

Access and Connection



transport choice

Overview



Indicator name Walking paths

Indicator number 2

Indicator type Supplementary

Objective To provide an understanding of walking path provisions within a study area, with the expectation that wider provisions are correlated to increased walking attractiveness and comfort.

Application guidance Providing sustainable transport systems is a key indicator of sustainable cities and communities. Sustainable modes of transport serve people of all ages and abilities. Walking paths consist of footpaths and shared paths within a road corridor. Greater space allocated to people who walk improves the walkability and connectivity of an area and enhances pedestrian comfort levels, incentivising walking as a mode of transport.

This indicator will support practitioners to understand the availability, accessibility and attractiveness of walking paths, and whether the effective width is suitable for the surrounding environment. Based on the outcome of the assessment, practitioners can determine whether adjustments can be made to improve pedestrian comfort and experience.

Practitioners can use the *average effective footpath* width metric to measure the unobstructed walking space for people who walk along a particular length of footpath.

Metric



Average effective footpath width

Recommendation



N/A

Related indicators



Access and Connection

7 Equitable access

8 Steepness



Amenity and Use

13 Places to stop and rest



Green and Blue

19 Tree canopy



Comfort and Safety

24 Pedestrian crowding

25 Safe speed for environment



Character and Form

29 Permeability

32 Street space for pedestrians



Metric – Average effective footpath width

Metric unit	Metres (m)												
Description	To measure the unobstructed area along a footpath that is accessible for people to walk by measuring the full footpath width excluding obstructions and buffers												
Spatial coverage	Applicable to all NSW												
Spatial application	This metric is most suitable for link-based analysis based on the road network, subject to manual collection of data												
Calculation methodology	Define the site for assessment 1. Define the site for assessment, including boundaries of site and representative locations for assessment Undertake a site visit and collect data 2. Undertake a site visit in line with the Walking Space Guide (2020) Step 1, pp. 17-19 3. Measure actual width of walking space from kerb line to property line 4. Measure effective width of walking space, which accounts for Kerbside Traffic Buffer, Active Building Edge Buffer, obstructions (street trees and planting, street furniture, static activity, outdoor dining, bus stops/shelters, signs and electrical poles, etc) 5. Assess kerbside conditions (ie. on-street parking, posted speed limit) and active building edges (see pp. 18 of Walking Space Guide for full list of considerations) <i>Note: It is advisable that a diagrammatic mark-up be created to show the location and widths of buffers and obstructions (see Figure 4, pp. 18 of Walking Space Guide for example)</i> Calculate walking space 6. Walking space is the effective walking space width, which is the overall footpath width as surveyed in Steps 2-5 above, minus: • Kerbside traffic buffer (width determined by kerbside conditions, see Table 3 of Walking Space Guide) • Width of obstructions (from survey) • Static activity (from survey) • Space between obstructions and buffers that are less than 0.8m wide 7. Adjust diagrammatic mark-up from site visit to reflect effective walking space (see Figure 6, pp. 26 of Walking Space Guide for example) 8. Calculate the average effective width of walking space by averaging the useable width across the footpath as per the representative locations Data representation 9. Assign colour based on the classification below Unit: Metres (m) <table><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>< 1.3</td><td>1.3 – 2.2</td><td>2.3 – 3.2</td><td>3.3 – 4.2</td><td>4.3 – 5.2</td><td>> 5.2</td></tr></table>							< 1.3	1.3 – 2.2	2.3 – 3.2	3.3 – 4.2	4.3 – 5.2	> 5.2
													
< 1.3	1.3 – 2.2	2.3 – 3.2	3.3 – 4.2	4.3 – 5.2	> 5.2								
Assumption	• Consideration should be given to the environment within which the footpath sits, as appropriate effective footpath width will vary based on pedestrian volumes • Although this analysis considers the average width, caution should be used when assessing footpaths only by their average as the impacts of bottlenecks will be lost												
Limitation	• No state-wide footpath data available, therefore manual collection and processing of data required • This metric does not consider the intensity of use of a certain footpath												
Data source	Manual collection of data												

Reference

Transport for NSW, Walking Space Guide (2020): roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/guides-manuals/walking-space-guide.pdf