

Urban design features that affect transport mode choices and health

Cities that support walking, cycling and public transport use and discourage driving have certain urban design features

In neighbourhoods where gross dwelling densities range from 20-29 dwellings per hectare, people are:



2.5x more likely to walk



5.6x more likely to cycle



3x more likely to use public transport



1/2 as likely to drive

In neighbourhoods where there are 9-10 different types of local living destinations (on average), people are:



20% more likely to walk and use PT

13% less likely to drive



but not more likely to cycle



In neighbourhoods where supermarkets are within 500m, people are:



1.5x more likely to walk



1.4x more likely to use public transport



28% less likely to drive

In neighbourhoods where there is an average of 7 different types of housing, people are:



1.3x more likely to walk, cycle or use public transport



12% less likely to drive

In neighbourhoods where the train station is within 800m from home, people are:



1.3x more likely to walk

In neighbourhoods where the closest bus stop is within 400m from home, people are:



1.4x more likely to walk

To encourage walking, cycling and public transport and to decrease driving, we recommend...

- A gross dwelling density of 20- 29 or more dwellings per hectare, a minimum of 9- 10 destinations, proximate and frequent public transport, and Activity Centres with supermarkets closer than 1 km of residential addresses
- Integrated planning across multiple sectors to create healthy liveable and walkable cities that encourage active transport modes

