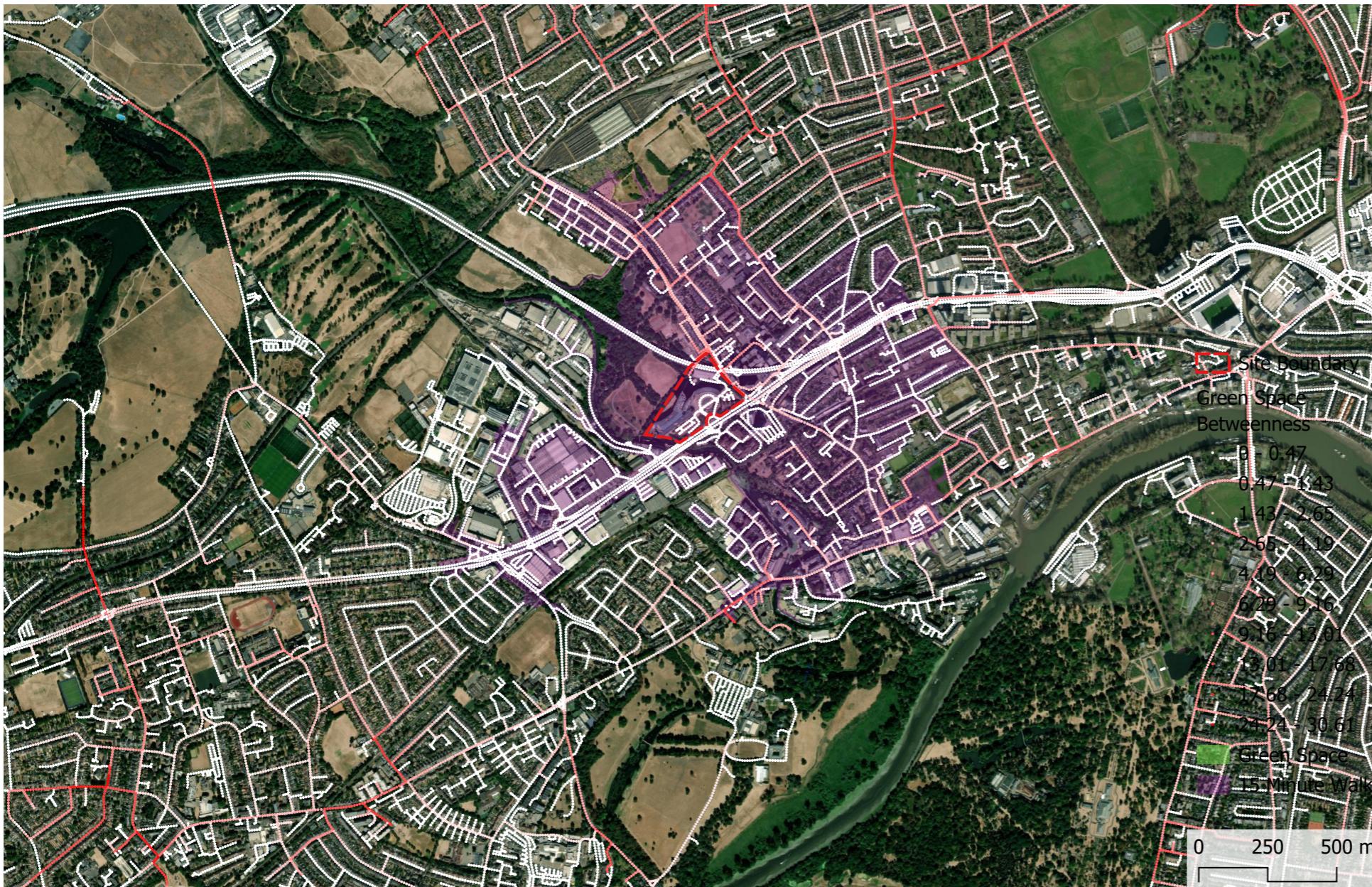


## 6 BETWEENNESS ANALYSIS - GREEN SPACE



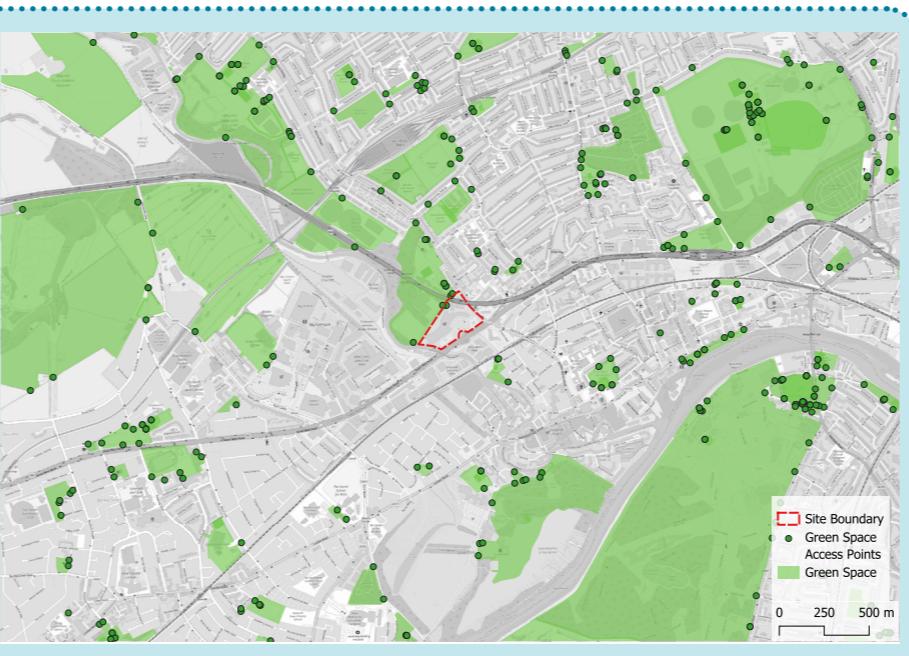
### ORIGINS

All residential buildings were given a weighting derived from the number of people it was assumed would use each respective local feature, in this case, green space. Since access to green space is valued across the entire population, we assumed that all residents in each building would travel to such sites.



### DESTINATIONS

Destinations, here shown as access points to green space, were assigned a weighting according to the amount of green space they provided for the local population. The local quality standard target for green space provision is 0.45 hectares per 1000 population.



### PATRONAGE BETWEENNESS ANALYSIS TOOL

- Calculates pedestrian flow along a street network
- Higher betweenness values indicate higher volume of pedestrian traffic, as shown by areas in red.
- The street network applies a weighting to the length of each street, accounting for quality of life and convenience factors.
- Executed with a radius of 1200 metres by default, which indicates the maximum distance a person will travel from their property.
- For public transport destinations, PTAL distances were used (640m for bus travel, 960m for train and metro)
- Other weights are applied to account for tiredness (decay) and locality to the destinations.