Pedestrian Council of Australia

The Walking Class

Safety – Amenity – Access – Health
A presentation to
the
Greater Sydney Commission

April 2017
WALKABILITY
(Quote) “The whole of the 20th Century has always put the car at the centre, so by putting the pedestrian first, you create these liveable places, I think, with more attraction and interest and character and liveability.”
Walking is the first thing an infant wants to do and the last thing an old person wants to give up.

Walking is the exercise that does not need a gym.

It is the prescription without medicine, the weight control without diet, and the cosmetic that can’t be found in a chemist.

It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny.

What’s more, it does not pollute, consumes few natural resources and is highly efficient.

Walking is convenient, it needs no special equipment, is self-regulating and inherently safe.

Walking is as natural as breathing.

(John Butcher – Walk21)
OBJECTIVE

Identifying, prioritising and promoting WALKING & WALKABILITY & PUTTING PEDESTRIANS FIRST
According to MBF (now Bupa):

The cost of physical inactivity to the Australian economy is estimated to be $13.8 billion, while productivity loss due to physical inactivity equates to 1.8 working days per worker per year.

It is also estimated that over 16,000 Australians die prematurely each year due to lack of physical activity.
Walking is Vital

- Walking is "the nearest activity to perfect exercise" (Sports Medicine, May 1997). Walking is healthy and cuts down on unnecessary car journeys and the associated noise and air pollution.
THE WARREN CENTRE (UNSW)

ACTIVE TRANSPORT IMPROVES COMMUNITY HEALTH

Our car culture damages our health

Increased car use has displaced active transport-walking, cycling and using public transport.

Current transport planning and infrastructure foster habitual car use.

Consequently, almost half the population is exposed to substantial health risk from physical inactivity.
ACTIVE TRANSPORT IMPROVES COMMUNITY HEALTH

Physical activity reduces the risk of fatal disease.

Our travel habits help determine our health. Forty per cent of urban NSW residents are not physically active at levels recommended for good health; 41 per cent are overweight or obese.

Physical activity almost halves the risk of cardiovascular disease and also reduces the risk of diabetes, osteoporosis and colon cancer as well as alleviating anxiety and depression.

The most effective, and enduring way of increasing our physical activity is by using ‘active transport' rather than driving.
THE WARREN CENTRE (UNSW)

ACTIVE TRANSPORT IMPROVES COMMUNITY HEALTH

Healthy Transport, Healthy People shows that a sustainable city needs sustainable transport that encourages health-supporting, not health-damaging, travel behaviour.

Health, safety and transport are daily concerns for everyone, but few of us realise how closely they are connected.

In the 1990s the World Health Organisation identified transport as one of the major determinants of health and health inequality in Western countries.
THE WALKABILITY:

• TEMPLATE
• AUDIT
• INDEX
TEMPLATE

Best-Practice

(A living document in a perfect world)
AUDIT

A regular review of the “Walkability” of a given area

City – Town – Municipality - Street
INDEX
(The Metrics)
Measuring & Comparing Walkability
Councils and responsible authorities need to develop:

**Template:** When planning new developments or upgrading existing infrastructure

**Audit:** Regularly, but preferably annually by the respective authorities

**Index:** Regularly, to compare the metrics within given areas or with other areas, domestically and internationally
We need information:

How we walk
Where we walk
When we walk
Why we walk
&
Why we are not walking
They proved this in New York …
Measuring the Street: New Metrics for 21st Century Streets

New York City’s streets are constantly called on to meet new and varied needs of a growing, dynamic, 21st Century city - and to do this in a complex environment where there is little opportunity to expand the existing footprint. How do city leaders address these challenges and measure their success? This report discusses key approaches to street design projects, and how results can be measured against goals for safety, serving all users and creating great public spaces while also maintaining the flow of traffic. Using a cross-section of recent NYC DOT street design projects, this report details the metrics NYC DOT uses to evaluate street projects, and illustrates how measuring results can show progress toward safe, sustainable, livable and economically competitive streets.
Metrics

- **Crashes and injuries** for motorists, pedestrians, and cyclists
- **Volume** of vehicles, bus passengers, bicycle riders, and users of public space
- **Traffic speed**, aiming to move traffic not too slowly, but also not too fast
- **Economic vitality**, including growth in retail activity
- **User satisfaction**
- **Environmental** and **public health** benefits
8th and 9th Avenues (Manhattan)

35% decrease in injuries to all street users (8th Ave)

58% decrease in injuries to all street users (9th Ave)

Up to 49% increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)
Expanding an iconic space:
Union Square North (Manhattan)

- Speeding decreased by **16%**, while median speeds increased by **14%**
- Injury crashes fell by **26%**
- **49%** fewer commercial vacancies (compared to 5% more borough-wide)
- **74%** of users prefer the new configuration
PEOPLE DON’T SHOP FROM CARS

(Commerce and trade prosper when there is a safe pedestrian environment)
Accurate Data is Vita
The Australian Census
IS NOT ACCURATE
MARK ALL METHODS USED – then why “Walked only”? Where’s the question: “Walked linked” or “Walked and used other transport mode”.

We have 2 experts who maintain this question is seriously flawed. It follows the data, upon which we will be making major transport decisions, could be flawed and possibly misleading.
CAR-DEPENDANT
ANTI-PEDESTRIAN
URBAN DESIGN

IT’S THE NEW NORM
Pedestrians need footpaths - not nature strips
Electric scooters can allow the elderly and disabled to commute, shop and socialise – but they require proper footpaths
And the law requires that access for people with disabilities is always provided.
And certain road builders rarely consider pedestrians
Footpaths which go nowhere
Footpaths which force pedestrians onto the road
No footpaths at all
Footpaths which do’t connect
Footpaths which go nowhere
Footpaths which go nowhere and discourage the use of public transport
(Note the bus stop)
Footpaths which need repair
Building car-dependent ghettos.

This is the template used for most new sub-urban developments.
This is the current urban design. No footpaths. Roll-top kerbs. Cul-de-sacs. Narrow roads requiring motorists to park illegally on the nature strip. Wide lawns requiring regular mowing, using fossil fuels. No wheelchair or mobility scooter access. Completely car dependent.
These relatively new developments are designed to force pedestrians onto the road.
Councils and Police turn their collective blind eyes to illegal parking of vehicles, on footpaths, nature strips and in driveways, across Australia.
The Councils permit and invite sprinkler systems, grass, trees and shrubs on the footpaths, making pedestrian access impossible.
A very new, octopus development about 6 kms outside Bathurst
A veritable, totally car-dependent, pedestrian nightmare
Featuring lifeless dead-end streets …
No footpaths, no bicycle paths, no public transport, no shops, few parks, poor lighting …
And 5 metre lawns which have to be mowed every week
So where do the children play?
And where do you walk your dog?
How do people with disabilities and the elderly get around? People who are blind and in wheelchairs? And this is a 50 km/h zone where motorists have right of way over pedestrians.
It’s almost as bad as Balmain
IN TASMANIA THEY PROVIDE FOOTPATHS ON BOTH SIDES OF THE ROAD IN NEW DEVELOPMENTS – WHY IS THIS NOT REQUIRED IN NSW?
New housing developments in Tasmania
Putting pedestrians first in Tasmania
Building walkability, NOT just car-dependency into new developments in Tasmania
Communities prosper when walking is safe and easy.
STATE GOVERNMENTS MUST LEGISLATE TO FORCE THE RESPECTIVE AUTHORITIES TO PROVIDE “WALKABILITY” STATEMENTS JUST AS THEY ARE REQUIRED TO PROVIDE ENVIRONMENTAL IMPACT STATEMENTS FOR ALL NEW DEVELOPMENTS
While we must promote ACTIVE TRANSPORT, it’s vital to put pedestrian safety and amenity first.
Pedestrian Council of Australia
The Walking Class

Barriers to Walking
Shared Paths (Bicycles)

All Share – No Responsibility
Unless otherwise sign-posted, the speed limit for cyclists on Shared Paths is the same as the adjacent road.
For example, 70 km/h is the speed limit for cyclists on this major Shared Path on the Bradfield Highway (connecting North Sydney to the city). This is also the main route for Primary School children attending Fort Street Primary School children. Few cyclists ever obey Clover Moore's’ SLOW DOWN sign.
SHARED PATHS (Bicycles)

The first time since Roman times that vehicles have been allowed on the footpath.

On these paths, even though the law states that cyclists must give way to pedestrians at all times, even if that means coming to a stop:

* There's no insurance
  * No speed limits
  * No risk assessment
  * No enforcement
  * Pathetic penalties
* No identification or licence (except in NSW for 18 and over)
  * No training
  * No number-plates
* Cyclists must wear helmets, so if they hit a pedestrian, they are more protected

There are many instances of people being seriously injured by cyclists on Shared Paths and taking years in the courts to get any compensation.

IT’S LYCRA LUNACY
The Australian Road Rules state categorically that when on a Shared Path:

(2) The rider of a bicycle riding on a footpath or shared path must:

(a) keep to the left of the footpath or shared path unless it is impracticable to do so, and

(b) give way to any pedestrian on the footpath or shared path.

Note 2. For subrule (2), give way means the rider must slow down and, if necessary, stop to avoid a collision
Shared paths

Table 7.5 shows desirable widths and acceptable ranges of width for shared use paths. As for bicycle paths, the upper limit of the acceptable range in the table should not discourage designers from providing a greater width where it is needed (e.g. very high demand that may also result in overtaking in both directions).

Table 7.5: Shared path widths

<table>
<thead>
<tr>
<th></th>
<th>Path width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local access path</td>
</tr>
<tr>
<td>Desirable minimum width</td>
<td>2.5</td>
</tr>
<tr>
<td>Minimum width – typical maximum</td>
<td>2.5(^{(1)}) – 3.0(^{(2)})</td>
</tr>
</tbody>
</table>

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, roller bladers and skaters etc.).

Source: Figure 7.4 of Austroads (2009m).
This “Shared Path” on the Spit Bridge in Sydney is 1.2 metres wide. The Austroads Guidelines state that the minimum desirable width for a “commuter path” should be 3 metres.
On this Spit Bridge Shared Path, the Australian Road Rules require pedestrians and cyclists to keep to the left. It’s a 2-way path without sufficient room for cyclists to pass without touching, while pedestrians and cyclists are within centimetres of buses and trucks.
The law requires cyclists to give way to pedestrians at all times, even if that means coming to a stop. So why do the signs not state: Cyclists Watch out and Give Way to Pedestrians.
After a vehicle crashed through the fence, leaving a 3 metre drop, the authorities left the area in this state for over a month. Imagine a cyclist hitting this at night. Authorities throughout Australia seem to believe they can simply proclaim these Shared Zones without the need for continuing maintenance and Duty of Care.
Cyclists emerge from behind these bushes at high speed, across an intersection, where there’s no line of site.
Footpaths are for pedestrians – not vehicles
Pyrmont Bridge Sydney

**All Share – No Responsibility**

The speed limit is unenforceable

The signs are also unlawful and unenforceable

These signs actually invite motor vehicles to enter these zones.
Pyrmont Bridge Sydney

All Share – No Responsibility

These are the lawful signs required by the Australian Road Rules
Pyrmont Bridge Sydney

All Share – No Responsibility

Fluoro clad men with Darth Vader sticks pretending to enforce the law
In spite of an enforceable 10 km/h Speed Limit on the Pyrmont Bridge (one of the only places in NSW where there’s an enforceable speed limit on a Shared Path for cyclists in NSW), the average speed – repeat average speed for cyclists in the afternoon was measured by SHFA – the controlling agency – at 27 km/h. In spite of repeated requests, nothing has ever been done to enforce the speed of cyclists in this incredibly busy pedestrian bridge.

**Pedestrian Safety and Amenity must be the first priorities if we are going to get people to walk.**
THE GOOD NEWS

At a Transport for NSW Masterplan meeting held in Sydney on 20 September 2012, the President of Bicycle NSW, Alex Unwin, stated that Shared Paths should be a maximum of 10 km/h.
These are the lawful signs required by the Australian Road Rules
So why is Sydney’s Lord Mayor, Clover Moore, introducing a completely new unlawful and unenforceable Shared Path logo throughout Sydney?

What if every Council in Australia did this?  
We believe these signs are unlawful and certainly unenforceable.  
And where there’s confusion, there’s potential for harm.

**Note:** The logo of the cyclist in the upright position is designed to give the false impression that Sydney’s cyclists on Shared Paths ride passively like in Copenhagen. *(That’s probably why the cyclist is not wearing a helmet.)*

In fact the vast majority of Sydney cyclists commute wearing Lycra, arched over the handlebars, in Tour de France fashion.
More of Lord Mayor Clover Moore’s confusing Shared Path logos. Cyclists exit the dedicated cycle paths at high speed and rarely slow down once on the Hyde Park Shared Path.

There’s no insurance, no speed limits, little if any enforcement, pathetic penalties, no identification, if there’s a collision, the cyclist is better protected because he or she is wearing a helmet … and in Australia, the greatest cause of death for people over 50 is from a fall.

**IT’S LYCRA LUNACY**
(see the proof)
In 2010, the PCA issued a FoI (Freedom of Information) and obtained a copy of the City of Sydney’s Risk Assessment and Management Plan for their Shared Paths System.

This is the document which forms the template for all Shared Paths in the City of Sydney.
On Page 2 of this document there are two definitions:

1.2.7 Pedestrian
A person walking, and including people in wheelchairs, on roller skates or riding on “toy vehicles” such as skate boards or other vehicles, other than a bicycle, powered by human effort or a motor and with maximum speed of 7 km/h.

1.2.8 Cyclist
Rider of a bicycle or a human powered vehicle, with maximum speed of 15 km/h.

Since obtaining this document, the PCA has written to Parsons Brinckerhoff on 4 occasions asking them to show how and upon what evidence they arrived at this conclusion. They have never even acknowledged our correspondence.

Because there are no speed limits in NSW on Shared Paths, and because the CoS Shared Path Risk Assessment is predicated on a Maximum Speed of 15 km/h, it is our view that the entire CoS system is fundamentally and fatally flawed.
In 2002, Mrs Maria Guliano was struck on a Shared Path in Balmain (Sydney). She was permanently brain damaged and required a full-time carer. The cyclist left the scene. An expert witness testified that the cyclist was travelling at less than 20 km/h. It took her husband 6 years in court to sue the RTA and Leichhardt Council. They finally settled out of court.

*There is no insurance for pedestrians hit by cyclists on Shared Paths.*
ANZAC Bridge (West) – Shared Path
Sydney
In December 2012 an expert Lidar speed-gun operator, and a journalist and a photographer from the Sunday Telegraph clocked the speeds of cyclists on the ANZAC Bridge Shared Path.
There’s a blind corner at the western end, which is a pedestrian access point to the bridge.
Just as a pedestrian was about to walk around this blind corner ...
Three cyclists emerged travelling at 39 km/h …
Cyclists ride on wild side

JORDAN BAKER
The Sunday Telegraph - December 16, 2012

"CYCLISTS are clocking speeds of up to 47km/h on paths shared with pedestrians, and walkers are terrified. ... Most were travelling between 30km/h and 40km/h, but more than a dozen clocked more than 40km/h and the fastest flew past at 47km/h."
Watch the video clip.

http://www.youtube.com/watch?v=fZBhrKZGixE&feature=youtu.be
In spite of the widespread publicity, and the precedent set by the Guliano case, the RMS (formerly the RTA) has done virtually nothing to minimise the potential for harm.
Question:

How are blind people to know they are on a Shared Path?

How are people who are deaf expected to know there are cyclists behind them ringing their bells (as instructed by many authorities)?
People who are blind can’t drive.

They must use the footpath to reach public transport and/or their destination.
The PCA intends taking these very serious issues of discrimination to the Human Rights and Equal Opportunities Commission.
Governments across Australia are about to approve 250 watt electric bicycles. They are capable of speeds up to 25 km/h. They will be permitted on Shared Paths.

It is compulsory throughout Australia to wear a helmet when riding a bicycle. In a crash between a pedestrian and a cyclist, the cyclist is better protected.
Recommendation:

That there be an urgent and independent inquiry into Shared Paths by the Federal Dept of Infrastructure to consider speed limits, insurance, risk assessment, enforcement, national standards, identification of cyclists, penalties etc..
A WARNING TO ALL COUNCILS AND GOVERNMENTS

The courts are now proving that Councils must be very careful to comply with the Austroads Guidelines when proclaiming Shared Paths.

Once proclaimed, they have a Duty of Care to maintain them.

Unlike pedestrians, cyclists require a far smoother, regularly maintained, well lit, shared path, if injuries are to be avoided.

Over time, they will also be required to ensure the laws are vigorously enforced.

With a rapidly ageing population, Councils must be reminded that the greatest cause of death for people over 75 is from a fall.
Cyclist, John Monty, sued BCC and was awarded $229,000 in damages when he was permanently injured after a fall from his bike on a Shared Path.

Judge Phillip Coish found:

*I find that BCC breached the duty of care it owed to the plaintiff by approving the installation of the bluestone kerb at the edge of the bike path in a situation in which this meant there was zero lateral clearance on the eastern edge of the path, the bike path was only 2.5 metres wide.*
Injured cyclist John Monty at the scene of his accident.

Bayside’s director of city strategy, Guy Wilson-Browne, said the council would now examine safety of the entire path in addition to regular six-month inspections.

Quiet Corner remains unchanged.

Bicycle Victoria spokesman Garry Brennan said it was incumbent on councils to identify, assess and remove safety risks on bike paths.
Let’s remove “Shared” from the Road Safety lexicon.

Let’s

DEDICATE

&

SEPARATE
PROMOTING WALKING
Diabetes Australia
Walk to Work Day

(we need your help)
“If we don’t change our behaviour significantly, we will be fatter than the Americans by 2020.”

Dr Adrian Bauman
Professor of Epidemiology (University of Sydney) and former Chairman NSW Premier’s Taskforce on Physical Activity
"Sustainable Cities"

Malcolm Turnbull speaks in the City Talks Series at Sydney Town Hall

Tuesday 8 November 2005

"There are more cars on our roads than ever with more congestion, more pollution and more expense."

"I would simply re-emphasise that it is patently obvious that we need to promote the use of public transport and we cannot do that unless we are prepared to make mass transit safe, reliable, clean and above all faster on the main corridors than private cars. Distance is a temporal not a linear concept. Yet the government’s answer has been to speed up the cars and slow down the trains."
WHY WALK?

• Walking is the "glue" binding together the transport system. It accounts for nearly a third of all journeys and 80% of journeys under a kilometre.

Most car journeys and nearly all public transport journeys involve a walk.
We must build walking into our daily routine
DIABETES AUSTRALIA
WALK TO WORK DAY
FRIDAY 7 OCTOBER 2016

Start walking now and raise funds for Diabetes Australia

REGISTER NOW WALK.COM.AU

SUPPORTED BY THE AUSTRALIAN GOVERNMENT AND ALL STATE AND TERRITORY GOVERNMENTS
October 1999
WALK TO WORK DAY
Friday 3 October 2003

MAKE TIME
WALK EVERY DAY

UNBLOCK SOME ARTERIES - RELIEVE THE CONGESTION
www.walk.com.au

Supported by the Australian Government and each State and Territory Government

October 2003
November 2014

Next year will be the 20th anniversary of WTWD. We need your help.
Pedestrian Council of Australia
The Walking Class

National Walk Safely to School Day
This year will be the 18th year. WSTSD kits go to over 8,000 schools throughout Australia promoting walking and road safety.
It promotes walking and road safety
The primary message: “Until they are ten, children must always hold an adult’s hand when crossing the road”
Pedestrian Council of Australia

The Walking Class

6 4 2001
Why do the authorities always seem to put pedestrians last?
Qualitative research conducted by Transport for NSW in July 2016 may provide the answer ...
Very few people appear to think of themselves as ‘pedestrians’

I am ‘a driver’

I am in my car and have a specific ‘hat’ on, and a way of looking at the world around me – my car is an extension of me

I am parking the car and crossing the road to get to the bank

I have not made an active decision to be ‘a pedestrian’ and so I am not in a that very particular frame of mind

I am ‘a pedestrian’

I am in a very particular frame of mind… I am walking somewhere and have actively chosen to walk over using a different mode of transport

Pedestrian Council of Australia

The Walking Class
We can only build livable and walkable communities when we PUT THE PEDESTRIAN FIRST
Road Trauma
The NRSS aims to achieve a reduction of at least 30 per cent in road fatalities and serious injuries by 2020. Since the road safety strategy commenced, we have seen a 5.8 per cent decline in the 12-month road toll, which is lower than the rate required to achieve the 2020 target.

In 2015, there were 1,205 fatalities on Australian roads, an increase from 1,150 in the previous calendar year. There were 318 fatalities in the quarter ending September 2016, a 0.3 per cent decrease on the 319 recorded in the quarter ending June 2016.
Comparative Performance — Past 12 Months

Yearly Comparison — Deaths to September

There has been a 7.2 per cent increase in the road toll in the 12 months ending September 2016, compared with a year earlier.
“Road crashes in Australia result in about 1,500 deaths and 30,000 hospital admissions each year and cost an estimated A$27 billion. All levels of government must be more accountable for reducing crash rates.”

Roger Cook – Chairman of the National Road Safety Strategy Council (NRSC)
We can only build walkability into our communities when the roads and footpaths are safe.
AMA – Prescribes “Walking”

R  Walk. 30 mins more
365 – c ∞ rpt

Rosanna Capolinguia-Host
It took humans a million years to learn how to walk...
And one generation to forget.
We can only build livable and walkable communities when we PUT THE PEDESTRIAN FIRST.