

# SYDNEY'S WALKING FUTURE

## Connecting people and places

December 2013



**Sydney's Walking Future**

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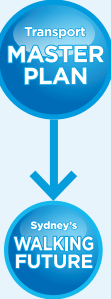
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## MINISTERS' MESSAGE



Walking is a fundamental part of an integrated transport system. Most public transport journeys start and end with walking, and almost all of the 1.2 million people arriving daily in the Sydney CBD will spend some of their time travelling on foot.

Every weekday in metropolitan Sydney, customers make about seven million journeys that are shorter than two kilometres. More than three million of these are walking trips. Encouraging and enabling more people to make more walking trips will ease pressure on public transport and reduce congestion on our roads.

We are focusing investment where it will make the most difference, by completing missing links in walking networks within two kilometres of cities, towns, local centres and public transport hubs.

We have listened to our customers and understand that they need walking trips to be safe, efficient and convenient. Our customers have also told us that building and upgrading the infrastructure is only one part of the picture.

That is why, along with major walking infrastructure projects in Greater Sydney like Wynyard Walk and the George Street pedestrian zone, we will also focus on maximising personal security, providing better online information about routes, simplifying wayfinding signage, and promoting the health and environmental benefits of walking.

We are working with councils and other partners to build connected walking routes that will create accessible and sociable centres people want to live in and visit.

We will also build on the progress we have made through the Transport Access Program in improving pedestrian infrastructure so that people can safely and more easily walk to, from and around transport interchanges.

Walking is a key transport mode. Improving the experience of customers who already walk and encouraging more people to travel on foot more often will connect Sydney's communities, bring health benefits to individuals, and free up capacity on our roads and public transport system.

**Gladys Berejiklian MP**  
**Minister for Transport**

**Duncan Gay MLC**  
**Minister for Roads and Ports**

## EXECUTIVE SUMMARY

Almost everybody walks at some point in their day. Our focus is on getting people walking for transport purposes more often. Customers tell us that they could walk more for the short everyday trips they make, and 73 per cent would do so with the right encouragement and support.

We will provide for customers by:

- **Promoting** walking for transport
- **Connecting** people to places through safe walking networks around centres and public transport interchanges
- **Engaging** with partners across government, with councils, non-government organisations and the private sector to maximise our effectiveness.

We will focus on solutions that promote the many benefits of walking for health and well-being, the environment and communities.

We will create a culture of walking for transport by promoting walking as a viable and attractive transport choice, especially for getting to and from work and school. Working with local government will make it easier for customers to find their way as we roll out signage on walking routes. Improved information online and at interchanges will help customers to plan their journey.

We will invest in new walking links that connect people to places and public transport with the facilities customers want. Major new investments in the Sydney CBD will transform it into a vibrant destination that is easy to get around. These investments include Wynyard Walk, the Pedestrian Improvement Program and a new pedestrian area on George Street to complement light rail. We will also roll out pedestrian improvements in other busy centres.

The Transport Access Program will continue to deliver benefits to all pedestrians getting to, from and around public transport interchanges. Upgrades will improve pedestrian safety, personal security and amenity.

We will prioritise our investment in initiatives that are evidence-based and have the greatest potential to get more people walking for short trips.

We will engage with and support councils to deliver cost effective improvements to local walking networks. Focusing our infrastructure investments on completing connections within two kilometres of centres and public transport interchanges will make walking a better option for these short trips, freeing up capacity on the transport network for those who need to travel further.

Walking will be linked to urban growth. The needs of pedestrians will be prioritised in the planning, design and construction of new transport and urban development projects.

Pedestrians are vulnerable road users and in the event of a crash, unlike vehicle occupants, have little or no protection to shield them from the force of the crash. Therefore crashes involving pedestrians often result in more severe outcomes. Pedestrian safety will be improved through a new *Pedestrian Safety Strategy*. This will encompass all existing safety programs and also explore new measures.

We will support community based initiatives that promote walking as a vital part of the transport mix and get people walking more for transport.

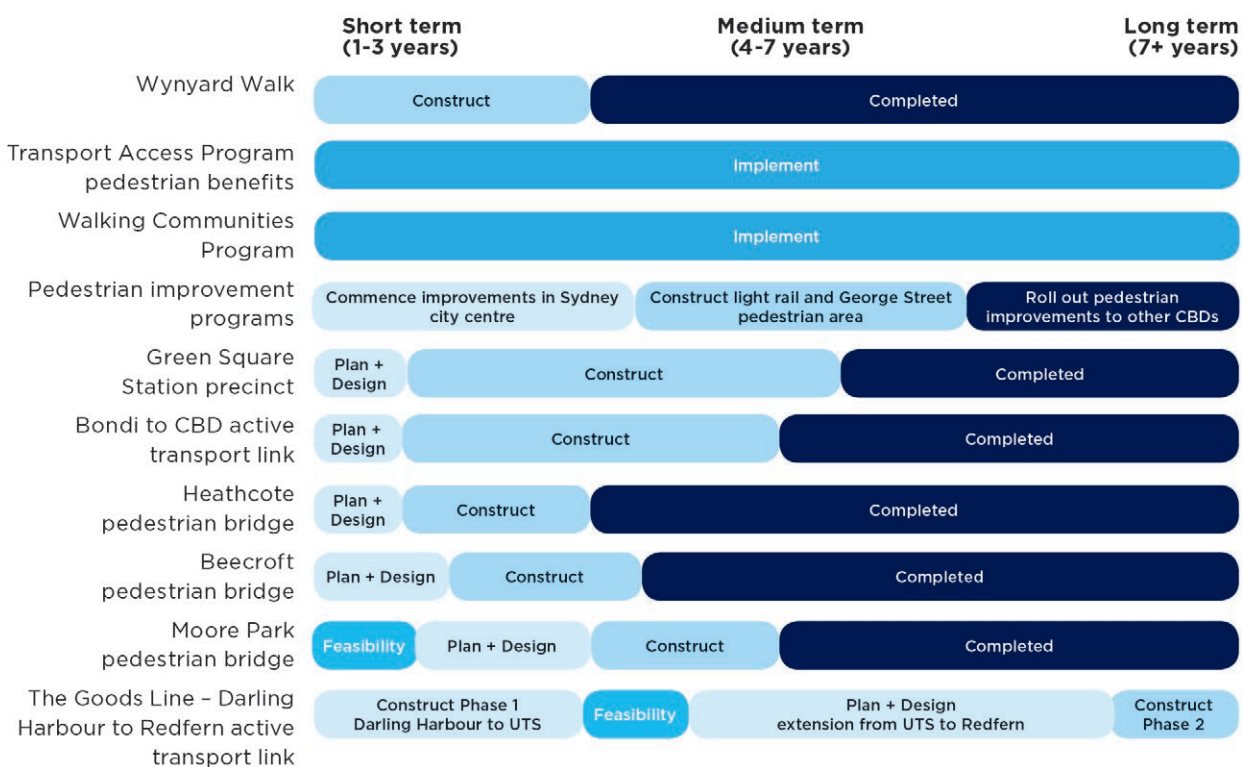
*Sydney's Walking Future* is a step in the right direction for an integrated transport system in NSW.



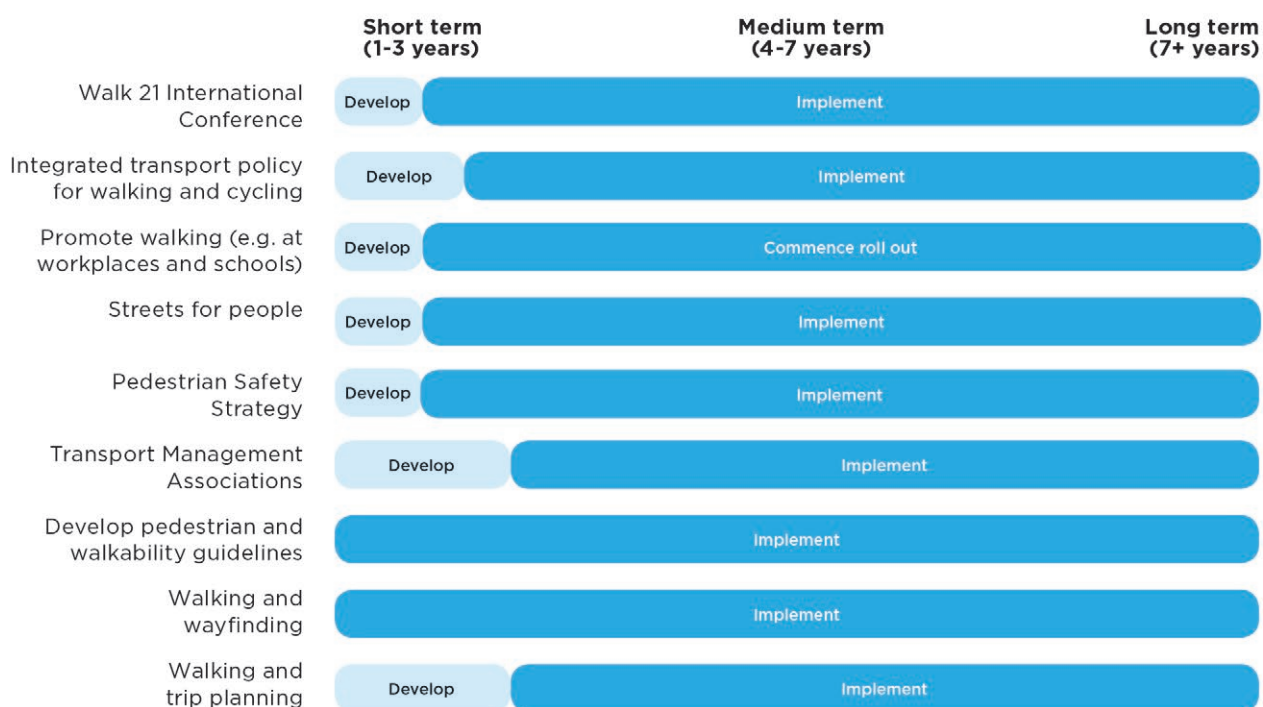


## SEQUENCING OF INITIATIVES

### Infrastructure



### Non-infrastructure



## WALKING FOR TRANSPORT

Our goal is to get people in Sydney walking more through actions that make it a more convenient, better connected and safer mode of transport. The more people walk, the more socially engaged the community becomes and the safer people feel when walking for transport.

The actions set out in *Sydney's Walking Future* will make walking the transport choice for quick trips under two kilometres and will help people access public transport. Increasing the number of people walking will help to reduce the burden of congestion on our roads and free up capacity on key public transport corridors.

As well as securing its role as part of an integrated transport system, increasing the rates of people walking will contribute significantly to community health and wellbeing.

Walking in Sydney



### “Walk only” trips

“Walk only” trips are when an entire trip from origin to destination is walked. An example of a walk only trip is when a student walks from their home to school.

Every weekday in metropolitan Sydney customers make around seven million journeys that are shorter than two kilometres. More than three million of these short trips are walk only trips and a further three million are travelled by car. Many short car trips could be replaced with walking trips. The number of trips less than two kilometres is projected to increase by more than 20 per cent in the next 20 years.

There are many other opportunities to grow the rates of people walking and to expand the purposes for which they walk. These opportunities include:

- Meeting customer needs, including the needs of older people and people with a disability who have greater safety and mobility needs
- Integrating walking into the way communities are designed to make walking journeys more connected and safer
- Improving pedestrian access and amenity at interchanges to encourage walking as part of public transport journeys
- Working with councils and other partners to deliver local walking initiatives that make the greatest difference to the most people
- Promoting the boost that walking gives health and wellbeing as a great reason for leaving the car at home
- Delivering environmental and community benefits for Sydney
- Capitalising on the flexibility and freedom walking offers customers.

Walking and cycling are both active and sustainable forms of transport. *Sydney's Walking Future* and *Sydney's Cycling Future* are complementary strategies.



## WALKING IN SYDNEY TODAY

The average Sydneysider spends 11 minutes walking each day.

Walking is part of everyday life and an important part of Sydney's transport system.

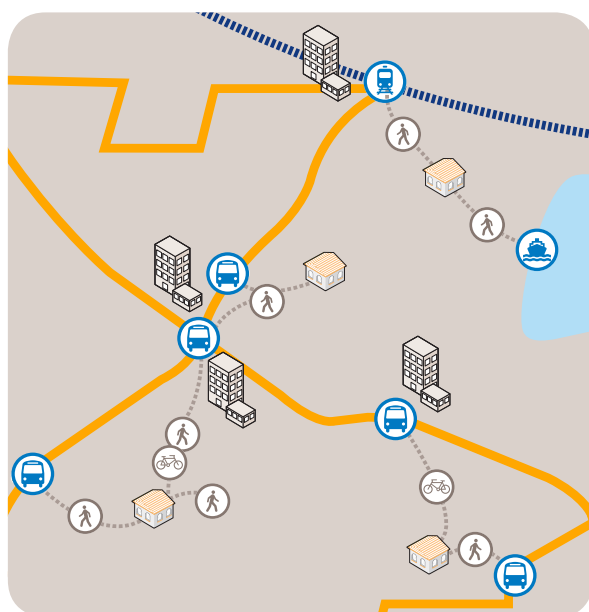
Most journeys start and end with walking. Well-placed walking networks can extend the reach of public transport.

Almost everyone coming into Sydney CBD will spend some time walking to their destination, whether they arrived by car or public transport.

### Walking – helping to reduce congestion

Encouraging more people to walk, and combining more walking with public transport trips, is an effective way to free up capacity on the transport system and reduce congestion in busy centres. During school holidays there is an estimated five to ten per cent reduction in traffic, which makes journey times on roads much faster.

**Figure 1** Walking connects people to public transport



Our customers tell us the most common reasons they walk are to get to work, visit people, get to recreational venues, shop, run errands, improve their physical health or take time out.

Walking, which is often thought of as an activity for leisure or health and wellbeing rather than a mode of transport, is a convenient travel choice for short trips for people living in Sydney. This strategy recognises walking's place as an active, sustainable and enjoyable transport mode, and encourages people to walk for transport, especially for trips under two kilometres.

### Barriers to walking

Despite the benefits of walking, a range of factors stop people from walking for transport, for example, to get to work. These include:

- Distance
- Terrain
- Time
- Carrying heavy bags
- Lack of motivation
- Level of fitness
- Poor quality footpaths
- Multi-destination/purpose trip (especially dropping children at school or childcare)
- Habit (especially car use)
- Safety and security concerns.

Understanding the reasons why people choose not to walk, especially for short everyday trips and in combination with public transport, is critical to turning this around.



## Who's walking?

Our customers comprise different groups across every section of the community. From parents and young working professionals in Sydney, to active older people and health enthusiasts, we have listened to what our customers want and have targeted initiatives that will deliver.

The level of regular walking differs across these different groups. Older people and people younger than 15 years old walk more often than people aged between 15 and 64 years old. With an ageing population and with an increased number of children born in NSW, more people will be walking in the future.

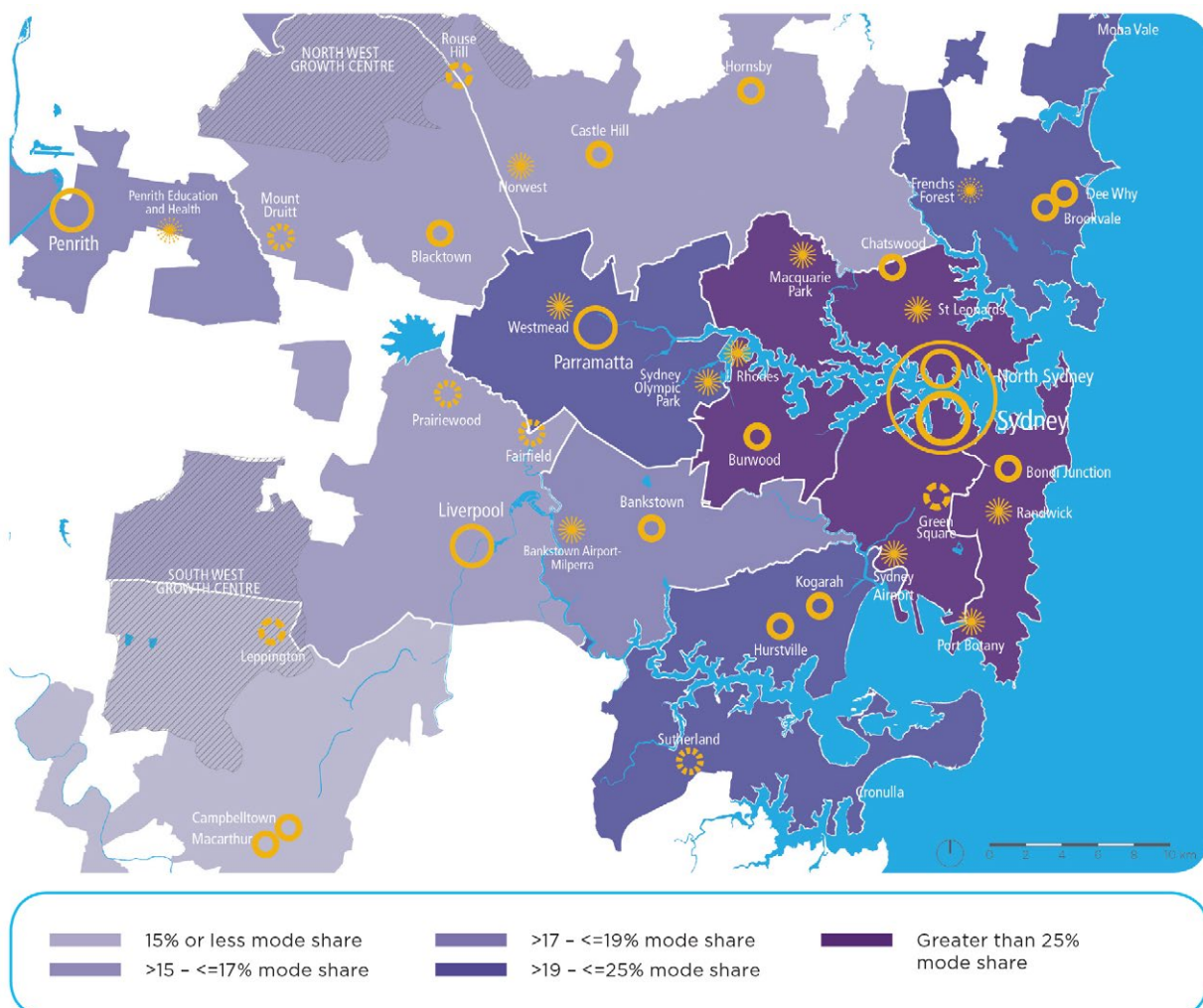
## Where are we walking?

Customers tell us they will walk more often in places where there are:

- Direct, connected and safe routes
- Quality facilities along the way and at the end of their journey, such as seating, change rooms and showers, and protection from the weather
- Pleasant environments and ambience.

In the Sydney CBD, walking makes up around 92 per cent of trips on an average day. Almost all of the 1.2 million people arriving in the city centre spend some time walking to their final destination, even if they have travelled to the city by train, bus, ferry or car.

**Figure 2** Walking patterns across Sydney



Most Sydneysiders make at least two walking trips every day. People who live in Sydney's inner suburbs walk more frequently than those who live in the outer suburbs. The highest number of walking trips per day are made by people who live in Sydney (3.4 trips), Leichhardt (2.9 trips) and North Sydney (2.8 trips).

Residents walking most frequently also walk for the longest time.

Location	Average walking time (minutes)
Sydney city	32
Leichhardt	29
North Sydney	24

An important factor is that Sydney's inner suburbs have higher population density areas that tend to encourage walking. In considering how to increase walking in local areas, land use, connections on the streets and the mix of public transport options need to be considered together.

### Walking to school and work

More than 50 per cent of children live less than two kilometres from school. However, the number of children walking to school has dropped over the last four decades. Currently 70 per cent of 5-9 year olds and 46 per cent of 10-14 year olds are driven to school in Greater Sydney. However, the rate of decline in walking to school is slowing.

Across Sydney, 15 per cent of people walk the whole way to work. Walking to work takes place more often around major centres.

Tertiary students have a higher rate of walking than other groups.

As we increase walking trips to school, work or university, we reduce the pressure on our road network and public transport system.

### The walking experience – what our customers want

Seventy three per cent of customers have told us that they could choose to walk more. There are four major factors that would encourage customers to make the choice:

#### 1. Connectivity and reduced delays.

More direct routes that connect public transport and centres and create more pleasant trips.

#### 2. Pedestrian safety and personal security.

Increased safety and security built into infrastructure, such as slowing traffic in busy areas and good lighting.

#### 3. Health and wellbeing benefits.

Programs to promote the physical, emotional and social benefits of walking, such as travel behaviour and travel planning initiatives, particularly in settings such as schools, universities and workplaces.


#### 4. Supporting facilities.

Better protection from the weather, more signage and more facilities at transport interchanges to support walking.



## PRINCIPLES TO GUIDE THE DELIVERY OF SYDNEY'S WALKING FUTURE

We use the following **principles** to guide what we do and how we deliver *Sydney's Walking Future*. We will apply these principles when we identify initiatives for funding and support.

	Ensure walking initiatives are based on <b>sound evidence</b> .
	Prioritise <b>cost effective</b> solutions.
	Deliver in <b>collaboration</b> with others.
	Create a <b>culture of walking</b> for transport.

Our plan for the future of walking in Sydney supports the integration of walking into the transport system through three pillars of activity:

1. **Promote** the benefits of walking and provide quality information to customers
2. **Connect** communities by delivering safe walking infrastructure and completing networks
3. **Engage** with partners across the NSW Government, with local government, non-government organisations and the private sector to develop initiatives and policies.

## THE THREE PILLARS OF SYDNEY'S WALKING FUTURE



### 1

#### **PROMOTE benefits and provide information**

- Co-host the Walk 21 International Conference.
- Promote walking through programs that respond to customers' needs and highlight the benefits.
- Increase walking trips to schools, workplaces and universities through programs that encourage more sustainable transport.
- Enhance online trip planner walking options and provide more information about walking at [www.transportnsw.info](http://www.transportnsw.info)
- Improve the quality and consistency of wayfinding and signage for pedestrians.
- Continue to support the Road Safety Education Program.
- Monitor customer satisfaction and report back to the community.

### 2

#### **CONNECT through infrastructure and technology**

- Help councils deliver missing links to connect local centres through the Walking Communities Program.
- Maximise the opportunities for pedestrian improvements delivered by the light rail project on George Street and beyond.
- Build Wynyard Walk for pedestrians in the Sydney city centre.
- Explore the feasibility of completing the walking link between Pyrmont, Ultimo, Darling Harbour and Redfern.
- Support the completion of Sydney Harbour Foreshore connections.
- Improve pedestrian access to and amenity around interchanges, particularly through the Transport Access Program.
- Provide walking links through bridges at key locations including Moore Park, the Nepean River and, subject to investigations, at Brookvale and across the Georges River.
- Support safe infrastructure developments for walking at Green Square Station.

### 3

#### **ENGAGE through policy and partnerships**

- Adopt a whole-of-government approach to increasing rates of walking across Sydney.
- Develop policies to ensure places and major transport developments are designed around safe walking.
- Support a pedestrian improvement program in the Sydney city centre and roll out to other city centres.
- Create a range of guidelines and tools to support councils, planners and developers including the NSW Walkability Index.
- Support programs that promote walking from a health and community perspective.



## PROMOTING WALKING

Our customer research tells us that creating a culture of walking is about influencing people's travel choices, not just about building new infrastructure. We will promote the benefits of walking as a healthy, low cost and flexible travel option, and offer information to make walking an easy choice.

To get people to consider walking more, we are developing a range of customer initiatives to raise the profile of walking as a transport option for short trips of all kinds. This will help us create a culture of walking.

We will concentrate on the benefits of walking, including the boost walking gives to health and wellbeing, and how it connects people to each other and places. We will also address customers' safety and security concerns while walking.

### Getting people walking more

We have listened to what our customers have told us about the factors that would influence their decision to walk more. This customer feedback, together with additional research on changing people's travel behaviour, will inform our approach to encouraging people to walk more often, further and for a greater variety of trips.

We will encourage more people to walk during peak times to ease congestion on roads and free up capacity on public transport, particularly around schools, workplaces and universities. Walking is an ideal alternative for journeys to these busy destinations, particularly if customers live close by.

Many factors stop customers from making the decision to walk to their destinations. We will reinforce the positive effects of walking through a range of tools, including campaigns, social media, advertising and community engagement.

We will develop approaches tailored to different communities and that target specific journey types such as journeys to work.

These measures and more will encourage people to think about their travel choices and create incentives for them to walk more.

### Achievements so far

- Changes to online trip planning to enhance walking as a transport option.
- Community education and materials that promote the safety of older pedestrians and those using mobility scooters.
- Wayfinding pilots at Milsons Point, Martin Place and Circular Quay and the development of walking maps.
- Successful bid to co-host the Walk 21 International Conference in Sydney in 2014.
- Sponsorship of events such as Walk Safely to School.



## “Streets for People” initiative

Temporarily closing one or more streets in a local centre on Sundays or during holiday seasons can create safe spaces for people to walk and participate in community events. Occasional community street closures are now successful fixtures in a number of cities, including New York and Adelaide and are a weekly event at The Rocks in Sydney.

We will develop guidelines for a statewide community street closure initiative. The initiatives will be developed in partnership with local councils and we will help them identify suitable locations and times.

## Trip planning

Customers need information to help plan their journey, whether for a walk only trip or walking in combination with public transport.

The Transport Info website trip planner already includes ‘walk’ as a connecting mode for public transport.

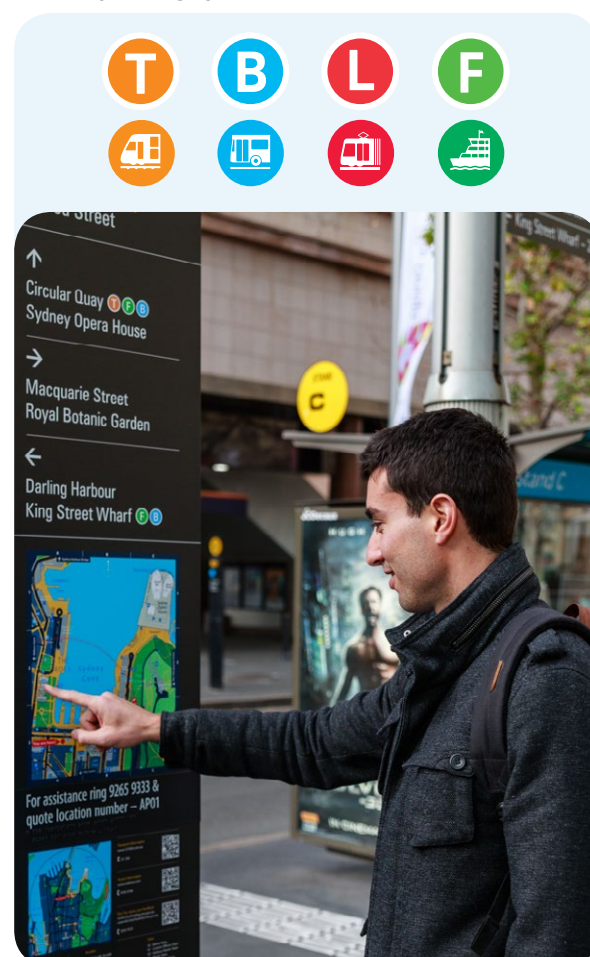
We will explore options to enhance our trip planning support to include “Walk only” trips, and to enable customers to specify the amount of walking they want to build into their trip, and personalise their walking preferences with different walking speed or stopping regularly through their journey. On the Transport Info website customers will be able to quickly find the information they need to plan different types of walking trips. Information will be accessible and in languages other than English.

Transport for NSW has also collaborated with Google to provide public transport on Google Maps, integrating directions for customers across all travel options, including walking, driving, cycling and the new fourth option of public transport.

## Wayfinding

We are also trialling better wayfinding amenities, which means customers will be able to more easily navigate to, from and around transport interchanges. Wayfinding amenities include direction signs, on-street information panels with maps and other visual and auditory cues for pedestrians. A new colour and coding system, based on international best practice, is being rolled out, using T for Train, B for Bus, L for Light rail and F for Ferry. This is designed to make our public transport system as simple as possible for customers and to integrate walking into the system. A trial has started at Milsons Point, Martin Place and Circular Quay and more wayfinding measures are being progressively rolled out across the network. Street maps that show key destinations within walking distance will be produced in partnership with councils and made available at stations and interchanges.

New wayfinding symbols



## Road Safety Education Program

The Road Safety Education Program is a long-term integrated education initiative. The program aims to increase children's and adolescents' road safety knowledge, understanding and skills. Transport for NSW works closely with the Department of Education and Communities, the Association of Independent Schools of NSW and the Catholic Education Commission, NSW to develop these programs.

The NSW Government is committed to continuing the Road Safety Education program and encouraging more children to walk to school safely.

## Walk 21 International Conference

The NSW Government will co-host the internationally renowned Walk 21 conference with the City of Sydney council in 2014. The conference brings together experts in the field and will showcase Sydney as one of the world's great cities for walking.

## The benefits of walking

The national statement on *Walking, Riding and Access to Public Transport* outlines the benefits of walking, including:

- **Long-term cost savings** by incorporating walking infrastructure into major transport projects rather than retrofitting them later
- **Reduced traffic congestion**, particularly where walking trips are made during peak periods
- **An extended catchment** of public transport services
- **Public health benefits** associated with reduced obesity
- **Reduced greenhouse gas emissions**, air pollution and noise.

Martin Place pedestrian area





## CONNECTING COMMUNITIES

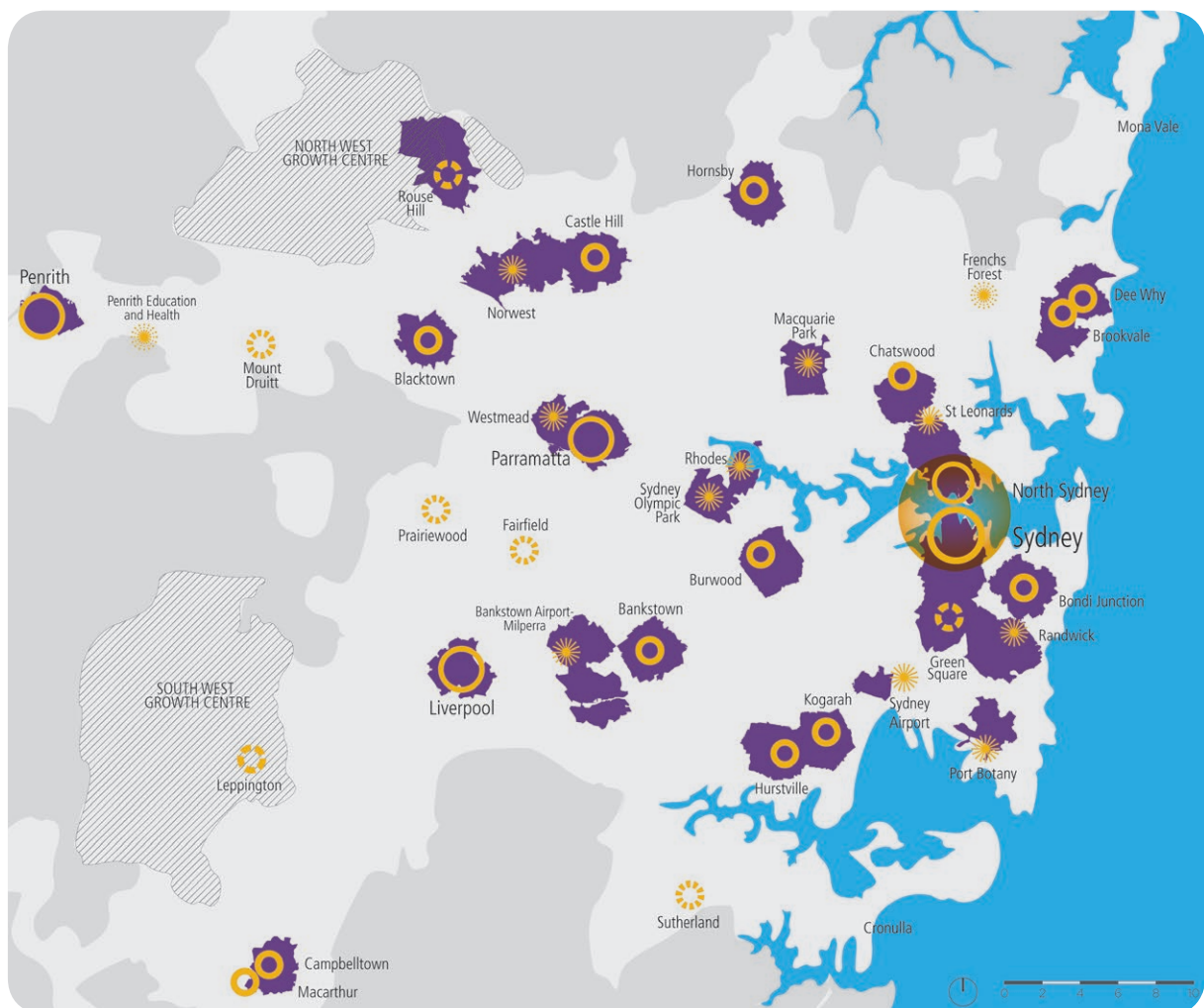
**Our focus is on investing in connected walking routes within two kilometres of centres and public transport interchanges. By focusing our efforts on centres, we aim to increase opportunities for people to walk longer distances and help reduce congestion.**

### Linking walking to urban growth

Centres are busy places and will continue to become busier as our population grows, especially in areas identified as Urban Activation Precincts. Creating precincts that are easy to move within encourages people to

walk more, reduces congestion and helps to create liveable places. *Sydney's Walking Future* will support Sydney's population growth by encouraging people to choose walking as their preferred mode of transport to nearby centres.

**Figure 3** Two kilometre walking catchments from centres



- Global Sydney
- Regional city
- Major centre
- Specialised precinct
- Potential specialised precinct
- Planned major centre
- Potential major centre
- Activity centres 2 km catchment



## Achievements so far

In 2011-12, the NSW Government delivered 65 pedestrian infrastructure projects on the NSW state roads network at a cost of \$3.9 million. Other achievements included:

- The delivery of \$5 million pedestrian footbridge at Macquarie Park connecting Epping High School students and local residents to locations across Epping Road
- The installation of flashing lights at more than 1,000 schools zones to slow traffic down

Under the Transport Access Program:

- Interchange projects that benefit pedestrians at Albion Park, Arncliffe, Auburn, Campsie, Epping, Milsons Point wharf, Neutral Bay Wharf, Rose Bay Wharf, Normanhurst and Pennant Hills
- Balmain Thames Street Ferry Wharf upgrade including a new pontoon, improved safety and amenity for

pedestrians and better access for customers who use mobility aids

- Huntleys Point Ferry Wharf upgrade including improved access for passengers with mobility issues, a covered pontoon, wind protection and new seating
- Easy Access upgrades for those with mobility issues at Albion Park, Austinmer, Dungog, Gerringong, Greta, Hamilton, Jannali, Ourimbah, Scone, Singleton and Windsor
- Further pedestrian improvements under construction at Dapto and Fairfield interchanges and Shell Cove, Strathfield and Sutherland stations.

## Walking and light rail on George Street

The CBD and South East Light Rail project, which will run from Circular Quay to Kingsford and Randwick, via George Street in Sydney's CBD, will transform the city centre, creating new precincts and making the city centre an easier place for people to walk. George Street will be transformed into a pedestrian zone between Bathurst and Hunter Streets. Light rail will facilitate the pedestrianisation of 40 per cent of George Street. Cars will still be able to access 60 per cent of George Street.

Light rail stops will be designed to minimise impacts in this area. Light rail vehicles will travel quietly and slowly in this section, moving safely alongside pedestrians. When complete, the changes will create a vibrant, ambient and safe environment for people to walk around.

Figure 4 CBD and South East Light Rail pedestrian zone



## Wynyard Walk

Now under construction and due to open in 2015, the \$306 million Wynyard Walk will enable customers to walk directly between Wynyard Station, the southern Barangaroo precinct development and the western foreshore of Sydney Harbour.

The project will increase the capacity of Wynyard Station to meet current and future demands for the western side of the city centre.

The walkway will allow pedestrians to walk safely from the Wynyard transport precinct to the Barangaroo waterfront in approximately six minutes, avoiding steep inclines and road crossings.

When complete, Wynyard Walk will also provide relief to the congested street network by separating pedestrians from other road users. It will also improve access for people with a disability, those who are older, and people with strollers and luggage.

Key features of the project include:

- A **new western entrance** to Wynyard Station on Clarence Street to provide direct access to the station concourse
- A new 3.5 metre high by nine metre wide **underground pedestrian** link from the new western station entrance of Wynyard Station to the intersection of Kent and Napoleon Streets (approximately 180 metres long)
- A **pedestrian bridge** over Sussex Street, with lifts and escalators, with a second bridge on Napoleon Street connecting pedestrians to the Barangaroo development
- A new pedestrian space will be created. The new **Napoleon Plaza** will be an iconic Sydney CBD meeting place featuring a paved area with a glass canopy over the entrance to Wynyard Walk.

Artist's impression of Napoleon Plaza



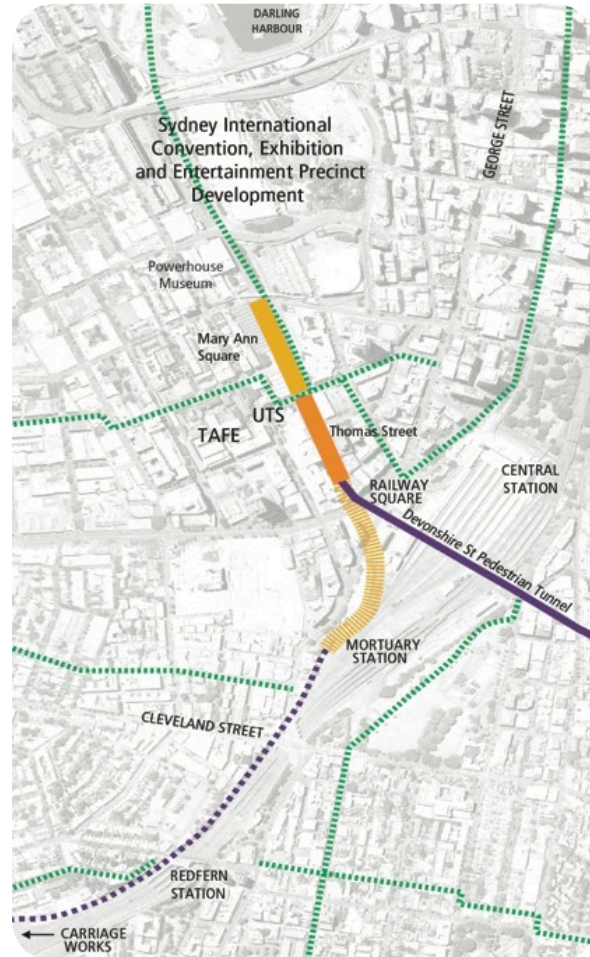
## The Goods Line – Connecting Ultimo, Pyrmont, Darling Harbour and Redfern

The Goods Line will be transformed into an active transport link, connecting cultural and educational institutions, and improving pedestrian access from Central Station and Railway Square through to Pyrmont and Darling Harbour.

We will explore the feasibility of extending The Goods Line to create a high quality active transport link from Redfern through to Darling Harbour. This would create a continuous link from major new urban developments in southern Sydney to Darling Harbour and beyond, including links to the new Sydney International Convention, Exhibition and Entertainment Precinct development.

The assessment will include consideration of Crime Prevention Through Environmental Design (CPTED) guidelines.

Figure 5 The Goods Line



- The Goods Line South (existing) - to be further upgraded
- The Goods Line North - to be built over the disused rail corridor
- Proposed future extension of The Goods Line through disused rail tunnel
- Potential future extension of The Goods Line
- Existing cycle ways in proximity of The Goods Line



## Improving Sydney Harbour foreshore connections

Sydney has one of the world's most stunning harbours. It is a key attraction for Sydneysiders and visitors.

Opportunities for walking will be explored for the famous Sydney Harbour foreshore. This includes the creation of Headland Park in Barangaroo, which will provide a continuous walking link around the foreshore from the Botanic Gardens to the Anzac Bridge and beyond.

Artist's impression of Headland Park, Barangaroo



## Long-term connections to Sydney CBD stations

Options for other dedicated pedestrian links in the Sydney CBD will be examined as part of work on a new second harbour crossing and CBD rail line.

This work will investigate opportunities to connect existing underground arcades and create a weather-protected walking network to enable more customers to use Museum and St James stations, alleviating pressure at Town Hall Station.

## Transport Access Program

- Customers who walk to public transport have told us they want well designed interchanges with appropriate signage, toilet facilities, lighting, CCTV, undercover areas and seating.
- Customers also want to feel safe and secure walking around interchanges, making lighting and clear lines of sight important factors in their decision to walk to public transport.
- The Transport Access Program (TAP) improves access and amenity for all our customers, including older people, people with disabilities (including those using a wheelchair), people with luggage and families with prams.
- We have already commenced these improvements in the roll out of the \$770 million TAP program. More than three-quarters of the funding allocated under the TAP will benefit pedestrians.
- **Future projects** announced under TAP include:
  - Huntleys Point Ferry Wharf Interchange upgrade - improvements in access to and from the wharf and landscaping
  - Bankstown Station upgrade - widening the circulation space to improve thoroughfare, installation of new stairs, ramps and canopies, and covered walkways to the bus interchange
  - Wentworthville Station access upgrade - lift access, replacement of stairs, upgrading the connected footpaths around the station, lighting and CCTV.



## Bridges for walking and cycling

Bridges can be an important part of completing missing links in walking networks. The bridges we will focus on include:

- The **Nepean River Green Bridge** to reconnect communities on both banks of the river, making the crossing safer and more direct for many short transport trips between Emu Plains and Penrith
- **Moore Park Bridge** to provide customer access to new light rail services on the eastern side of Anzac Parade, and a more direct connection between Moore Park, Surry Hills and Central Station for the patrons of sporting and entertainment events
- Pedestrian bridges over busy roads where these are the best, most cost-effective solution, including a pedestrian bridge at **Beecroft** to provide safe access to Beecroft Public School, town centre and station; and a bridge at Heathcote over the Princes Highway to provide safer access and amenity to the **Heathcote** Station and local businesses; and subject to further feasibility a bridge over Pittwater Road at the **Brookvale** bus interchange near Warringah Mall
- The investigation of a **Georges River Green Bridge** to improve active transport connections between Liverpool CBD, the major public transport interchange, and the Moorebank area to the east of the Georges River.

## Bondi Junction to Sydney CBD connection

We will make improvements to walking and cycling connections in the eastern suburbs between Bondi Junction and the Sydney CBD, including a proposed separated walking and cycling path along the northern side of Centennial Park from York Road, Bondi Junction to Lang Road, Centennial Park.

Walking in Centennial Park



## Enhancement of the Bay Run

We are fixing the missing link in the popular Bay Run along Henley Marine Drive from Thompson Street, Drummoyne to Victoria Road by building a separated route for people walking and bike riding along the north western foreshore of Iron Cove, accessing the new bridge.

Walking on the Bay Run



## Green Square Station precinct

Creating connected walking routes and public transport links at Green Square will make the area a model for sustainable and healthy urban development.

Green Square is set to grow by 40,000 residents and 22,000 workers by 2030. Green Square Station is at the heart of the precinct. We are currently working with the City of Sydney to create five new pedestrian road crossings to provide safe walking access between surrounding neighbourhoods and rail services.

**Figure 6** Proposed improvements to pedestrian access at Green Square Station



## Safety Around Schools Program

This program aims to reduce the number and severity of child casualties in 40 km/h school zones. Providing a safe road environment for pedestrians close to school premises is vital. We will continue to focus strongly on improving the visibility of school zones to increase driver awareness and compliance.

School zones are designed to protect children on their journey to and from schools. Measures include: dragon's teeth road markings in all school zones; the replacement of old, damaged school zone signs with fluorescent ones; marked foot crossings; raised pedestrian crossings; pedestrian refuges and fencing; and traffic signal-controlled pedestrian crossings.

School zone flashing lights are designed to alert drivers that they are entering a 40 km/h school zone and to adjust their speed accordingly. School zone flashing lights are being rolled out across NSW as part of this program and by the end of December 2015, every school in NSW will have a set of flashing lights.

Flashing lights in school zone



## ENGAGING WITH PARTNERS

We will work with councils and other partners to promote walking, improve walking infrastructure, and develop policies and guidelines to support these aims.

The NSW Government takes responsibility for walking infrastructure on state roads while councils play the most important role in providing walking infrastructure on local and regional roads. To encourage increased walking, we will work with councils to deliver walking networks.

We will also continue to work with council and other partners to promote walking and develop supporting guidelines and policies.

Policy initiatives that inform our strategy include:

- *NSW 2021: A plan to make NSW number one*, NSW Government
- *Metropolitan Plan for Sydney, A New Planning System for NSW*, NSW Department of Planning and Infrastructure,
- *Sydney City Centre Access Strategy and Environment and Sustainability Framework*, TfNSW
- *NSW Ageing Strategy*, Office for Ageing
- *The NSW Healthy Eating and Active Living Strategy*, Ministry of Health.

### Walking Communities program

In 2011-12, with contributions from councils the NSW Government funded 61 projects at a cost of \$2 million to improve environments for walking on regional and local roads.

A critical part of our continuous investment in walking will be the launch of Walking Communities Program in 2014. Working with councils, we will deliver quality walking initiatives and networks with investment prioritised in a two kilometre catchment of major centres and interchanges.

In 2013-2014 we will roll out major state-funded pedestrian improvements including those in Manly, Leichhardt, Marrickville, Auburn and Parramatta.

In Parramatta, specific improvements will include:

- Pedestrian signals connecting Dundas Railway Station and Kissing Point Road
- Upgrading nine pedestrian crossings and civil works at the junction of Pennant Hills Road and James Ruse Drive.

### Achievements so far

- The NSW Government partnered with councils in 2012-13 to deliver pedestrian access improvements and walking amenities on local and regional roads.
- Together, we invested more than \$2 million in projects that improved walking networks in Sydney, and we will continue to deliver further improvements.
- This year, we have worked with the NSW Department of Planning and Infrastructure on the new planning system for NSW, with NSW Office for Ageing on the accessibility of town centres, with NSW Office for the Environment and Heritage on sustainability projects, with the Ministry of Health to develop active transport actions, and several NSW Government departments on the planning for the Walk 21 International Conference in 2014.
- We have worked closely with the Pedestrian Council of Australia to develop the principles that underpin *Sydney's Walking Future*.





## Policy for planning and delivering walking within key transport projects

We will plan and deliver for walking within key transport projects and in corridor planning, such as North West Rail Link, South West Rail Link, Inner West Light Rail Extension, CBD and South East Light Rail, WestConnex and all interchange upgrades.

Interchange design and development principles will prioritise access for people walking to and through stations on the new North West Rail Link and South West Rail Link. Stops now under construction on the Inner West Light Rail Extension, and in the future CBD and South East Light Rail, will be designed to encourage walking from surrounding suburbs.

WestConnex is our highest priority for Sydney's motorway network, providing 33 kilometres of new motorway linking Sydney's west with the Airport and Port Botany precincts. When designing WestConnex, we will focus on enabling safe access across Parramatta Road to connect communities on either side. We will also look at creating attractive walking spaces next to Parramatta Road as part of our work there, to encourage urban renewal in the area.

Pedestrian improvements will be progressively rolled out within other major Sydney interchanges, including Wynyard and Town Hall Station as part of *Sydney's Rail Future*.

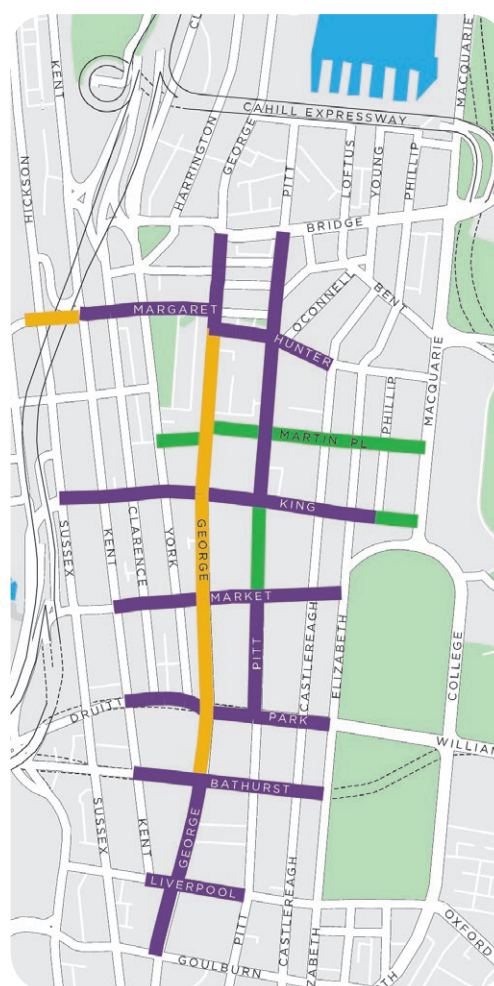
Walking has been included from the design stage in the Great Western Highway upgrade. This included a pedestrian bridge that meets disability access standards over the highway near Bullaburra Station, off road provision for walking from Ridge Street at Lawson to Genevieve Road and a pedestrian crossing at Cooranga Street.

## Sydney City Centre Pedestrian Improvement Program

Transport for NSW and the City of Sydney will develop and implement a pedestrian improvement program in the Sydney CBD to maximise capacity and improve safety on existing footpaths. This will include:

- Improvements to the quality and condition of footpaths including paving, shelter and urban design
- De-cluttering footpaths by rationalising street furniture, signage and commercial activity such as street vending

**Figure 7** Sydney City Centre Pedestrian Improvement Program



- Priority pedestrian improvement sites
- Pedestrian zones - new development
- Pedestrian zones - existing



- Reducing pedestrian delays and congestion at intersections through prioritisation of pedestrian phases at intersections
- Improving signage to support walking
- Providing Disability Discrimination Act compliant crossings and signalling and ensure the effective safety management of shared zones.

These improvements will make walking trips quicker and easier encouraging more customers to choose walking as their transport mode.

Pedestrian improvements will also be applied to other busy centres.

### NSW Walkability Index

The NSW Walkability Index is a standard that will create a benchmark for designing walkable communities. The index will be developed in consultation with local councils, community and key stakeholders. The NSW Walkability Index will include:

- A 'NSW Pedestrian Level of Service' framework to measure existing walkability and the impacts of decisions after changes are implemented
- Examples of good practice in promoting walking during the delivery of transport and land use projects
- Strategic tools to identify investments in walking and to develop safe, location-specific solutions.

### The NSW Pedestrian Safety Strategy and Transport Disability Action Plan

The *NSW Pedestrian Safety Strategy* will deliver a range of actions to install safer road infrastructure, improve signal phasing, ensure safe speed zoning, improve awareness and compliance with the road rules, promote uptake of pedestrian safety vehicle features and work with local governments.

Pedestrians account for 14 per cent of the NSW road toll and, on average, there are 1,800 pedestrian injuries in Sydney each year.

Pedestrian safety must be considered in the planning, designing and building of our transport network. The *NSW Pedestrian Safety Strategy*, which is currently under development will aim to improve road safety for pedestrians.

The strategy adopts a "Safe Systems" approach. This involves taking a holistic view of the road network, including interactions between different road users and other critical factors such as speed. The *NSW Pedestrian Safety Strategy* will also support the needs of older pedestrians.

The *Disability Action Plan* currently supports the needs of people with disability, including older people with mobility issues, in terms of pedestrian safety and access. Around one in five people in NSW have some form of disability. The *Disability Action Plan* aims to create a safe and accessible transport system.

### Transport Management Associations

Transport Management Associations, which are partnerships across multiple levels of government and local businesses, are being piloted at Macquarie Park and will be rolled out progressively in other areas of Sydney. Transport Management Associations support walking in local communities by prioritising investment in walking routes and facilities and by ensuring people have enough information to make walking an everyday transport choice.

### Centres Design Guidelines

To encourage more people to walk, we are creating pedestrian friendly environments. This starts with better long-term urban planning.

Transport for NSW will work with the NSW Department of Planning and Infrastructure on *Centres Design Guidelines* that deliver walking amenity for our communities.

This will guide urban planners and developers to ensure walking is at the heart of land use change. It will also help guide the allocation of whole-of-government resources to local council projects that present the opportunity to increase walking for short transport trips, including paths through parks and other open spaces.



## Updated road and path guidelines

We will update existing guidelines to help put the NSW Walkability Index into practice. The updated guidelines will:

- Help councils integrate walking into councils' 10 year Community Strategic Plans to promote its benefits
- Improve walking design across and next to roads, and around local centres, including driveways and footpaths on side streets
- Promote cost effective designs that minimise conflict between pedestrians and cyclists, and to improve pedestrian safety and comfort
- Provide guidance for areas with existing high numbers of cyclists and pedestrians in the same area, including advice such as path widths, level of separation and speed.

## Support existing health programs

We will work with the Ministry of Health and the Office for Preventive Health on programs such as the Healthy Children Initiative and Healthy Workers Initiative.

We will also work to support a range of existing programs run by non-government organisations that encourage people to walk. These include the Heart Foundation's Walking Program and the Cancer Council's healthy lifestyle programs, which are implemented in partnership with local government.

Walking as part of an integrated transport system



## WE LISTENED TO YOU

*Sydney's Walking Future* draws on extensive consultation on the *NSW Long Term Transport Master Plan* and our customer research.

Consultation on the *NSW Long Term Transport Master Plan* included:

- More than 130,000 hits on our website
- More than 1,200 submissions from the community, industry and experts on the Discussion Paper
- More than 480 submissions on the draft Plan
- Consultation with customer, transport specialist, industry and local government advisory groups
- More than 1,000 attendees at regional forums.

Submissions to the Draft Plan focused on the need to acknowledge and promote the benefits of walking to enable more people to participate. Increasing walking levels for transport was seen as a way to protect the environment and improve physical activity levels to meet national guidelines.

Other submissions suggested the need to improve walking connections in the places where people live and work. Concerns were raised in submissions about potential conflict between pedestrians and other road users.

Customer research for *Sydney's Walking Future* indicated that 80 per cent of customers were satisfied with their current walking journey – a higher level of satisfaction than most other transport modes. Seventy three per cent of customers also told us they could walk more, especially to work, education, the shops, to meet friends or run errands.

Four broad themes emerged in what customers told us was important in their walking journey:

- **Connectivity and reduced delays** – direct routes, footpaths connecting to public transport and reduced waiting times at signalised crossings
- **Pedestrian safety and personal security** – safe behaviour of other road and path users and infrastructure improvements
- **Health and well-being benefits** – the physical, emotional and social benefits of walking
- **Supporting facilities** – complete protection from weather, comprehensive signage, facilities during and after the journey and at interchanges.

Depending on where customers live and why they walk, some of these attributes are more important than others.

In Greater Sydney, customers value the time and cost savings they get from walking, especially for their journey to work. However, ambience is more important when walking for other purposes. For those who could walk more, taking into account time, distance and terrain, a lack of motivation is a significant barrier to choosing to walk.

From 2014, customers will be surveyed to assess the impact of *Sydney's Walking Future* and customers' satisfaction levels with their walking trips and experiences. The outcomes of these surveys will be reported annually.





For more information, visit [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)

