

Walkability

Component Factor

Yes, part of Walking ([visit](#))

Ranking

Walkability	Rank	Score	Descriptor
Influence	25 th out of 237	4.25 out of 5	Highly Influential
Control	59 th out of 237	3.43 out of 4	Controllable
Priority	19 th out of 237	14.56	Very high priority

Description/Definition

Walkability refers to how friendly the built environment (e.g., a city or down to the street level) is to walk, that is, the degree to which pedestrians can walk comfortably. Walkability includes the experience of pedestrians that is subject to numerous qualitative factors (e.g., safety, pleasantness, how well-lit an area is, etc.) (Abley and Turner 2011).

Why does it matter? (Influence)

A walkable city is a more liveable city, where people want to spend time, settle down, and invest. Walkability also translates into footfall, and city centres that are visited by many are more successful in terms of their economic performance (Litman, 2003). Walkability, however, is not only about the economic health of the town centre or the high street, but also about the public health of the catchment population. Walking has direct health benefits as it improves physical health and mental wellbeing. Indirectly, a walkable city reduces the use of private vehicles and contributes to clean and healthy air (Frank, et al. 2006). A healthy catchment population too translates into productivity and economic prosperity (Litman, 2003).

What can you do about it? (Control)

Walkability is composed of a myriad of factors, including: width of pavements, quality of crossing points, vehicle density and speed, cleanliness, green space, safety, lighting, street furniture leading to comfort (such as benches), accessibility (considering, for example, people on wheelchairs or visually impaired), and connectivity across different areas of the centre (Waka Kotahi NZ Transport Agency, 2020). You can set some short-term objectives, such as improving the cleanliness, appearance, lighting, greenery, street furniture, and speed limiting features, as this will encourage walking and feeling more positive about long-term changes. Longer-term changes that might require greater sources of funding can

include, widening pavements, reducing the space dedicated to cars, creating designated parking areas outside the city, improving green infrastructure, etc.

See also

Appearance, Experience, Necessities, Walking, Accessible, Safety/Crime, Liveable, Connectivity

References

Abley, S. and Turner, S. (2011). 'Predicting walkability'. *NZ Transport Agency research report 452*. p. 114.

Frank, L.D., Sallis, J.F., Conway, T.L., Chapman, J.E., Saelens, B.E. and Bachman, W. (2006). "Many pathways from land use to health: associations between neighborhood walkability and active transportation, body mass index, and air quality". *Journal of the American Planning Association*, 72(1), pp. 75-87.

Litman, T. A. (2003). "Economic value of walkability". *Transportation Research Record*, 1828(1), 3-11.

Waka Kotahi NZ Transport Agency. (2020). "Developing methodologies for improving customer levels of service for walking". *Waka Kotahi NZ Transport Agency research report 667*. p. 87.