

RECOMMENDATIONS

Living Streets Canberra recommends that the **Minister for Infrastructure and Transport:**

1. sign the [International Charter for Walking](#)

This Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

ACT Chief Mminister Jon Stanhope signed the International Charter for Walking on 1 November 2010.

2. establish an Australian Walking Council

The Australian Walking Council would address walking and access to public transport, in the same way that the Australian Bicycle Council¹ addresses cycling. It could include representatives of:

- Australian Governemnt Departments that have an interest in walking, riding and public transport: Health and Ageing; Sustainability, Environment, Water, Population and Communities; Climate Change and Energy Efficiency; Infrastructure and Transport; Regional Australia, Local Government, Arts and Sport; Education, Employment and Industrial Relations; Families, Housing, Community Services and Indigenous Affairs; Resources, Energy and Tourism; Finance and Treasury; Education; and Defence;
- State, Territory and Local Government agencies responsible for transport, transport infrastructure, transport safety, health, climate change, pollution, regulation and policing;
- Footwear, fitness and clothing industries;
- National and/or State/Territory walking organisationa such as Victoria Walks, the Pedestrian Council of Australia, Living Streets Canberra and Heart Foundation Walking.

Alternatively, the above role could be filled by creating an Australian Council for Walking, Cycling and Access to Public Transport.

¹ The Australian Bicycle Council (<http://www.austrorads.com.au/abc/>) oversees and coordinates implementation of the Australian National Cycling Strategy 2011-16, provides a forum for the sharing of information between stakeholders involved in the implementation of the Strategy and maintains a repository of information and resources to promote increased cycling in Australia.

3. support the establishment of a national walking organisation

The Department of Infrastructure and Transport work with Australian walking organisations to support the establishment and funding of a national organisation to represent the interests of people who walk, including through participation in the Australian Walking Council and participation in the development of a National Walking Strategy.

Australian walking organisations include Victoria Walks (Victoria, Australia), the Pedestrian Council of Australia, [CANWalk](#) (ACT), Heart Foundation Walking and Living Streets Canberra.

Possible models for national organisation include the [International Federation of Pedestrians](#), [Danish Pedestrian Association](#), [Living Streets \(UK\)](#), [Sustrans \(UK\)](#), [Walking Works \(UK\)](#), [Complete Streets \(USA\)](#), [Smart Growth America \(USA\)](#), [Walksafe \(USA\)](#) and [Walksmart \(USA\)](#).

4. develop options for a National Walking Strategy 2015-2020

This strategy will complement the Australian National Cycling Strategy 2011-16 and its successors.

The proposed Australian Walking Council would be an appropriate body to develop and monitor the National Walking Strategy.

Options for the Strategy include actions to promote walking, address walking issues and increase the travel mode share of walking.

Each Option should include an overall cost-benefit analysis based on its estimated impact on walking and walking travel mode share. Estimates should take into account not only the impact of each action that serves to promote walking, but also the impacts of actions that serve to promote other travel modes including car use. These incentives include direct and indirect subsidies to roads and to the automobile manufacturing industry, and compulsory third party insurance schemes that shield drivers from the consequences of their actions.

5. support all States, Territories and local Governments to develop walking strategies

It appears from Figure 4.3 and Appendix 4 of the draft report that walking strategies are yet to be implemented nationally, in the ACT, in South Australia or in the Northern Territory.

6. simplify the road rules

Almost half of Australia's drivers are of below average intelligence. It is doubtful that these people have the capacity to understand, remember and comply with Australia's more than 340 road rules.

The road safety contribution of some of our road rules is negligible, or even negative, because their compliance rates are as low as 5% (e.g. Rule 248: No riding across a road on a crossing).

States and Territories typically provide drivers with incomplete and simplified versions of the road rules, on the apparent presumption that the road rules themselves are too complex for most drivers to understand.

An ACT survey² found that only 40% of drivers correctly understand the road rules (e.g. Australian Road Rule 72³) that require turning drivers to give way to pedestrians.

Pedestrians suffer unnecessary delays, unnecessary danger and reduced mobility, because they cannot rely on drivers to comply with these rules. People who walk cannot “take their turn” when crossing roads, because they cannot rely on drivers to obey the road rules.

Driver ignorance of the road rules that affect walking represents a disincentive to walking, and an incentive to drive rather than to walk.

One example of complexity is that a driver who is who is travelling along a street, and turning into another street, must under (e.g.) Rule 72 give way to:

- a pedestrian who is is travelling along the same street, on the footpath, who is crossing the road the driver is entering; and
- a cyclist who is travelling along the same street, on the road, who is crossing the road the driver is entering,

BUT the driver is not required to give way to:

- a cyclist who is travelling along the same street, on the footpath, who is crossing the road the driver is entering.

That cyclist must give way to the turning driver (Rule 74).

7. coordinate road rules education

Several authorities recognise that existing forms of driver education have not produced drivers who can be relied on to safely share roads with children. VicRoads recommends that children under the age of twelve years ride under adult supervision⁴. Kidsafe ACT recommends that “Children under nine should not ride on the road without an accompanying adult to supervise.”⁵

Road rules education typically focuses on the needs of people when they are driving, rather than on the needs of people when they are walking.

Most States and Territories conduct road safety education in primary schools, but few if any provide road rules education except in the context of pre-driver education in secondary schools.

2 Canberra Pedestrian Forum media release March 2010: [Canberra fails Road Rules test](#).

3 Australian Road Rule 72 (3): If the driver is turning left (except if the driver is using a slip lane), the driver must give way to:...(b) any pedestrian at or near the intersection who is crossing the road the driver is entering.

4 <http://www.vicroads.vic.gov.au/Home/SafetyAndRules/SaferRiders/BikeRiders/BikeRiderSafety.htm>, accessed 9 January 2012.

5 Kidsafe ACT (2009), “Bicycle Safety,” accessed from the ACT Kidsafe website <http://www.kidsafeact.com.au/> on 27 Dec 2009 .

If children are taught to obey the rules themselves, and to educate their parents about the road rules that affect walking children, this will contribute to a future in which drivers can be trusted to comply with the road rules that affect walking children and walking adults.

8. conduct studies on walking, cycling and public transport use

These studies will address information gaps such as:

- How much travel is made by walking, cycling, public transport and other travel modes.
- The economic costs of travel by walking, cycling, public transport and other travel modes, and the components of these costs. Economic costs include not only direct financial costs but also indirect costs such as maintenance and insurance costs, the cost of time spent travelling, and the cost of pollution such as greenhouse emissions from additional food production required to provide additional metabolic energy for increased walking or cycling. To enable cross-mode cost comparisons, these costs should be made on a basis that is consistent across travel modes.
- The health benefits of walking and/or cycling, taking into account the exercise benefits that walkers and cyclists already obtain from non-walking and non-cycling activities. For example, only 13% of respondents to a 2009 *Ride to Work* survey reported spending less than three hours per week in non-commuting exercise.
- The economic benefits of increased walking, taking into account the economic impacts of consequent decreases in driving, public transport and cycling.
- What additional knowledge skills drivers need, if they are to be able to safely share roads with walking or cycling children.
- What knowledge and skills children need in order to walk or ride safely on streets such as those between home and school.
- Whether child road safety advice from agencies such as Kidsafe should be modified to take into account the full range of modern road conditions that include culs-de-sac, woonerfs and 10 km/h Shared Zones. For example, Kidsafe ACT makes a blanket recommendation that “children under nine should not ride on the road without an accompanying adult to supervise.”⁶
- Options for reducing unnecessary delays at pedestrian signals, such as (i) better signal programming, (ii) intersection redesign and (iii) permitting pedestrians to proceed against red signals when it is safe to do so.
- Legal impediments to walking, including discriminatory road rules (e.g. Rule 236 (1): *A pedestrian must not cause a traffic hazard by moving into the path of a driver*) and road rules that are inadequately observed (e.g. Rule 72 (3): Giving way at an intersection (except a T–intersection or roundabout): *If the driver is turning left*

6 Kidsafe ACT (2009), “Bicycle Safety,” accessed from the ACT Kidsafe website <http://www.kidsafeact.com.au/> on 27 Dec 2009 .

(except if the driver is using a slip lane), the driver must give way to:..., (b) any pedestrian at or near the intersection who is crossing the road the driver is entering.)

- **Factors that influence people's choices of travel mode. This will help to identify what actions will be effective in changing people's travel mode choices.**

9. address bicycle reliability

Unreliability is a major impediment to cycling, and costs up to fifty cents per kilometre. Modern bicycles typically require scheduled maintenance at intervals of around 400 km, and experience unscheduled failures at similar but unpredictable intervals.

In contrast, modern cars typically require scheduled servicing at intervals of 12 months or 15,000 km and intervals of 5,000 km or more between unscheduled failures⁷. This is a huge improvement on the under-2,000 km servicing intervals of fifty years ago⁸.

Initiatives that would improve bicycle reliability include:

- requiring bicycle manufacturers to specify maintenance schedules; and
- **a rating system for bicycle tyre durability**

Scheduled service intervals

Scheduled servicing intervals for bicycles are generally either three or six months. This represents a servicing cost of \$150 to \$300 per year. For a typical bicycle that travels 800 km per year, this equates to between 200 and 400 km per service, and a per-kilometre servicing cost of 19 to 38 cents.

Several major bicycle manufacturers fail to specify service intervals for their bicycles. This makes it difficult for prospective purchasers to factor servicing requirements into their purchasing decisions.

If manufacturers were required to provide servicing information, then consumers could more accurately factor the cost and inconvenience of servicing into their purchasing decisions.

Reliability and tyres

Most unscheduled bicycle failures are due to punctures. Ordinary bicycle road tyres typically experience flat tyres at 400 km intervals⁹. A flat tyre repair costs around \$20 in time and materials, plus the inconvenience of failing to reach one's destination on time.

Repairing ordinary bicycle road tyres costs approximately five cents per kilometre.

Puncture-resistant tyres cost around \$20 more than standard tyres, but can last more than 4,000 km between punctures. Yet there is no consistent standard for puncture-resistance.

7 Living Streets Chair Leon Arundell drives a 24-year-old car that in six years / 144,000 km has required unscheduled maintenance at an average interval of 5,000 km.

8 According to Jonathan Empson. "EH Holden,"

http://hh.hansenits.com/model/e/ej_article_from_classic_austr.html accessed 11 January 2013, the servicing interval for the 1962 Holden was 500 miles (800 km).

9 This estimate is based on experience with the Australian Greenhouse Office bicycle fleet, and is consistent with ten years of personal bicycle maintenance records.

Most car tyres survive a lifetime of around 40,000 km without experiencing any punctures¹⁰. Car tyres will soon be labelled according to standards for treadwear, traction, fuel economy and noise level¹¹.

Many bicycle tyre manufacturers produce puncture-resistant tyres, but there is at present no standard for comparing the puncture-resistance of bicycle tyres from different manufacturers.

To complicate the issue, some tyre manufacturers offer models with different forms of puncture resistance, but fail to provide descriptions that clearly indicate which models are more or less puncture-resistant than which other models.

For example, one manufacturer¹² provides the following descriptions of its puncture protection systems:

- *Plus Breaker*: Extremely puncture-proof ... No fear of bedeviling flats! guaranteed to provide superior puncture protection.... Puncture protection from highly elastic specialty rubber Nearly impenetrable, this puncture protection fends off all types of foreign objects. Even a tack cannot get through. The carcass is effectively protected from damage. ... PlusBreaker guarantees maximum safety puncture protection through and through.
- *PolyX-Breaker*: Puncture-defence! ... extremely resistant polyester fibre ... more resistant to foreign objects but is also especially resistant to punctures.
- *Rubber breaker*: breakdown protection belt; robust rubber breaker accounts for the extreme toughness of Continental's Plus line of tyres. Stones, glass and thorns don't stand a chance. Foreign objects bounce off the tyre rather than penetrating it.
- *SafetySystem*: zero detriment to puncture protection and reliability! made of a strong and tight Nylon fabric. This fabric is additionally reinforced with Kevlar®. The result is a tire construction that is highly resistant against pinches and cuts. protects the tire against debris, thorns and broken glass.
- *SafetySystem / Duraskin*: protection against chafing and cuts, effective puncture resistance... Extremely puncture-proof.
- *DuraSkin*: high-quality polyamide fabric reliably protects the casing of the tyre and protects the tyre from the worst conditions. anti-tear fabric,... In the Paris –Roubaix race, the “Hell of the North”, cyclists equipped with DuraSkin™ enhanced tyres have the fewest tyre related problems during the race.
- *Vectran* puncture protection material is spun from Vectra liquid crystal polymer ... semicrystalline material is harder than aramid, has five times higher tensile strength than steel.
- ***Double Vectran Breaker + DuraSkin....raises the puncture and cut protection to the highest level.***

10 Records kept by Living Streets Chair Leon Arundell show that his cars have experienced punctures at average intervals of around 80,000 km.

11 <http://www.michelin.co.uk/tyres/learn-share/buying-guide/future-tyre-labelling>, accessed 11 January 2013.

12 Continental bicycle tyres, <http://www.conti-online.com>, accessed 30 December 2012,