

Pedestrian Network Guidance - Ways to assess current demand for walking

TECHNIQUE	DESCRIPTION	BENEFITS	LIMITATIONS	APPLICATION
Crash Data	<ul style="list-style-type: none"> Examine Waka Kotahi crash records to identify where pedestrians have been injured. This identifies areas used by pedestrians. 	<ul style="list-style-type: none"> Simple to use. The data is readily available. The data is needed anyway for improvement measures. Useful to understand city-wide and nationwide patterns in pedestrian crash characteristics. 	<ul style="list-style-type: none"> Does not identify heavily used but safe routes. May not identify unsafe routes avoided by pedestrians. Does not include incidents involving only pedestrians, such as falling. Low reporting rate for pedestrian crashes means some locations will not be identified. 	<ul style="list-style-type: none"> A useful 'first-pass' approach to decide where improvement measures may be required in busy areas such as city centres.
Planning Information	<ul style="list-style-type: none"> Using the district plan zoning for land use to identify areas that are likely to generate or attract walking trips. 	<ul style="list-style-type: none"> Uses readily available information. Very useful to identify common walking trip origins and destinations. Can be used to estimate the relative likelihood of walking trips. 	<ul style="list-style-type: none"> Does not provide information about pedestrian numbers or routes. Can be costly if a high 'grain' of results is required. May require detailed local knowledge. 	<ul style="list-style-type: none"> Obtain information about land use zones, growth areas, major residential subdivisions or commercial or community developments from district plans or local authorities' planning departments. Identify where walking may be expected by plotting significant trip origins and destinations, together with existing facilities (and severance).
Existing Provision	<ul style="list-style-type: none"> Identifying the location of current infrastructure for pedestrians as a proxy for where there are significant pedestrian numbers. 	<ul style="list-style-type: none"> Easy to understand and carry out. Information forms a base inventory that is useful for many other purposes. 	<ul style="list-style-type: none"> Can be costly to collect and manage the information. Assumes previous provision was made in response to need, rather than for other reasons. May reflect locations where pedestrian numbers were significant in the past but not at present. 	<ul style="list-style-type: none"> As the information is needed anyway, it is a useful exercise to undertake.
Ministry of Transport Travel Survey	<ul style="list-style-type: none"> Information on walking trips can be gathered from surveys conducted for other transport planning projects and from Ministry of Transport travel surveys. 	<ul style="list-style-type: none"> Minimal cost of data collection. Ministry of Transport data is regularly updated. Data set may be comprehensive. 	<ul style="list-style-type: none"> The Ministry of Transport survey is national and is sufficient for national and regional analysis but has insufficient data for local analysis. Data may not identify routes. 	<ul style="list-style-type: none"> Use Ministry of Transport data only where local data is not available, or to identify large-scale patterns.
Census Data	<ul style="list-style-type: none"> Finding information on mode of travel to work and the location of respondents' homes and workplaces. 	<ul style="list-style-type: none"> Minimal cost of data collection. Data set is comprehensive for the working population. Other demographic factors can be included. Can be used to map key destinations. 	<ul style="list-style-type: none"> Does not provide data on nonwork trips. Does not identify routes. Costly to process because of extensive amounts of data. 'Snapshot' of one day only, and could be affected by other factors such as the weather. Does not include the elderly and children for whom walking is a key travel mode. 	<ul style="list-style-type: none"> Useful for research projects, strategy and high-level planning documents rather than as a design input.
Local Survey	<ul style="list-style-type: none"> May include questioning as part of resident satisfaction, quality of life and travel perception surveys. 	<ul style="list-style-type: none"> Minimal cost when data is being collected for other purposes. 	<ul style="list-style-type: none"> Costly when data is not being collected for other purposes. Data may not identify routes. 	<ul style="list-style-type: none"> Readily applicable when available.