public transportation / midday	0,86	0,26	0,14	0,82
Proportion of rowhouses	0,32	0,13	0,93	0,99
Proportion of detached houses	0,25	0,96	0,04	0,99
Proportion of non-native languages	0,40	-0,16	-0,11	0,19
Distance to the closest store	0,37	0,14	0,10	0,17
Proportion of 1 car households	0,21	0,24	0,32	0,19
Distance to the closest school	0,20	0,04	0,06	0,06
Proportion of rented apartments	0,03	-0,09	-0,43	0,18
Proportion of 2 car households	0,03	0,31	0,24	0,15
Proportion of carless households	-0,15	-0,27	-0,31	0,16
Uniformity of mix of apartments and workplaces	-0,39	-0,07	-0,21	0,20
Number of public transportation stops / rush hour	-0,24	-0,15	-0,18	0,12
Proportion of high-rise buildings	-0,33	-0,88	-0,35	0,99
Diversity of apartment types	-0,36	-0,67	-0,44	0,77
Distance to the closest green space	-0,49	-0,08	-0,04	0,24
Population density	-0,58	-0,31	-0,10	0,45
Workplace density	-0,60	-0,21	-0,10	0,41
Eigenvalue	7,87	2,99	1,97	
Proportion variance explained	0,34	0,13	0,09	

Table S2. Transit urban fabric, MSA from KMO test = 0,74, Bartlett's test of Sphericity is significant.

Variable	"Increasing distance"	"Increasing detached house and decreasing apartment building proportions"	"Decreasing housetype diversity"	Communality
	Factor1	Factor2	Factor3	
Bike distance to city center in time	0,98	-0,01	0,00	0,90
Walk distance to city center in time	0,98	-0,02	0,00	0,90
Distance to the city center	0,97	-0,02	0,01	0,90
Time to city center with car / rush hour	0,81	0,11	0,10	0,67
Time to city center with car / midday	0,78	0,10	0,12	0,64
Time to city center with public transportation / rush hour	0,59	0,41	-0,10	0,52
Time to city center with public transportation / midday	0,58	0,41	-0,12	0,52
Proportion of detached houses	0,24	0,88	0,29	0,90
Proportion of 2 car households	0,23	0,65	0,00	0,47
Proportion of 1 car households	0,08	0,53	-0,24	0,35
Diversity of apartment types	0,05	0,01	0,66	0,43
Distance to the closest green space	0,08	0,10	0,03	0,02
Distance to the closest store	0,00	0,20	0,02	0,04
Distance to the closest school	-0,05	0,25	0,03	0,06
Number of public transportation stops / rush hour	-0,18	-0,45	0,14	0,25
Uniformity of mix of apartments and workplaces	-0,24	-0,16	0,13	0,10
Workplace density	-0,24	-0,38	0,16	0,23
Proportion of high-rise buildings	-0,23	-0,92	0,13	0,90
Proportion of rented apartments	-0,09	-0,69	0,08	0,49
Population density	-0,13	-0,72	-0,01	0,54
Proportion of carless households	-0,19	-0,73	0,15	0,60
Proportion of non-native languages	0,11	-0,66	0,07	0,45
Proportion of rowhouses	-0,03	0,13	-0,95	0,90
Eigenvalue	5,21	5,17	1,63	
Proportion variance explained	0,23	0,23	0,07	

Table S3. Automobile urban fabric, MSA from KMO test = 0,79, Bartlett's test of Sphericity is significant.

Variable	"Increasing distance"	"Increasing detached house and decreasing apartment building proportions"	"Decreasing housetype diversity"	Communality
	Factor1	Factor2	Factor3	
Bike distance to city center in time	0,97	0,09	-0,03	0,90
Walk distance to city center in time	0,97	0,09	-0,03	0,90
Distance to the city center	0,96	0,09	-0,02	0,90
Time to city center with car / rush hour	0,91	0,12	0,04	0,85
Time to city center with car / midday	0,91	0,10	0,06	0,83
Time to city center with public transportation / rush hour	0,72	0,30	0,14	0,62
Time to city center with public transportation / midday	0,71	0,32	0,10	0,61
Proportion of detached houses	0,30	0,80	0,44	0,90
Proportion of 2 car households	0,30	0,57	0,28	0,50
Diversity of apartment types	0,22	0,35	0,75	0,73
Distance to the closest green space	-0,02	0,08	0,05	0,01
Distance to the closest store	0,26	0,19	0,06	0,11
Distance to the closest school	-0,05	0,11	0,22	0,06
Proportion of 1 car households	0,04	0,30	-0,19	0,12
Uniformity of mix of apartments and workplaces	-0,18	-0,12	0,11	0,06
Number of public transportation stops / rush hour	-0,24	-0,33	-0,13	0,18
Workplace density	-0,28	-0,36	0,09	0,22
Proportion of high-rise buildings	-0,31	-0,91	0,03	0,90
Population density	-0,26	-0,67	-0,17	0,54
Proportion of carless households	-0,27	-0,67	-0,13	0,54
Proportion of non-native languages	0,07	-0,62	-0,25	0,45
Proportion of rented apartments	-0,15	-0,69	-0,19	0,53
Proportion of rowhouses	-0,09	-0,09	-0,94	0,90
Eigenvalue	6,20	4,31	2,03	
Proportion variance explained	0,27	0,19	0,09	