

The *Walking Strategy and Action Plan* is a supporting document to the *Environmental Action 2016 – 2021 Strategy and Action Plan* that was endorsed by the City of Sydney in March 2017. The City's most up to date set of environmental targets and actions are contained in *Environmental Action 2016 – 2021 Strategy and Action Plan*.



Sydney2030/Green/Global/Connected



# Walking Strategy and Action Plan

*city of villages*

 **WALK YOUR CITY**  
experience Sydney like a local

# Walking Strategy

<b>01/</b>	<b>Lord Mayor's message</b>	<b>01</b>
<b>02/</b>	<b>Executive summary</b>	<b>02</b>
<b>03/</b>	<b>The walking scene</b>	<b>05</b>
<b>04/</b>	<b>Why walking counts</b>	<b>09</b>
<b>05/</b>	<b>Our ten targets</b>	<b>17</b>
<b>06/</b>	<b>Our four directions</b>	<b>20</b>
<b>07/</b>	<b>List of actions</b>	<b>31</b>
<b>08/</b>	<b>Consultation</b>	<b>36</b>
<b>09/</b>	<b>Governance and monitoring</b>	<b>37</b>
<b>10/</b>	<b>References</b>	<b>38</b>
<b>11/</b>	<b>Appendix A – key walking routes</b>	<b>40</b>
<b>12/</b>	<b>Appendix B – Liveable Green Network (walking)</b>	<b>42</b>
<b>13/</b>	<b>Appendix C – main activity streets</b>	<b>44</b>

# 01

## Lord Mayor's message

**We are creating a city that is convenient and inviting for walking by creating lively and interesting streets, new walking connections, improving wayfinding and renewing main streets**

**Lord Mayor Clover Moore**

During consultation for *Sustainable Sydney 2030*, you told us you wanted a city that is safe and attractive for walking and cycling.

For Sydney to remain globally competitive, it must have an integrated transport system which is reliable, efficient, and well designed. Walking is a healthy and environmentally friendly form of transport. The *Walking Strategy and Action Plan* aims to create a city centre and villages that are attractive, safe and interesting places for walking.

By 2036 it is expected that 280,000 people will live in the City of Sydney and 570,000 people will work here. More people living and working in the city means increased pressure on transport infrastructure. We need to prioritise transport choices that help people to easily get where they need to go. Walking accounts for 92% of trips in the city centre but our city has not been designed with this in mind. Instead, a focus on wide roads and high speed limits means people are crowded on narrow footpaths and have to wait for long periods to cross the road.

We need to provide greater priority, safety and amenity so people are encouraged to walk more often and to spend more time in our public spaces. The *Walking Strategy and Action Plan* outlines how we will encourage walking by improving wayfinding, encouraging a fine grain street network, creating lively interesting streets, improving ramps and footpaths and slowing down traffic.

The City of Sydney already has a number of policies and strategies related to walking. The *Walking Strategy and Action Plan* brings together all the actions and targets to deliver a more walkable and liveable city and a more effective transport network for everyone.



**Clover Moore**  
**Lord Mayor**

# 02

## Executive summary

**At some point we are all pedestrians. As such, streets should be welcoming to all of us.**

**Jan Gehl, urban designer and architect**

Sydney is ideal for walking. It is a dense, compact and scenic city that enjoys a good climate.

Already, walking accounts for over 92% of all trips in the city centre and plays a major role in the local economy and transport network.<sup>1</sup> A total of 29% of City of Sydney residents walk to work.<sup>2</sup> In the future, walking is expected to become even more popular with the number of people walking forecast to double between 2006 and 2030.<sup>3</sup>

It is vital that we plan to accommodate this growth. We need to make it quicker to walk, provide more space for walking, create new connections through large street blocks and make it easier and more comfortable for people walking.

We also need to plan for universal accessibility to cater for an ageing population, increasing numbers of families with children living in the city, and people with mobility and vision impairment.

The centre of the city is about to undergo a major transformation, with proposed light rail on George Street and a pedestrianised section between Bathurst Street and Hunter Street. This is an ideal time to focus on sustainable transport modes.

We can also learn from other cities around the world and build on our current work to remain internationally competitive and liveable.

The City of Sydney supports walking as a mode of transport to meet the environmental, economic and social objectives set in *Sustainable Sydney 2030* and *Connecting Our City*.

Our overarching priorities for walking are to:

1. Make walking quick, convenient and easy
2. Make walking inviting and interesting
3. Make walking safe and comfortable
4. Create a strong walking culture

This strategy includes ambitious but achievable targets to meet these priorities. These targets are based on a review of trends and forecasts and will allow us to clearly track progress towards our achievements.

1 Transport for NSW, *Sydney City Centre Access Strategy*, 2013.

2 Bureau of Transport Statistics, *Journey to Work*, 2011.

3 City of Sydney, *Connecting Our City: Summary Report*, 2012.





### Our ten walking targets for 2030:

1	Walking to make up one third of commuter trips by City of Sydney residents
2	Walking to account for 60% of local trips by City of Sydney residents by 2030
3	Reduce delay to walking times by 10% across key walking routes
4	Increase footpath capacity by 20% on average on main activity streets through planned upgrades
5	Improve walking amenity by 10% on main activity streets through planned upgrades
6	All residents to be within a 10-minute walk (800m) of commercial/retail space suitable for essential daily needs
7	Every resident to be within a three-minute walk (250m) of the Liveable Green Network
8	Reduce traffic related crashes involving people walking by 50%
9	Walking to make up 50% of trips to and from late night precincts
10	90% of residents feel safe walking in the day and night







# 03

## The walking scene

**Walking is an easy, low impact and accessible form of transport**

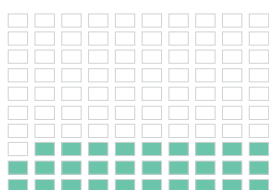
### Sydney today

Traffic congestion costs metropolitan Sydney businesses an alarming \$5 billion per year, and this figure is expected to increase to nearly \$8 billion by 2020.<sup>4</sup>

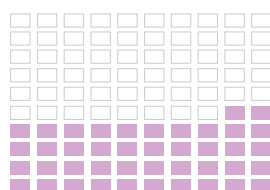
Walking plays a major role in minimising this congestion. When people choose to walk it means there is one less person on the train, bus or road.

Walking is already a major mode of transport and means of access in the City of Sydney as the figures in the table below reveal.

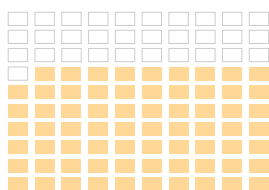
#### In 2011/2012:



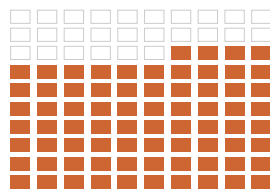
29% OF CITY OF SYDNEY RESIDENTS WALK TO WORK



42% OF PEOPLE WHO LIVE & WORK IN THE CITY WALK TO WORK



69% OF WEEKEND TRIPS THAT START AND END IN THE CITY ARE BY WALKING



74% OF WEEKDAY TRIPS THAT START AND END WITHIN THE CITY ARE BY WALKING

We need to build on these figures by making walking more accessible to everyone and to do this effectively we must take into account the changing demographics of Sydney. More people, including families, are choosing to live in the city. Our population is also ageing, which means more people will need easy and accessible options for moving around the city if driving is no longer an option.

We need to design walking infrastructure now to cater for future requirements. This includes priority for people walking, with good footpaths, easy connections, adequate lighting, places to stop, improved wayfinding, shade and seating.

Improving the city's walking options will increase people's feelings of social connection and inclusion, by making it easier for them to visit friends, go shopping, get to work and enjoy city life. It will also boost the health and wellbeing of people who live and work in Sydney, as well as those who visit the city.

**Walking accounts for 92% of trips made within the city centre<sup>5</sup>**

Source: Bureau of Transport Statistics, *Household Travel Survey 2011–2012* and *Journey to Work 2011*.

4 + 5 Transport for NSW, *Sydney City Centre Access Strategy*, 2013.

### When walking is prioritised, all transport modes benefit

Brent Toderian, city planner and urbanist,  
former chief planner Vancouver

#### Strategic context

The City's Walking Strategy is part of a broader policy framework at a local and state government level.

#### NSW Government framework

The NSW Government has developed a strategic framework that helps guide the planning, design and delivery of walking-related infrastructure. This includes:

The *Long Term Transport Master Plan* that outlines the objectives and key actions to improve the NSW Transport System. Walking is highlighted as a critical mode of transport in delivering an integrated transport system. The focus for walking in this document is on public transport trips and the potential to shift short car trips, under two kilometres, to minimise congestion and improve local amenity and the environment.

*Sydney's Walking Future* details a two kilometre catchment approach to prioritise investment in busy centres and around public transport interchanges and how this approach will influence funding to local governments. It outlines programs and policies to change travel behaviour and create a culture of walking across Greater Sydney.

The *Sydney City Centre Access Strategy* is the first detailed plan showing how people will enter, exit and move around the CBD over the next 20 years. It outlines how all the transport modes will work together in the city centre to: reduce congestion, provide for future growth and improve people's experience. It identifies George Street as the central spine of the city and prioritises the movement of pedestrians and public transport along it. The strategy also highlights the importance of improving safety for people walking and proposed a 40km/hr speed zone within the city centre.

#### City of Sydney framework

Local government plays a significant role in planning and delivering walking-related infrastructure. For example, footpaths and parks are generally the responsibility of local government. It is critical local governments plan and deliver walking infrastructure in a coordinated and targeted manner.

The key City of Sydney documents are:

*Sustainable Sydney 2030* is the City's overarching strategy. It sets out a vision for a more liveable and accessible city and actions to achieve this.

The *Liveable Green Network (LGN)* is a program to develop a network of green corridors with lively streets that connect the city, village centres, major transport and entertainment hubs, cultural precincts, parks and open space. As part of this, projects for footpath widening, lighting improvements and landscaping began in 2012. The City currently invests over \$15 million per year on footpath upgrades, new pedestrian crossings and additional footpaths.

*Connecting Our City* aims to improve transport and access to ensure Sydney remains globally competitive. For active transport key targets are for 10% of local trips to be made by bike and 50% on foot by 2030.

Statutory documents such as the *Local Environmental Plan* and *Development Control Plan 2012* provide controls for development in the local area. They address how people move around within development and the interface between public and private property.





### Our achievements to date

The City of Sydney is committed to transforming the city's walking environment. Some of our significant achievements include:

**The LGN.** The City is delivering major walking infrastructure across the LGN including new road crossings and major street upgrades.

**Transforming George Street.** The City advocated for pedestrianisation and light rail along the major thoroughfare and has committed \$220 million for public domain upgrades to ensure George Street is the premier street for walking in the city.

**Major upgrades to Pitt Street Mall.** These include upgrades to paving and new trees, seating, lighting and awnings to improve the pedestrian experience.

**Upgrades to streets across the city.** The City currently spends over \$15 million per year on walking infrastructure. This work includes footpath widening, laying new granite paving and installing new lighting, trees and hedges. Notable completed upgrades include Glebe Point Road, Bulletin Place, Foley Street, Newtown Station precinct and Cleveland Street. Significant projects scheduled to commence in 2015 include upgrades to Thomas Street in Chinatown.

**Road safety campaigns and initiatives.** These have helped to contribute to a 28% reduction in traffic accidents involving pedestrians, from 327 accidents in 2009 to 235 in 2013.<sup>6</sup>

**Comprehensive wayfinding.** *Legible Sydney*, a pedestrian Wayfinding Strategy and Design Manual to ensure pedestrian signage is consistent and easily understood. New signage will be rolled-out in 2015 will assist people navigating the city on foot.

**Revitalised city laneways.** Newly activated city laneways, such as Angel Place in the city and Kimber Lane in Haymarket, include public artworks and infrastructure upgrades to encourage walking.

**Major public events.** These include Sydney New Year's Eve, Art and About Sydney, Vivid, Chinese New Year and many local markets and festivals. Our public spaces host a range of exhibits and installations during these events which encourage people to walk and interact.

**A City Art Program.** The program encourages artists to integrate art into our public spaces. The City recently developed a Culture Walks app. to allow people to discover the city on foot while learning about the history and stories behind public art pieces, neighbourhoods and specific sites.

<sup>6</sup> Centre for Road Safety, *Interactive Crash Statistics: People in Crashes by Local Government Area*, 2013.



**Traffic calming measures.** These include new shared zones and low-speed environments to provide greater pedestrian amenity and safety.

**Careful planning in urban renewal areas.** This ensures effective connections and safe and attractive public spaces are put in place.

**International conferences.** In October 2014, the City of Sydney co-hosted Walk 21, the world's leading international conference on walking and liveable communities. As a signatory of the Walk 21 Charter, the City is committed to reducing the physical, social and institutional barriers that limit walking.

**Active Travel for Children.** The City supports the NSW Active Transport Charter for Children and runs four programs annually targeted at children's road safety. A new Active Travel to Schools program will commence in 2015–16.

### Key partners

The City plays a key role in the delivery of walking infrastructure and programs but we cannot deliver a walkable environment alone. A wide range of organisations are involved in assessing, approving and supporting walking infrastructure, including State Government agencies, neighbouring councils, non-government organisations, schools, universities, and private land owners and developers.

# 04

## Why walking counts

Almost three quarters of people say they could walk more.<sup>7</sup> If we can encourage them to do so we will create a stronger economy, a cleaner environment, a safer and more equitable city and a healthier and more connected society. Importantly, we will also reduce the congestion on our streets.

In 2007 the City engaged renowned Danish urban designer and architect Jan Gehl to undertake a study of public space and public life in central Sydney. Jan Gehl's career has focused on improving the quality of urban life by re-orienting city design towards people. He has collaborated with numerous cities around the world to help create better, more liveable urban centres, including Copenhagen, London, Melbourne, New York and Moscow.

The study identifies several barriers to walking in the city, including traffic congestion, low pedestrian priority, high traffic speeds, uninteresting streetscapes, lack of safety and crowded footpaths.

Through the actions identified in this strategy, the City will address these and other barriers. This will result in a more walkable environment and a number of associated benefits.

### The benefits of walking

#### Economic

- More space efficient – people can access places faster and more easily
- Supports local business – people who walk more tend to spend more time at local businesses
- Enables direct access to businesses
- Encourages diverse land uses
- Improves employee productivity

#### Social

- Socially inclusive and equitable
- A safe and flexible mode of transport
- Creates a sense of vibrancy in communities
- Improves quality of life through better social connections
- Improves physical and mental health

#### Environmental

- Improved streetscape environment
- Minimises local pollutants and greenhouse gas emissions
- Reduces congestion
- Minimises noise pollution

<sup>7</sup> Transport for NSW, *Sydney's Walking Future: Connecting People and Places*, 2013.





### A more efficient transport network

Congestion is a result of high demand and restricted space. Central Sydney and our village centres experience severe traffic congestion, particularly in peak periods. A recent study suggests there may be savings to the Sydney community for every kilometre not driven.<sup>8</sup> By increasing the amount of walking, we can reduce the significant cost of congestion. This means the road network is more reliable and the local environment is cleaner.

### Traffic congestion costs Sydney \$5 billion per year<sup>9</sup>

An efficient public transport network relies on an efficient walking network. Where direct walking routes and good priority are provided, people can walk further in less time. The resultant increase in public transport catchments means fewer stops are required and overall travel times are reduced.

A focus on increasing walkability can also improve the efficiency of the taxi network, an important part of the city's public transport system. Taxis provide a flexible option for people with limited mobility, those who require extra assistance or who need to travel to areas poorly serviced by other transport options. But ad hoc stopping by taxis causes congestion, especially in the city centre. Effective walking routes and good wayfinding can encourage people to walk to a rank rather than hail a taxi.

Good walking conditions also encourage visitors who arrive by car to stop and park once, then make multiple journeys on foot, rather than driving short distances between destinations.

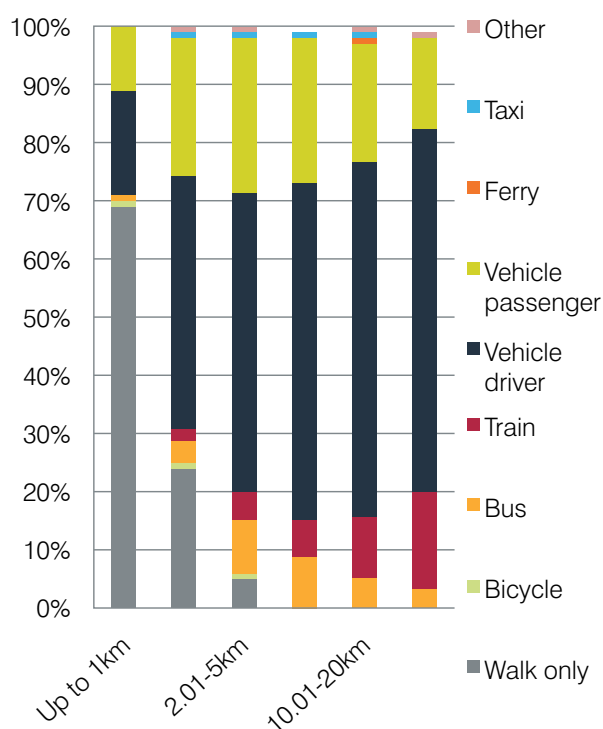
8 PricewaterhouseCoopers for PCAL and DEECW, *Estimating the Benefits of Walking: A Cost Benefit Methodology*, 2010.

9 Transport for NSW, *Sydney City Centre Access Strategy*, 2013.

## People who walk and shop locally visit most often – walking is good for local business



### Mode split and trip distance 2010/11



Source: Bureau of Transport Statistics, Household Travel Survey 2010–11

### A stronger economy

Walking does not, generally, require any special equipment, it is free and gives people a large amount of control over the route they take. As such, it is one of the most cost-effective modes of transport for short trips. There are also many other economic benefits.

### Retail

Walking is critical to the economic success of our city and village centres. The relationship between transport choice, shopping frequency and retail spending has been the subject of national and international research, with notable studies by Transport for London (TfL) and the National Heart Foundation in Australia.

This research shows that investing in the walking environment boosts local business activity. While people walking often spend less money on average per visit to a local business, studies show they visit more often and spend a greater amount over a longer time period.<sup>10+11</sup>

## On average 60% of people travel to the city's main shopping streets on foot<sup>12</sup>

Walkable shopping areas are often more economically successful and have higher commercial and residential land values. Large retail companies use footfall (the number of people entering a shop or shopping area on foot) to estimate the amount of business a space may generate and rents are then based on this figure.

10 Litman, T. *Economic Value of Walkability*, 2014.

11 Clifton, K. et al. for OTREC, *Consumer Behaviour and Travel Mode Choices*, 2012.

12 Directional Insights, *Customer Intercept Survey Detailed Reports for Surry Hills, Oxford Street and Harris Street*, 2014.

### **More people would walk if it were easier, more direct and safer**



Sydney's Pitt Street Mall is now one of the world's most valued retail areas (\$7,250 per square metre per annum) due in part to public domain upgrades and pedestrianisation.<sup>13</sup> Despite these high rents, many retailers have relocated to Pitt Street from elsewhere in the city, illustrating the success of the area. Retailers are also anticipated to relocate to George Street due to the pedestrianisation.<sup>14</sup>

The longer people spend in an area, the more likely they are to spend money. By upgrading streets to make them more attractive and inviting for walking and lingering in we can help strengthen the economic performance of our city and village centres.

#### **Melbourne and New York retail and walking**

A study in Melbourne, in the City of Yarra, revealed that while locals who walk to the main shopping streets spend about 50% less per visit, they make up 75% of the spend on local retail and services.<sup>15</sup> The study observed that the 'non-drive in' spend is always bigger than anticipated.

After improving the local walking environment in a number of areas, the New York City Department of Transport analysed the economic impact. The revitalised shopping strip of Columbus Avenue on the Upper West Side experienced a revenue increase of 20% compared to an average 9% growth elsewhere in the borough. The Hub in The Bronx, a busy transport interchange, experienced a retail sales increase of 50% compared to only 18% for the wider area after the department installed new walking signals and crossings.<sup>16</sup>

#### **Residential**

Good walking infrastructure has been proven to increase residential property values. Property professionals use walkability ratings for property valuations, as illustrated in the online service [walkscore.com](https://www.walkscore.com) which lists properties alongside their walkability scores, or the ease of access to vital services and activities in the area through walking. The website is widely used by researchers, people searching for a home and property professionals alike. A US study found each walkscore point was associated with a US \$700–3,000 increase in value.<sup>17</sup>

13 + 14 Savills Research, *Spotlight Sydney CBD Retail* August 2014, 2014.

15 Tolley, R. for the National Heart Foundation, *Good for Business: The Benefits of Making Streets More Walking and Cycling Friendly*, 2011.

16 NYC Department of Transportation, *The Economic Benefits of Sustainable Streets*, 2013.

17 Cortright, J. for CEOs for Cities, *Walking the Walk: How Walkability Raises Home Values*, 2009.





## Tourism

Tourism is a vital industry for Sydney. Spending from international and domestic visitors makes up 20–25% of our city's retail turnover, and Sydney's tourism industry helps support more than 10,000 businesses.<sup>18</sup>

Tourists to Sydney explore mostly on foot. The City's research shows tourists use George Street, but they find it difficult to navigate the city and connect to other destinations from there. By improving the walkability of the city we will support the tourism industry and our businesses.

## Public health

The economic implications of increased walking on health services are significant. The Australian Government estimates that physical inactivity costs the national economy \$13.8 billion a year. Investment in walking infrastructure has been shown to deliver a net health benefit of 144 cents for each kilometre walked.<sup>19</sup> More people walking means a healthier population, reduced rates of absenteeism at work and less burden on the health service.

## Walking is the most environmentally friendly mode of transport

## A cleaner environment

Walking can help alleviate the existing burden of congestion on roads and public transport.<sup>20</sup> The Australian Government estimates that in 2010 the Australian road transport sector was responsible for greenhouse gas emissions totalling 78.7 million tonnes of direct carbon dioxide. This is projected to rise to 90.3 million tonnes by 2020.<sup>21</sup>

Cars are responsible for approximately half of this figure. The average car carrying 1.2 passengers emits 302 grams of carbon dioxide equivalent per passenger kilometre.<sup>22</sup>

By comparison, average emissions of people walking is negligible. A shift away from private vehicle use and towards walking could significantly curb air pollution in local areas and improve air quality in Sydney.

## Motor vehicle exhaust emissions are responsible for over 70% of the nitrous oxide and over 38% of the volatile organic compounds in Sydney<sup>23</sup>

Research shows that when greenhouse gas emissions, noise reduction and improved air quality are considered together, the value of investing in active transport-related infrastructure is about 5.9 cents per kilometre travelled.<sup>24</sup>

<sup>18</sup> City of Sydney estimate.

<sup>19</sup>, <sup>21</sup>–<sup>24</sup> Department of Infrastructure and Transport, *Walking, Riding and Access to Public Transport: Draft Report for Discussion*, 2012.

<sup>20</sup> AECOM for City of Sydney, *Economic Evaluation of Pedestrian Improvements*, 2011.



### A healthier population

If current trends continue, by 2025 close to 80% of the Australian population will be overweight or obese.<sup>26</sup> This is a significant problem, attributed in part to a sedentary lifestyle and transport systems that discourage walking.

Walking is an easy way to increase activity throughout the day and minimise the effects of a sedentary lifestyle. Research shows people who participate in regular physical activity have less chance of developing heart disease, stroke, type II diabetes, high blood pressure and high cholesterol, and are less likely to be obese.<sup>27</sup>

Walking is also linked to lower incidences of poor mental health and may help alleviate stress and anxiety related disorders.<sup>28</sup>

**In 2011–12 over 60% of the Australian population was either overweight or obese<sup>25</sup>**

### Encouraging walking at work

The Global Corporate Challenge is an annual event that encourages participants to walk more over a one hundred day period. Participants receive a pedometer and record their daily steps, tracking progress against other participants. Observed health benefits for one large organisation included:

- 89% of participants reported improved overall health and wellbeing
- 62% of participants reported reduced stress levels
- 61% felt their energy levels improved
- 77% exceeded the recommended 10,000 steps per day<sup>29</sup>

25 ABS, 4338.0 – Profiles of Health, Australia, 2011–13.

26 Department of Human Services, *Future Prevalence of Overweight and Obesity in Australian Children and Adolescents, 2005–2025*, 2008.

27 + 28 C3 Collaborating for Health, *The Benefits of Regular Walking for Health, Wellbeing and the Environment*, 2012.

29 Global Corporate Challenge, *AstraZeneca Case Study*, 2013.



## A safer, equitable and more connected society

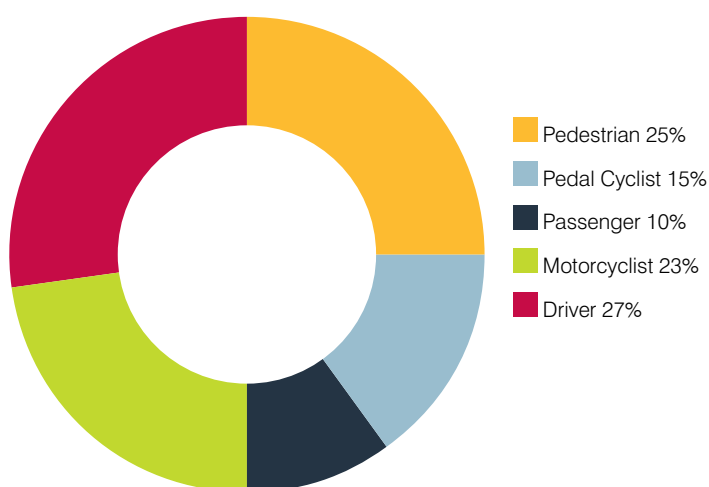
### Safety

Safety is an important consideration when walking around city streets. Greater perceived and actual safety is a key benefit of a more walkable environment.

In 2013, 235 crashes occurred in the local area between vehicles and pedestrians, of which one was a fatality. The chart below shows the degree to which pedestrians are represented in road crashes.

Reducing speed limits and prioritising walking can address and lower these accident statistics.

#### People in crashes – Sydney LGA 2013



Source: TfNSW Centre for Road Safety

## 40% of people report feeling unsafe on empty streets<sup>30</sup>

A total of 87% of residents feel safe walking in their local area in the day, however this figure drops to 73% at night.<sup>31</sup> Whether the risk to personal security is perceived or real, people are more likely to walk where they feel safe.

Around 40% of respondents to a City survey said the biggest factor that makes them feel unsafe in the public domain is a lack of other people.<sup>32</sup>

It is crucial that Sydney is a safe city for residents, workers and visitors.

30 City of Sydney, *Household and Resident Survey 2011: Data Summary Report*, 2011.

31+32 City of Sydney, *Household and Resident Survey 2011: Data Summary Report*, 2011.





### Equity

Walking is the most equitable form of transport, for short trips, available to people of all ages, incomes and locations. The average cost of transport for an Australian family is about 16% of their total income and this could be reduced by choosing to walk for short trips.<sup>33</sup>

Research from the NSW Bureau of Transport Statistics indicates car ownership and licensing of drivers in the state is declining. Approximately 10% fewer people in their 20s held a driver's licence in 2009 compared to 1998 and many people are choosing not to own a car.<sup>34</sup>

In the City of Sydney, approximately 35% of households do not own a car compared to almost 12% of households in greater Sydney.<sup>35</sup>

### Connections

Attractive and well-designed streets encourage more people to walk. This leads to greater opportunities for social interactions, which allow people to become more involved in their local community.

In neighbourhoods with higher traffic volumes and fewer people walking, residents can feel more detached and show less concern for their local environment. Conversely, UK research shows that when people spend more time walking their local streets they develop a stronger attachment to their neighbourhood.<sup>36</sup>

### Key barriers to walking:<sup>37</sup>

- Distance
- Time
- Terrain
- Carrying heavy bags
- Lack of motivation
- Poor quality footpaths
- Multi-destination/purpose trip
- Habit
- Safety and security

Walkable environments maximise access to education, jobs and services. Walking is a reliable form of transport and is not contingent on getting the right service or avoiding peak hour.

33 ABS, *Household Expenditure Survey, Australia: Summary of Results: 2009–2010*, 2011.

34 ATRF, *Conference Proceedings, Why Are Young People Driving Less? Trends in Licence-holding and Travel Behaviour*, 2010.

35 Profile.ID, *Community Profile City of Sydney: Number of Cars per Household*, 2011.

36 Dobson, S., *Sustaining Place Through Community Walking Initiatives*, 2011.

37 Transport for NSW, *Sydney's Walking Future: Connecting People and Places*, 2013.

# 05

## Our ten targets

### We will be accountable for creating a more walkable environment

The City has developed targets for walking efficiency, capacity, amenity and safety which are ambitious but achievable. They are based on a review of trends and forecasts, and will enable the City to clearly track progress towards our achievements.

We will collaborate with key agencies to meet these targets, including Transport for NSW and Roads and Maritime Services.

#### 1. Walking to account for one third of commute trips by City of Sydney residents by 2030

**Current rate:** 29%

**Data source:** Bureau of Transport Statistics Journey to Work data

**Note:** Green Square will see the biggest rates of residential growth in the local area, with an estimated 60% of residents working in the inner city. Due to the distance between Green Square and central Sydney, the proportion of people walking to and from work may be lower, and this will impact our overall data.

Mode of transport for employed residents		
	2011 %	2030 %
Train	37	47
Bus		
Ferry		
Tram		
Taxi		
Car driver	30	10 (target from Connecting our City)
Car passenger		
Motorbike/scooter		
Truck	0	0
Bicycle	4	10 (target from Connecting our City)
Walk only	29	33
<b>Total</b>	<b>100</b>	<b>100</b>

Source: Bureau of Transport Statistics, *Journey to Work 2011*.

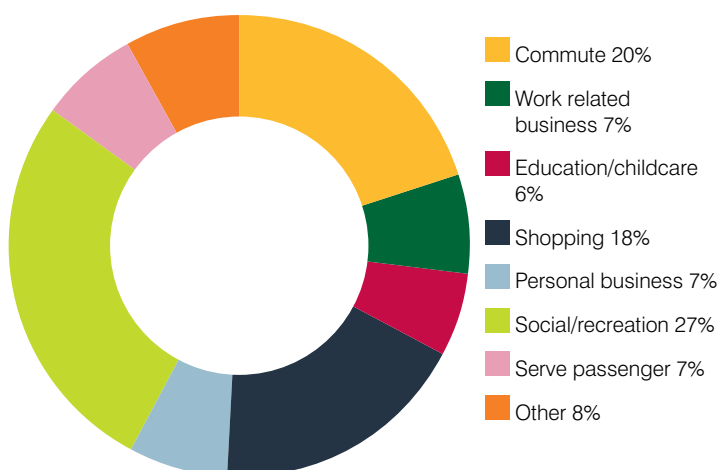


## 2. Walking to account for 60% of local trips by City of Sydney residents by 2030

**Current rate:** 47% on weekdays and 43% on weekends

**Data source:** Bureau of Transport Statistics Household Travel Survey Data

Local area purpose of travel (trips %)



Source: Bureau of Transport Statistics, *Household Travel Survey 2010–11*

## 3. Reduce delay to walking times by 10% across key walking routes by 2030

**Current rate:** to be collected

**Data source:** Walking surveys

**Note:** Key walking routes offer the greatest opportunities for improvement. These are detailed in Appendix A.

## 4. Increase footpath capacity by 20% on average on main activity streets through planned upgrades by 2030

**Current data:** existing capacity

**Data source:** City of Sydney, measured in square metres

**Note:** The main activity streets are identified in *Sustainable Sydney 2030*. All streetscape upgrades will apply the City's streets design code.

## 5. Improve walking amenity by 10% on main activity streets through planned upgrades by 2030

**Current rate:** to be collected

**Data source:** local area perception surveys

**Note:** To be measured before and after key streetscape upgrades.

## 6. All residents to be within a 10-minute walk (800m) of commercial/retail space suitable for essential daily needs by 2030

**Current rate:** 94%

**Data source:** City of Sydney Mapping Data

**Note:** A 10 minute walk is considered a reasonable distance for most people to walk comfortably. Essential goods and services include convenience stores, health services, schools and childcare. Planning will ensure sufficient space is suitable for essential services.





## 7. Every resident to be within a three-minute walk (250m) of the LGN

**Current rate:** 91%

**Data source:** City of Sydney mapping data

**Note:** The LGN will connect the harbour foreshore, harbour parklands, and Moore, Centennial and Sydney parks by 2030. Development in key urban renewal areas will include new through-site links and open spaces.

## 8. Reduce traffic-related crashes involving people walking by 50% by 2030

**Current rate:** 235 crashes in 2013

**Data source:** NSW Centre for Road Safety

## 9. Walking to account for 50% of trips to and from late night precincts by 2030

**Current rate:** 37%

**Data source:** City of Sydney surveys

**Note:** More people leave late night precincts by walking than arrive by walking. This indicates potential growth in the number of people walking to late night precincts.

## 10. 90% of residents feel safe walking in the day and night by 2030

**Current rate:** An average of 80% of people feel safe or unconcerned at present

**Data source:** City of Sydney surveys

**Note:** More life in the city makes it a safer place for everyone, and contributes to the creation of vibrant, lively places.

# 06

## Our four directions

The City will focus on four major ways to encourage walking in the city. These have been identified through a wide-ranging review of domestic and international research, evidence and case studies.

Our four directions are:

1. Make walking quick, convenient and easy
2. Make walking inviting and interesting
3. Make walking safe and comfortable
4. Create a strong walking culture

Each direction is underpinned by a number of actions. A full list of these actions, broken down into ongoing, short, medium, long-term timeframes provided at Section 7 of this document.

### What is important for walking trips:

- Connectivity and reduced delays
- Pedestrian safety and personal security
- Health and wellbeing benefits
- Supporting facilities, e.g. weather protection, wayfinding and end of trip facilities<sup>38</sup>

### Direction 1.

#### Make walking quick, convenient and easy

People will choose to walk when it is quick, convenient and easy. The urban environment must have clear and consistent signs, and direct and complete walking routes.

#### Priority for people walking

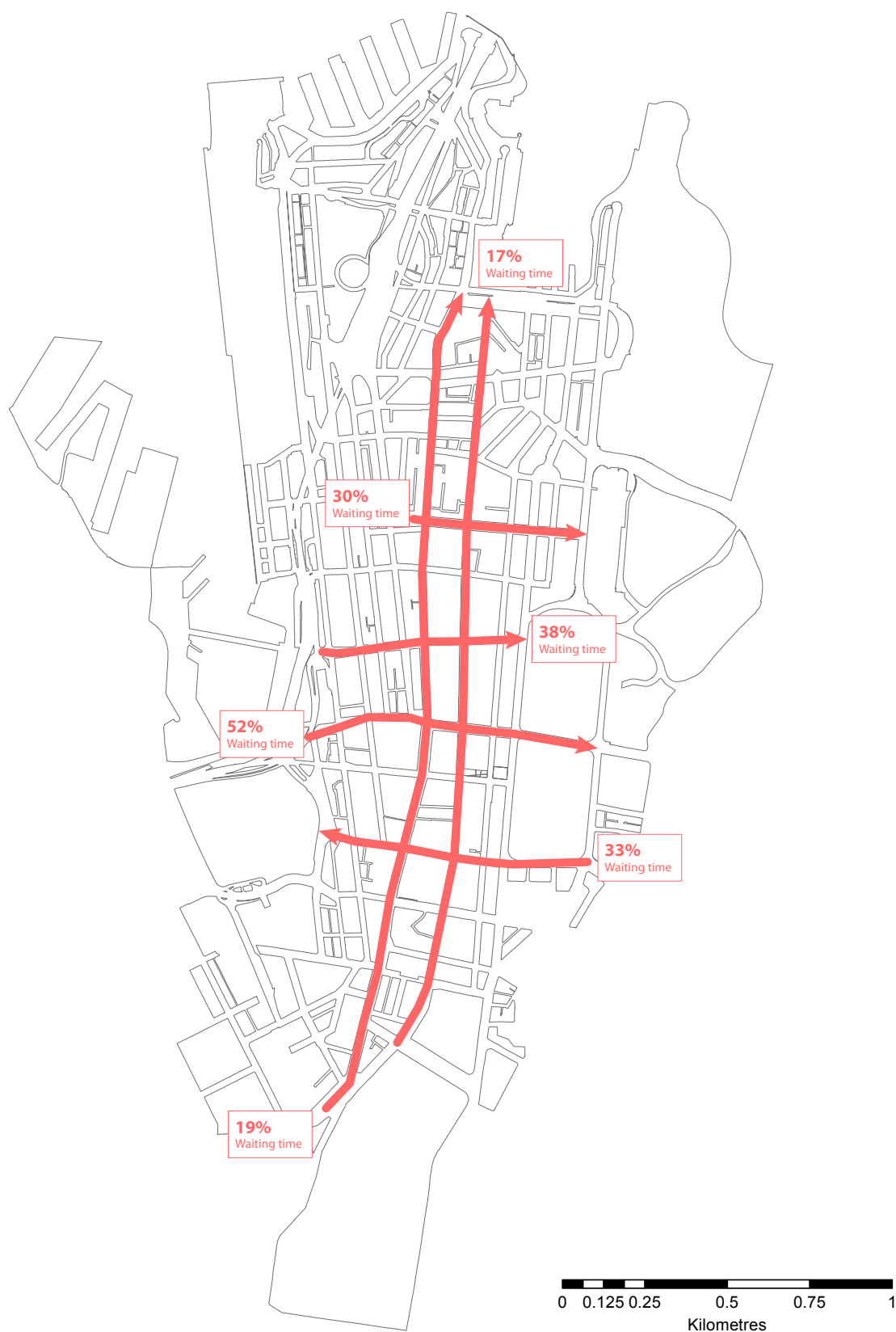
Over the past 50 years many of our streets have been designed for vehicles, with very little focus on pedestrians. Intersections along major routes into the city give vehicles priority over pedestrians. Wait times for pedestrians at traffic lights can be lengthy and crossing times short.

The Public Spaces Public Life Study by Gehl Architects found that waiting contributed up to 50% of total walking times. This is a major disincentive to walking in the city.<sup>39</sup>

<sup>38</sup> Transport for NSW, *Sydney's Walking Future: Connecting People and Places*, 2013.

<sup>39</sup> Gehl Architects, *Public Spaces, Public Life Sydney*, 2007.

## Percentage of walking time spent waiting at traffic lights in the city centre



Source: Gehl Architects, *Public Spaces, Public Life Sydney*, 2013.





### Prioritising walkers

Improving pedestrian priority and amenity is vital for encouraging more people to walk. Central Sydney's network of underground walkways, connecting Town Hall Station to the QVB and through to Pitt Street Mall, is extensively used by pedestrians as it provides a quicker route across the city than at street level, which involves long waiting times to cross busy streets.

Countdown timers, which display either the time left to wait before people can cross or the time left to complete the crossing, are used in cities around the world. Their use can help people make informed decisions. Roads and Maritime Services initiated a trial of countdown timers in November 2014 at six busy intersections in the CBD. The results are expected to be released in 2015.

The Austrian city of Graz has trialled crossings which remain on the pedestrian green phase by default and only switch to 'don't walk' when a car approaches.<sup>40</sup>

Sydney already has a number of different pedestrian priority measures in place, including shared zones and zebra crossings. However, there is scope to work with the NSW Government to increase pedestrian priority and work to implement solutions and technologies.

<sup>40</sup> Eltis Mobility, *Case Study: Green Wave Increases Safety and Reduces Waiting Time for Graz Cyclists and Pedestrians (Austria)*, 2011.

### Complete networks

The City is already working to provide complete pedestrian links through delivery of the LGN. The LGN aims to provide a comprehensive and legible pedestrian and cycle network that connects people to the city centre, village centres and neighbourhoods, as well as to public transport, education and cultural precincts, major parks and recreation facilities. The intention is to provide an alternative transport option to the car, particularly for short trips. The LGN project involves infrastructure delivery, public space design, promotion of the network and landscape treatments. Delivery of the LGN is an ongoing project.

We are also providing new links in our urban renewal areas to ensure more direct routes and shorter walking distances. Some areas have incomplete links and indirect routes due to the design of the traffic network. For example, some traffic lights do not have pedestrian signals and do not allow people to cross legally. Connectedness requires a network of quality links, therefore the City will continue to fill in these gaps to make routes more direct and provide infrastructure where it is currently missing.

### New links

In 2014 the City created a pedestrian link providing more direct access to Sydney Park from Coulson Street in Erskineville. The link makes it easier for people to access open space and parklands and reduces the walk time from parts of Erskineville to St Peters train station. This is an example of how a relatively simple infrastructure investment can create a better connection and encourage walking.



### Wayfinding

Sydney's street network is not a simple grid. It can be hard to navigate and the most direct route is often not apparent.

When people perceive walking to be difficult they are more likely to take a car or a taxi. They may also feel unsafe or uncomfortable. We will encourage walking by providing a legible street network and comprehensive wayfinding information.

Clear wayfinding information is particularly critical for people who are new to an area and do not have access to mobile technology or for people with vision impairment.

In urban renewal areas, such as Green Square and the Ashmore Precinct, the City is creating new streets with a clear hierarchy, placing high quality architecture on corner sites and maintaining views to landmarks to provide a clear sense of place and assist navigation. These principles are also used to guide new infill development in existing areas.

### Improving legibility

In 2012 the City of Sydney adopted *Legible Sydney*, a wayfinding strategy that aims to make navigation in the city easier. Components include a Design Manual, signage, maps, digital applications, visitor information centres and public domain improvements. The wayfinding kit includes pylons, flags, surface mounted maps, tactile indicators and destination markers for City owned community buildings and other key destinations. A pilot project was undertaken in October 2014, with ongoing roll-out across the City to follow from 2015, beginning with the city centre. The roll-out will incorporate refinements based on outcomes of pilot testing.

Technology can also be used to assist people with wayfinding. Numerous websites such as Walkit.com offer route planning tools. Users enter a start point and destination and the tool calculates direct, quiet and low pollution routes. Some websites also offer circular routes from a fixed point, which can be used to plan recreational walks.





### Direction 2.

#### Make walking inviting and interesting

People will choose to walk along routes that are visually interesting and where there are a variety of things to do and see.

Ways to make a place interesting and enticing to walk in, walk through and to linger in, can include encouraging business activity at street level and, where appropriate, installing public art, providing landscaped areas and well-designed street frontages and entries to residences.

#### Lively streets

Successful walkable cities balance footpath space to allow freedom of movement alongside vibrant street activities.

De-cluttering is an important part of this balance. We can achieve this by consolidating street signage and furniture and placing these in consistent locations. Appropriate placement of furniture allows people to stop and spend time in public spaces, adding vibrancy and activity to the street. The City's *Street Design Code* provides guidelines on where street furniture should be located based on research and analysis of best practice and standards. Well designed buildings and active street frontages are an equally important part of the streetscape that help create lively and interesting places to walk in and visit. The City will continue to encourage this through its planning controls.

#### Attractive and interesting places

Delivering distinctive and attractive places, or placemaking, is a critical component of creating an inviting and interesting walking environment. Jan Gehl's *Public Spaces, Public Life* study found that many spaces in the city centre were similar in size and function and lacked distinction. Place-specific treatments whether in terms of distinctive lighting or artwork are ways to give places a unique sense of identity.

Outside of our main activity streets, there are lots of placemaking opportunities. A recent example is the revitalisation of Kimber Lane in Chinatown. Once a neglected and disused alleyway, Kimber Lane has been transformed into a meeting place and popular thoroughfare using a combination of paint, seating and suspended bespoke art work with ties to Aboriginal and Chinese history.

Another way we can encourage people to walk, particularly in their local neighbourhood is through temporary street closures and activations. Street closures have proven successful in cities around the world. Transport for NSW, through its walking strategy, *Sydney's Walking Future*, has committed to developing guidelines for a state-wide community street closure initiative and the City will work closely with the NSW Government to progress this work.





### Temporary initiatives to encourage walking

Pop-up events, festivals and playful activation projects are ways in which cities can create inviting places and encourage people to walk more. Art and About Sydney is an annual festival where public art is displayed in streets, laneways, parks and squares across the city. The event encourages people to spend more time enjoying the city's public spaces on foot.

As part of their Bondi Junction Complete Streets project, Waverley Council piloted two temporary pop-up projects, Jigsaw and Urban Lounge. People were encouraged to spend time in these public spaces with games to play, places to sit and even power points to charge laptops and phones.

Other temporary treatments seen around the world include rainbow crossings, hopscotch walkways and the famous Piano Staircase, which transformed the stairs leading out of the Odenplan subway in Stockholm, Sweden, into a giant functioning piano keyboard.

The Make Way for People initiative by the Chicago Department of Transportation used temporary furniture, paint and planting to transform disused parking stations, alleys and plazas into interesting and vibrant public spaces. Activating these spaces improved safety, promoted walking and improved the local economy.

The City's planning controls aim to create a walkable built environment. These principles are particularly evident in the masterplanning of urban renewal areas such as Green Square and major developments such as the work done in and around Harold Park, including the Johnston's Creek Master Plan. This includes breaking up large blocks of land by providing through-site links for greater permeability, restricting parking and providing a human scale to developments.



### Direction 3.

#### Make walking safe and comfortable

People will avoid walking where they feel unsafe or uncomfortable. This refers equally to personal security and road safety as well as to exposure to the elements. It is important to design environments with this in mind. Improving the walking environment is important to encourage more people to walk, but also to make it more pleasant for those already doing so.

#### Road safety

Safety for people is a top priority for the City. Walking is considered one of the safest modes of transport. The City designs the public domain to support walking, in most cases, this means designing a low-speed environment. It also means that where different modes use the same space (for example, shared zones and shared paths) safety for all users is a critical design consideration.

Shared paths are used where there is limited space to provide separate walking and bike infrastructure. The City designs shared paths to create slow zones and safe places for people walking and riding. The City runs a *Share the Path* program for both groups to educate them on how to use shared paths safely and considerately. The program also tries to impart the message of being alert and not distracted by music or smart devices when walking or riding.

Slower vehicle speeds are a major factor in encouraging safe and welcoming walkable environments. Speeds can be lowered through changes to the speed limit or through traffic calming measures such as narrowed lanes, landscaping, crossings or refuge islands. Reducing the width of traffic lanes can make crossing the road safer for walking, especially for older people or those with reduced mobility.

The City will continue to prioritise walking as far as possible within current guidelines. For example, to install a zebra crossing, a local authority must also demonstrate that the relevant intersection meets certain criteria including minimum vehicle and pedestrian numbers.

In May 2014 the NSW Government announced the creation of a 40km/hr speed limit zone in Central Sydney. The zone is bounded by Hay, Kent, Pitt and Castlereagh Streets and will connect to the existing 40km/hr zone in The Rocks. The City first endorsed a proposal to introduce 40km/hr speed limits in 2004 and has advocated for this ever since. The City will work with the NSW Government to implement the new zone and improve pedestrian safety.

To improve general pedestrian safety, amenity and connectivity, the City has closed a number of roads. For example, the closure of part of Defries Avenue in Zetland to create a public plaza and to enhance the pedestrian environment. The City continues to explore options for road closures.





### Personal security

The design of buildings has a significant effect on how safe a place feels. Research by the City revealed that an average of 80% of residents feel safe walking in their local area day and night. Designing and delivering places where people feel safe is critical.

Building design can improve the safety of an area by employing Crime Prevention through Environmental Design (CPTED) principles, by minimising alleyways with no through-access, having clear sight lines, increasing passive surveillance and creating active street frontages.

High quality and reliable lighting is an important part of creating places that feel safe. The City will continue to roll-out improved lighting across the local area.

### Safety and lighting

The relationship between well-lit areas and increased pedestrian activity is complex and has been extensively researched. UK-based research across three housing estates showed that where improvements were made to lighting, pedestrian activity generally increased.<sup>41</sup> This research does not suggest that better lighting will result in more people feeling safe in every context, but it suggests street lighting improvements may help reduce crime and fear of crime at night.

### Comfort

People will factor in comfort when choosing whether to walk or not. Exposure to rain or extreme heat, excessive noise from fast moving traffic, or strong winds, for example, will act as a disincentive to people walking. This is illustrated by the fact that on rainy days the inner city public transport network is placed under pressure due to extra demand from those who may normally walk or cycle. Equally, the network of underground walkways around the Town Hall and Pitt Street area of central Sydney are heavily utilised on especially hot, cold or wet days. This illustrates the importance of shelter from the elements for walking. By providing reliable and continuous cover and some buffering from traffic, we can make walking more comfortable and pleasant, and a viable option every day.

People may also be discouraged from walking if there are not opportunities to stop and rest. This is particularly true for older people, those with young children or those with reduced mobility. Jan Gehl's study of Sydney revealed that Central Sydney has the same amount of benches as Copenhagen, Denmark, yet twice the amount of residents. Providing places where people can stop and rest can also create informal social hubs and assist with placemaking.<sup>42</sup>

<sup>41</sup> Painter, K., *The Influence of Street Lighting Improvements on Crime, Fear and Pedestrian Street Use, After Dark*, 1996.

<sup>42</sup> Gehl Architects, *Public Spaces, Public Life Sydney*, 2007.





### Direction 4.

#### Create a strong walking culture

This strategy celebrates walking and people who walk. The value of pedestrians to urban places and the broader transport system is often overlooked.

Walking takes pressure off other parts of the transport system and provides connections to other modes, while adding vitality to the public domain and creating a more liveable community through social interaction.

Walking is still seen by some as a less important mode of transport, even though every trip includes walking at some point. Recognising that this stigma still exists in some places is an important step in creating a strong walking culture.

There are many opportunities to ensure we create a culture where walking is promoted as the best way to get around and where it is the first choice for short trips.

#### Changing attitudes and supporting travel choice

Traditionally, policies aimed at encouraging walking as a mode of transport have focused on providing infrastructure, assuming that a greater uptake of walking will follow. However, this approach is generally not enough to encourage large shifts in transport behaviour. A solution to this may be as simple as raising greater awareness of local facilities and infrastructure, although other limiting factors will remain.

Sydney-based research suggest that attitudes, emotions and perceptions play a crucial role in transport mode choice.<sup>43</sup> For example, for some people driving is seen as the norm and social groups informally police this behaviour.

This research also demonstrates that the greatest changes in travel behaviour occur when people are in transitional periods, such as moving house, jobs or schools. By focusing efforts on these transitional moments we can potentially achieve greater behavioural change.

<sup>43</sup> Kent, J., *PHD Thesis: Secured by Automobility: Why Does the Private Car Continue to Dominate Transport Practices?*, UNSW, 2013.

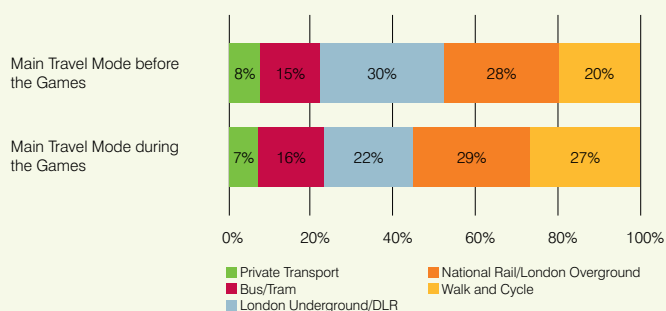


The transformation of our city offers an opportunity for change. As large urban renewal projects, such as Green Square and Barangaroo gather pace, and the city's residential and worker population increases, there is a huge opportunity to maximise walking through targeted campaigns.

## London Olympic Games

In 2012 London hosted the Olympic Games. TfL undertook a behaviour change campaign to reduce the use of private vehicles and so avoid gridlock, by encouraging people to change the times they worked, taking alternative routes and promoting walking and cycling.

TfL used a number of travel demand management techniques. For those commuting, three messages were used – take annual leave, work from home or work from a different location. Messaging about congested transport networks was also employed. TfL achieved a significant mode shift to walking and cycling, from 20% before the event to 27% during the event.<sup>44</sup> This is an example of how to successfully capitalise on a changing environment to enable a mode shift towards more sustainable transport.



## Schools

Walking is an important early milestone for most children and remains a vital mode of transport throughout younger years. Perceptions of walking are also formed at this early stage of life with views on different modes of transport influenced by the behaviour of caregivers, relatives and friends and the availability, or lack of, transport options.

Schools are generally keen to reduce traffic congestion around their gates for safety reasons. Parents also want their children to be fit, healthy and enjoy spending time with their peers. All these needs can be satisfied by making walking to and from school easier and more attractive. By focusing on school-age children, good behaviours can be instilled at an early age and are more likely to lead to healthy and sustainable choices later in life.

One of the biggest challenges to achieving an increase in walking by younger school age children is personal and road safety. This results in parents driving their children to school to ensure they arrive safely. One of the most effective ways to improve safety is to increase the number of people walking and to make walking routes to and from schools highly visible and well known.

<sup>44</sup> Transport for London, *Olympic Legacy Monitoring: Personal Travel Behaviour During the Games*, 2013.





### Active travel promotion

Event days to promote walking (or riding or scooting) to school have been held in Australia and overseas for several years. Walk Safely to School day is one annual event that promotes road safety and the benefits of walking to primary school children and their parents. In the United States, a federal Safe Routes to Schools program was established in 2006 and is now operational in every state. To date, US\$1.15 billion has been apportioned and funds have benefitted almost 15,000 schools. Between 2007 and 2012, the mode share of walking to school during the AM peak increased from 12.4% to 15.7% and in the PM peak from 15.8% to 19.7%.<sup>45</sup>

The City already requires Green Travel Plans for most major development applications and provides planning incentives in the way of floorspace exemptions for developers who provide end-of-journey facilities. We will continue this important work to encourage active transport as a viable option for commuting.

### Workplaces

We spend a large proportion of our lives at work and are influenced by the behaviour of our colleagues and the culture of the organisations where we work. The City is leading by example and currently undertaking a major upgrade of existing end of trip facilities at Town Hall House, including showers and lockers.

Encouraging workplaces to adopt sustainable transport practices is an important way to change attitudes and create a culture where walking is more visible and normal. Providing end-of-trip facilities is critical in encouraging active transport for commuting.

<sup>45</sup> National Centre for Safe Routes to School, *History of SRTS*.



# 07

## List of actions

Actions identified in this Strategy are listed below and grouped into short, medium and long-term and ongoing actions.

### Ongoing

#### **O1. Create at least 5km of additional pedestrianised streets and laneways**

In line with actions in *Sustainable Sydney 2030* and *Connecting our City*, the City will pedestrianise one kilometre of George Street and laneways as part of light rail works and will instigate small road closures, shared zones and laneway activation projects where feasible.

#### **O2. Design walking-related infrastructure that is accessible and inclusive for everyone**

In accordance with the City's *Inclusion (Disability) Action Plan*, design walking related infrastructure to be accessible for people of all abilities in line with national standards.

#### **O3. Audit and upgrade LGN infrastructure to be safe and accessible by 2020**

Undertake an audit of the LGN and ensure the network is safe and accessible for all users through a program of planned upgrades.

#### **O4. Activity streets, urban renewal areas and major street upgrades will be designed as low speed environments and will use traffic calming measures**

This action seeks to maximise road safety by implementing low speed road environments. Approval will be required from Roads and Maritime Services as the City is not the consent authority for speed limits.

#### **O5. Implement existing planning controls to create walkable, fine grain street networks**

Fine grain street networks provide greater permeability for people walking. In urban renewal areas with large street blocks, through-site links and new streets are implemented through the LEP and DCP.

#### **O6. Continue the roll-out of improved pedestrian lighting, including LED lighting**

High standard LED lighting will help people walking feel safer. Continue the roll-out of LED lighting on key LGN routes and work with Ausgrid to ensure LED lighting is adopted across all lighting categories.

#### **O7. New developments and urban renewal areas to be designed using a 'people first' approach with walking and cycling as the starting point for movement planning**

Ensure that new development is designed to prioritise pedestrian activity and promote it as the preferred mode of local transport.

#### **O8. All new developments and urban renewal areas to have consideration of CPTED principles**

Ensure CPTED principles are considered in all new development to enhance personal safety, and perceived safety, and encourage walking particularly after dark.

#### **O9. Encourage low rents/short-term uses in vacant retail units, particularly in urban renewal areas**

To stimulate walking levels, particularly in areas where the population is less well established, the City will use rent subsidies or short term leases on the ground floors of commercial or retail buildings to secure tenants and foster a sense of activity and safety.



**O10. Implement planning controls that encourage active street frontages on activity streets**

Maximise passive surveillance through planning controls to ensure the public domain is vibrant and active at different times of day.

**O11. Work with neighbouring local governments to deliver more walkable environments**

Build on existing relationships between the City and neighbouring local authorities to share knowledge and ensure cross-regional walking connections.

**O12. Develop, promote and manage events that celebrate walking, such as Walk to Work and Walk to School Day and the Walking Festival**

Promote events that celebrate walking as a mode of transport in order to create a culture of walking, including building on existing events.

**O13. Identify a business unit to manage the walking portfolio within the City of Sydney**

This unit would manage the implementation, tracking and research of walking tasks at the City of Sydney.

**O14. Undertake a walkability audit every five years to determine improvement in walkability**

Measure the walkability of the LGA, monitor successes and identify areas for improvement resulting from the City's activities.

**O15. Research and monitor walking initiatives to benchmark walking activity and improve outcomes**

Use evidence to evaluate the success of the City's walking initiatives and to benchmark walking activity levels.

**O16. Review the City of Sydney Walking Strategy and Action Plan every five years and report yearly on progress**

Progress towards each of the targets in the Walking Strategy will be reported annually to ensure the City stays on track towards its goals. A review of the document is planned after five years.

**O17. Work with the NSW Government to investigate opportunities to improve pedestrian priority and reduce travel time for people walking**

The City will work with the NSW Government to improve pedestrian priority through amended signal timings, introduction of countdown timers and additional pedestrian crossing opportunities.

**O18. Work with the NSW Government to increase active travel to schools**

The City will endorse the NSW Active Transport Charter for Children and its objectives to increase safe, active travel by children to and from schools through infrastructure and communications.

**O19. Investigate and request low speed environments in the LGA**

To encourage walking the City will investigate and request reduced speed limits, either 40km/hr or 30km/hr, where appropriate.

**O20. Implement an integrated wayfinding system across the LGA**

Commence roll-out of the City's Wayfinding signage across the LGA to improve people's walking experience.



### **O21. Develop and distribute local walking maps that identify average walking distances and times to key destinations**

Provide reliable and clear information on average walking distances and times to key destinations in map form to further encourage people to walk and help them better understand the local geography.

### **Short Term**

#### **S1. Create a public domain access policy/plan**

This policy is under development and will formalise a City standard for access and mobility works in the public domain.

#### **S2. Investigate and implement streetscape amenity improvements**

Improve streetscape amenity, capacity and flexibility through the use of temporary design solutions such as parklets, New York City style paint and pot plant improvements.

#### **S3. Encourage provision of end-of-trip facilities (e.g. changing rooms, showers and lockers) in development through promotional efforts**

End of trip facilities are encouraged through planning controls. The City will further communicate the benefits of active travel to work to employers and the importance of end-of-trip facilities to support this.

#### **S4. Support workplace travel planning through promotional efforts**

A change in job or job location presents a critical juncture for changing people's habits such as their mode of travel to work. Ensure people are provided with detailed information about their options for travelling to and from their workplace.

#### **S5. Work with the NSW Government to ensure good access to major transport hubs**

Provide wayfinding material at major transport hubs that promote walking as a critical mode to reach further destinations.

#### **S6. Promote walking as a mode of transport through targeted communication campaigns**

Promote walking as a mode of transport to user groups known to have low rates of walking in the LGA.

#### **S7. Develop promotional material including a dedicated page on the City of Sydney website with route finding information**

Create a webpage that has information on walking in and around the city, including cultural walks and walking to work.

#### **S8. Work with the NSW Government to implement pedestrian improvements as part of the City Access Strategy**

Support the NSW Government during the transformation of the city centre ahead of light rail to implement pedestrian improvements and promote walking.





### Medium Term

#### **M1. Work with the NSW Government to review designs, standards, warrants and technical directions for walking-related infrastructure**

Work with the NSW Government to review criteria that must be met prior to installation of pedestrian infrastructure, such as zebra crossings and footpath continuations, to ensure it does not hinder delivery.

#### **M2. Implement a system/guide that considers a place-based context for streetscape design and facilities**

Consider a place-based design solution for streets, for example Complete Streets, which supports safe travel by all modes and not just private vehicles.

### Long Term

#### **L1. All Key Routes of the LGN to be safe, accessible, connected and amenable with high level of pedestrian priority by 2030**

Ensure that key routes of the LGN, such as Oxford, King and William Streets that link to the city centre are upgraded and maintained to the highest standards to encourage more people to walk to work and to local services.

#### **L2. Provide walking priority facilities on the city-wide Pedestrian Priority Network of the LGN by 2030**

Improve priority for people walking on the top tier of the LGN, i.e. the most important component of the network should have priority for people.

#### **L3. Upgrade all activity streets to comply with City of Sydney standards by 2030**

This action seeks to ensure all activity streets support the local economy by meeting the requirements of City of Sydney standards, including the Streets Design Code.







# 08

## Consultation



To help inform the development of the Strategy, the City arranged for an independently facilitated workshop with key public and private stakeholders in order to understand their concerns and priorities to improve the local walking environment.

Key stakeholders consulted included representatives from:

- Woollahra, North Sydney, Randwick, Botany Bay, Marrickville and Leichhardt Councils
- Transport for NSW
- Roads and Maritime Services
- The Centre for Road Safety
- New South Wales Police
- Council on the Ageing NSW
- Premier's Council for Active Living
- The Pedestrian Council of NSW
- Tourism and Transport Forum
- Green Building Council of NSW
- Darlinghurst Business Partnership
- Members of the City of Sydney Inclusion Panel
- NRMA.

The draft *Walking Strategy and Action Plan* was publicly exhibited for a two month period in late 2014. During this time, the City promoted the document via social and traditional media in order to solicit wide ranging feedback from a broad cross-section of the community as well as directly inviting key stakeholders to comment.

Key themes that emerged from the consultation as most important to respondents were:

- A desire for walking to be made quicker and easier
- Pedestrian safety, in terms of adequate street lighting, road safety, education or conflict with other road users
- The need for better collaboration between governments to deliver city-wide benefits.

This feedback has been integrated into the final version of the *Walking Strategy and Action Plan 2015–2030*.



# 09

## Governance and monitoring

The *Walking Strategy and Action Plan 2015–2030* provides a clear list of targets and actions the City of Sydney will undertake. Tracking, monitoring and reviewing progress towards these is essential.

These actions cover the period 2015–2030. Several actions, such as the LGN, require continuous improvement processes.

The City will:

1. Establish an internal project control group, including representatives from each City division, to oversee the actions and report to Council annually.
2. Track and measure rates of delivery and deliver an annual report on progress.
3. Review this document every 5 years.

# 10

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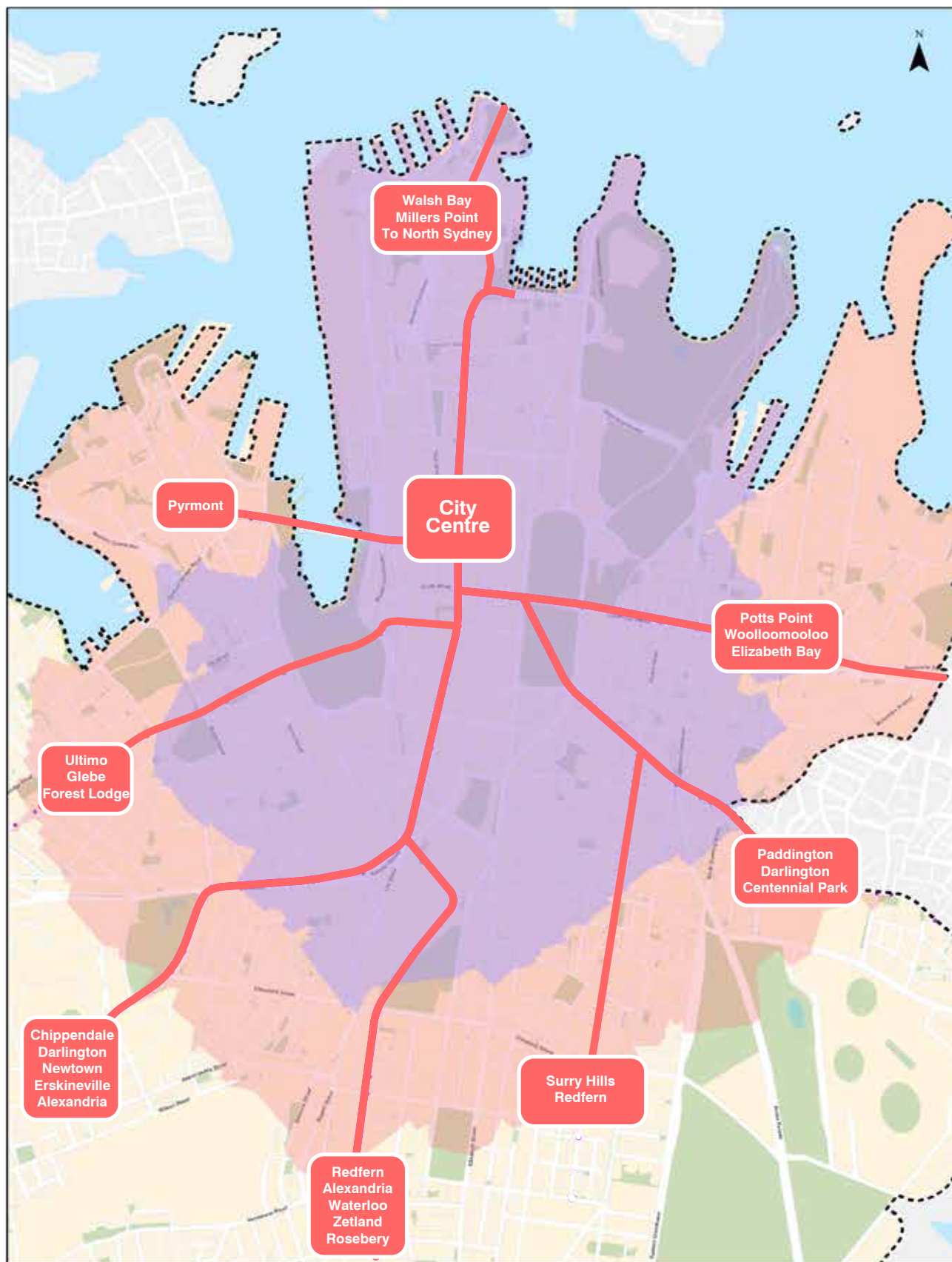
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11

# Appendix A – key walking routes



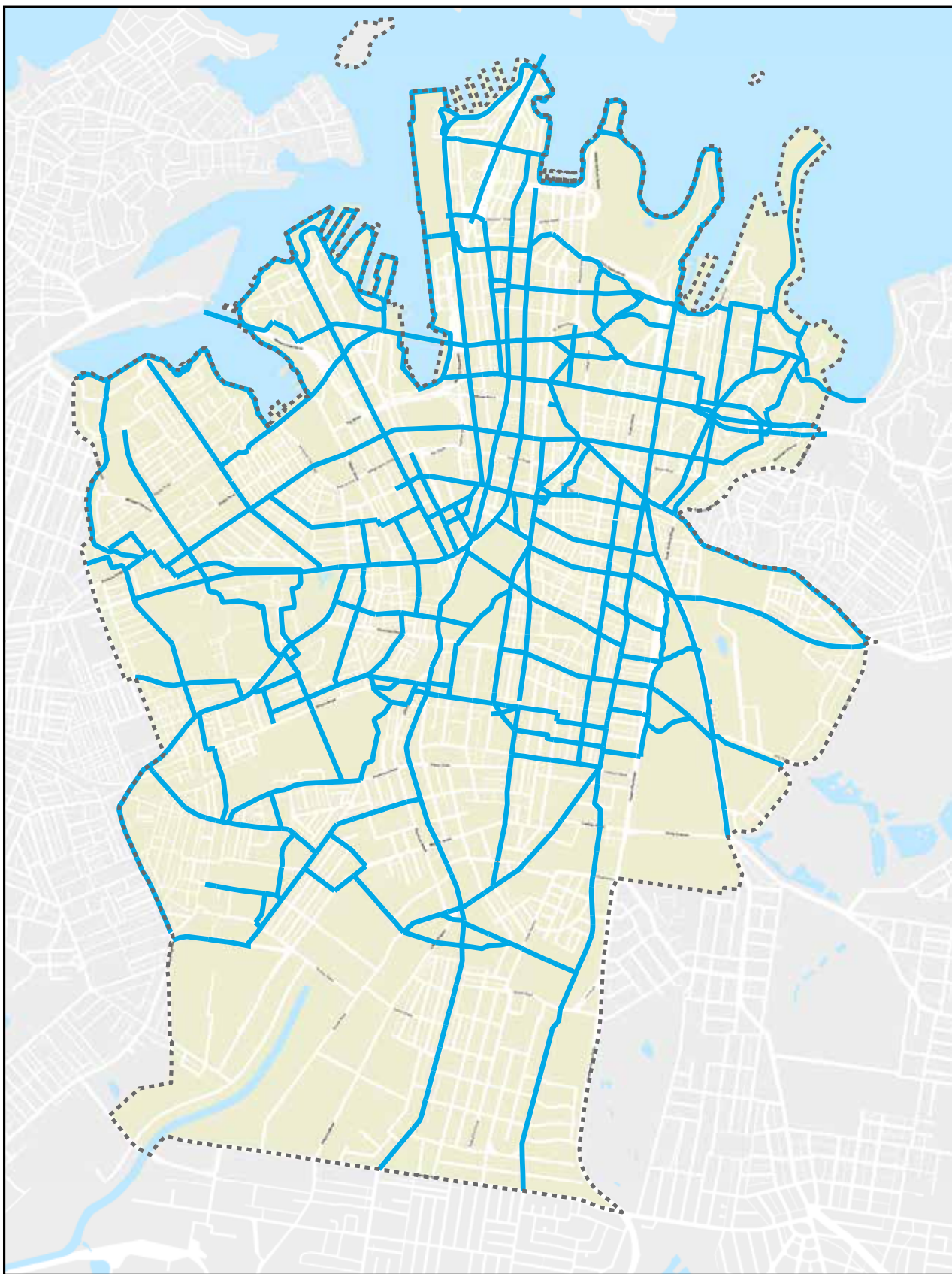
## KEY WALKING ROUTES TO THE CITY CENTRE

- 20 Minute Walk / 1.5km
- 30 Minute Walk / 2.25km
- Key Walking Routes

12

# Appendix B – Liveable Green Network (walking)



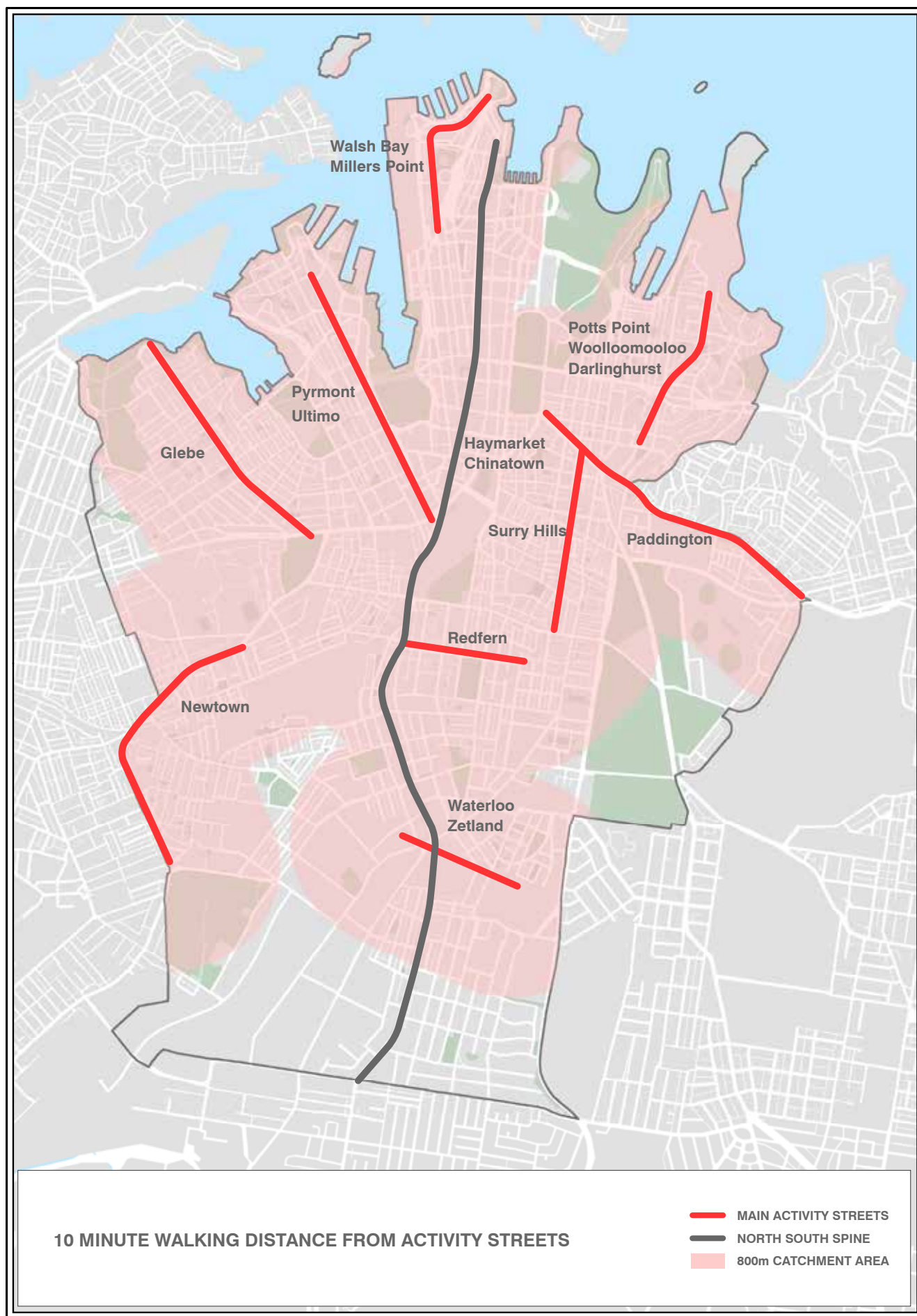


**LIVEABLE GREEN NETWORK**

 PRIMARY WALKING NETWORK

13

# Appendix C – main activity streets







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Have your say at  
**SydneyYourSay.com.au**