

Crosswalk: a recipe for making walking safe, convenient and enjoyable



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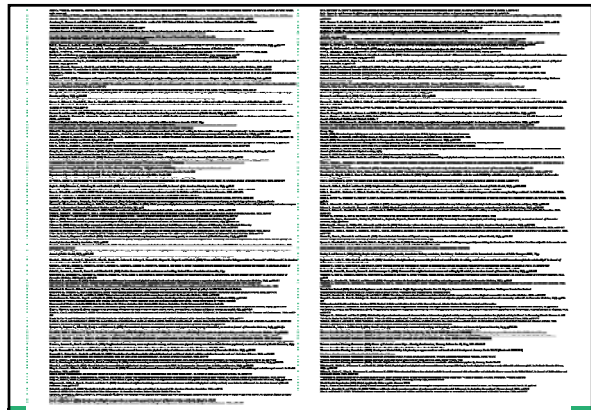
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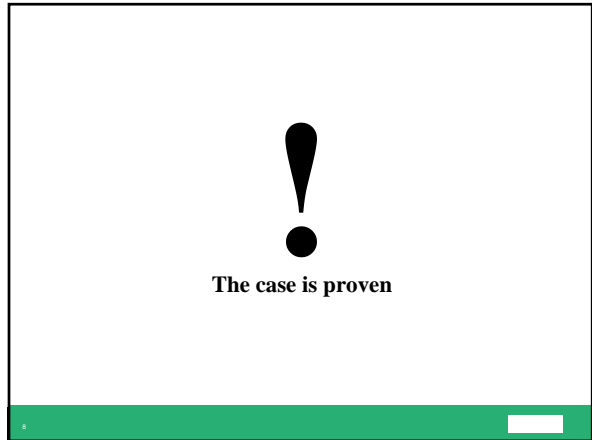
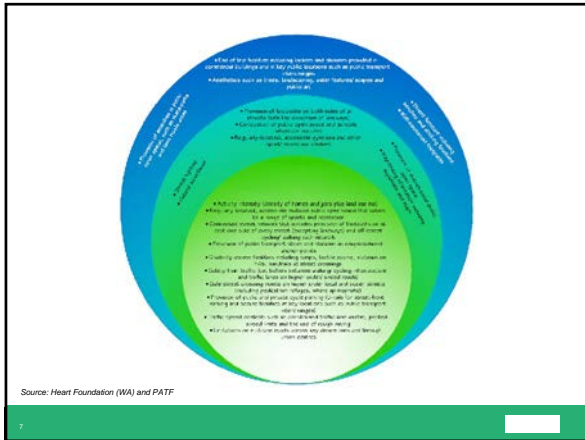


Outline

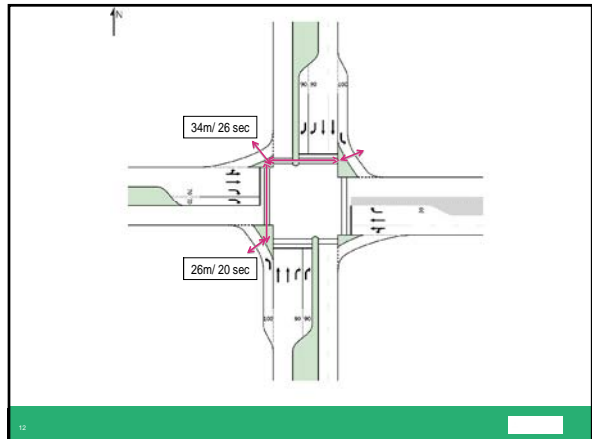
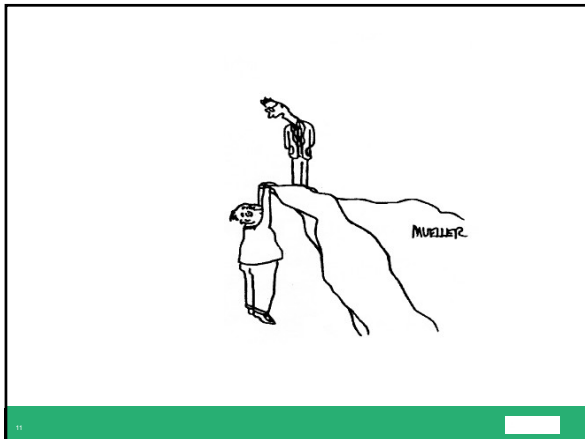
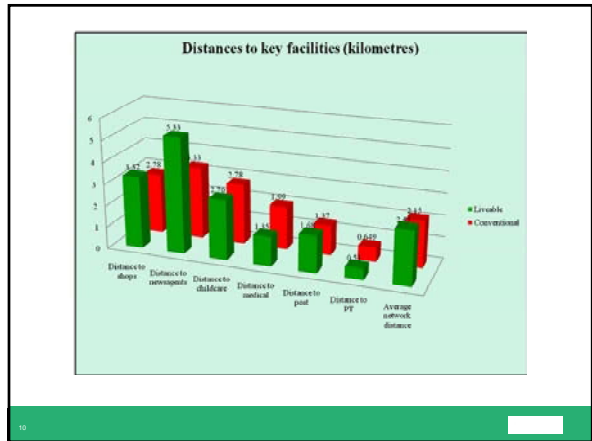
- All the frilly good stuff
- What's wrong
- What's right

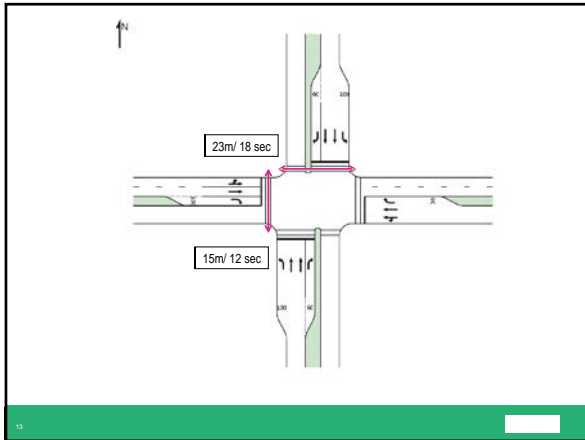
- The City is committed to developing a sustainable transport system for its community with initiatives underway to help increase levels of cycling, walking and use of public transport
- Walking is the one of the easiest and cheapest forms of travel. It's also good for your overall mental and physical wellbeing. To encourage everyone to get more active and start walking as much as possible, the Western Australian government, in conjunction with local government and non-government agencies, have devised [Walk WA: A Walking Strategy for Western Australia \(2007 – 2020\)](#). You'll find plenty of walking routes in the "**Council**" to help you easily incorporate physical activity into your daily life. And, for a list of walking routes and trails throughout Perth, visit www.transport.wa.gov.au/walking
- **8.4 PEDESTRIANS/BICYCLES**
 - 8.4.1 Footpaths
 - 8.4.2 Pedestrian Accessways
 - 8.4.3 Crossovers



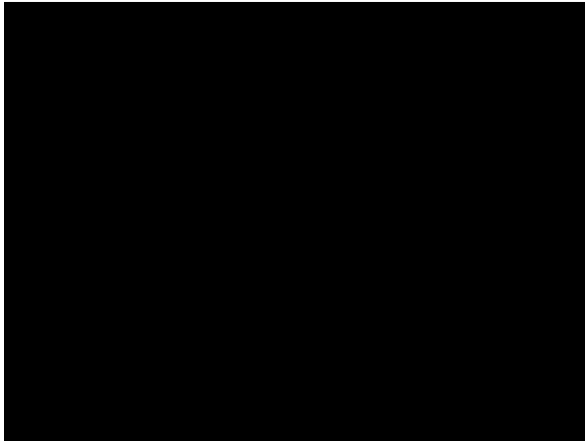


| | NSW | VIC | QLD | SA | WA |
|-----------------------|-------|-------|-------|-------|-------|
| March 2009 | | | | | |
| Private motor vehicle | 75.0% | 77.1% | 84.9% | 81.0% | 84.6% |
| Public transport | 17.2% | 17.4% | 9.1% | 12.2% | 11.0% |
| Bicycle | 1.3% | 1.3% | 1.4% | 2.8% | 1.2% |
| Walk | 5.9% | 3.5% | 3.2% | 3.6% | 1.6% |
| March 2010 | | | | | |
| Private motor vehicle | 76.5% | 81.1% | 87.7% | 85.0% | 86.6% |
| Public transport | 17.9% | 12.7% | 6.4% | 7.9% | 8.6% |
| Bicycle | 0.7% | 0.9% | 1.7% | 1.4% | 1.8% |
| Walk | 4.5% | 4.9% | 4.0% | 5.1% | 2.6% |





A disappointing cycle



<http://au.news.yahoo.com/thewest/a/-/news/home/10355426/drivers-to-get-more-red-arrows/>

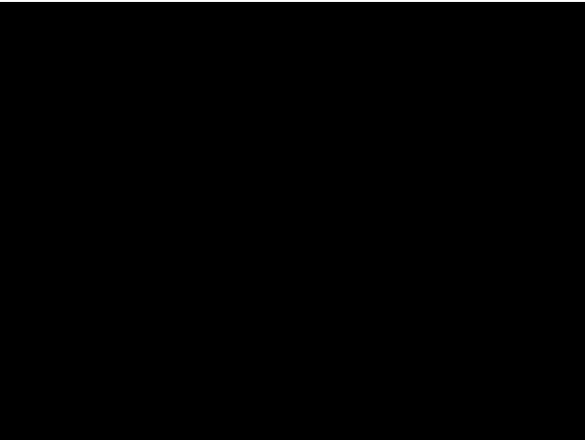
Drivers to get more red arrows

KENT ACOTT, The West Australian September 28, 2011, 2:30 am
The West Australian ©



Changes to traffic lights designed for pedestrian safety - including red arrows on left-hand turns - have been branded a "nanny state response" that will add to congestion and motorists' frustration. Main Roads WA confirmed a number of traffic lights were changed because turning motorists were failing to give way to pedestrians as required under the Road Traffic Code. These included more red arrows on left-hand turns and a trial to increase the "green man" walk time. But shadow transport minister Ken Travers said the changes would do little more than cause frustration for motorists. "Perth's roads are already congested so delaying traffic unnecessarily will only make it worse," he said. "The Barnett Government should run an education campaign to remind drivers to give way to pedestrians. "This could be followed by targeted enforcement by the police at problem intersections." RAC head of member advocacy Matt Brown agreed that an education campaign was the best option. "The rules about giving way to pedestrians already exist but some drivers may need a reminder," Mr Brown said. "Left-hand turning arrows can serve a purpose but they can also unnecessarily contribute to congestion and driver frustration." In response to parliamentary questions from Mr Travers, Finance Minister Simon O'Brien admitted the changes would cause delays that frustrated motorists. Main Roads spokesman Dean Roberts said red arrows were being installed at intersections such as Orong Road and Oats Street, Carlisle, where vehicles turned at higher speeds. The arrows were also installed at intersections that were not suited to normal pedestrian signals, such as Thomas Street and Bagot Road, West Perth. "The red arrow only operates during the pedestrian phase - when the pedestrian push-button has been operated," Mr Roberts said. A six-month trial when pedestrians will get an 11-second "head start" before parallel traffic is released is being conducted on Warton Road, at the intersection with Anhaet Road in Southern River. An increase in "green man" walk time is being tried at the intersection of Canning Highway and Reynolds Road, Applecross.

Chalk and cheese



Crammed together

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Sus-CPTED-ble

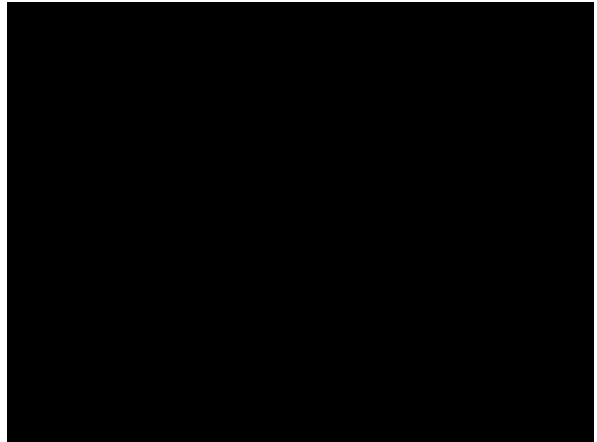
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Pedestrians give way!

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Join the dots or not

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The little stuff is not that hard



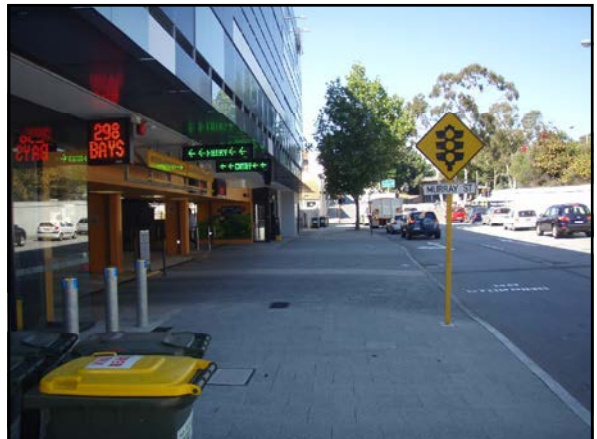
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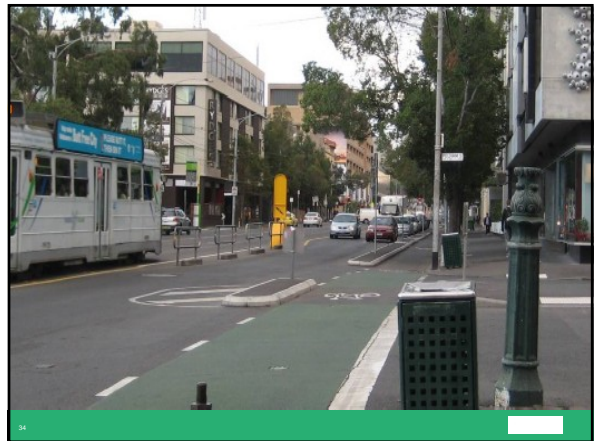
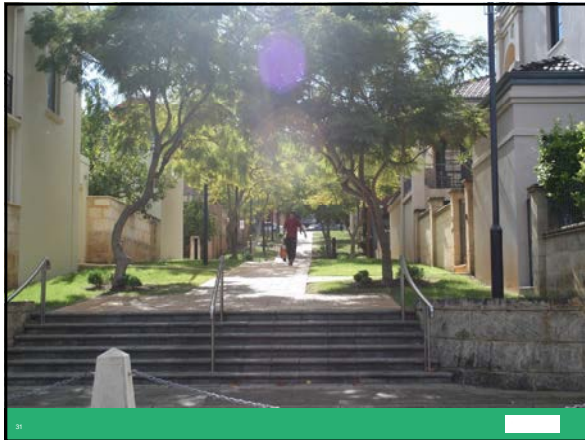


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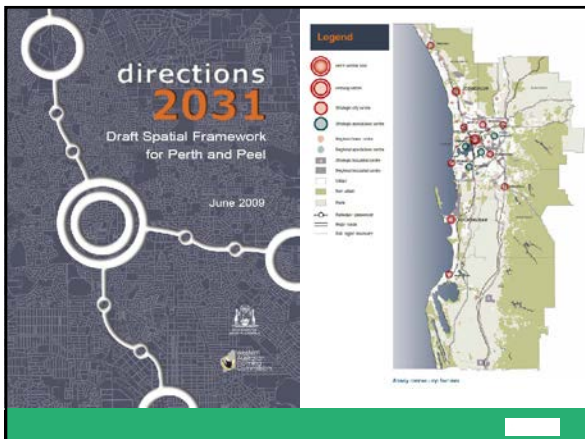
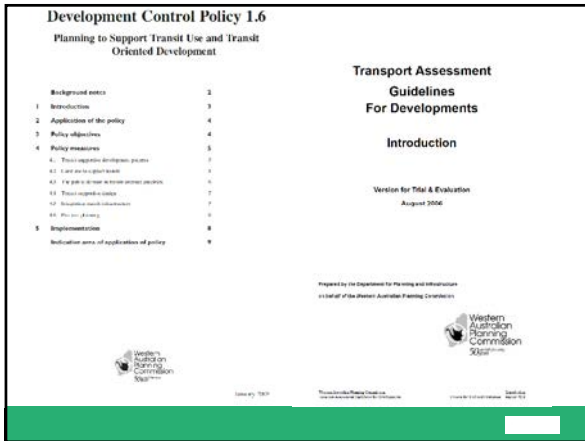
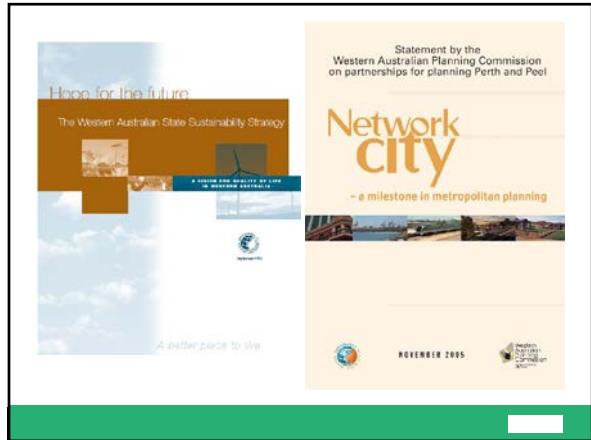
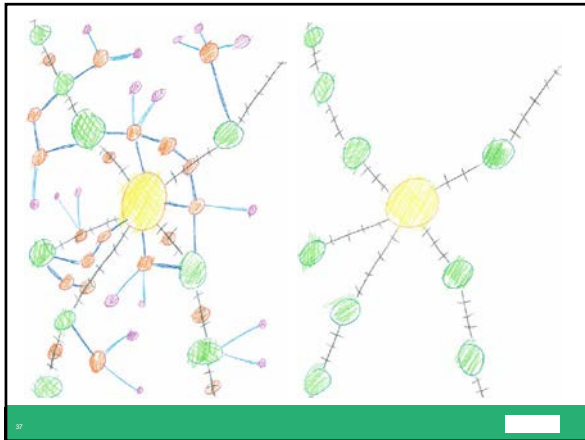


We cannot expect people's behaviour to get better without a step change in urban planning AND enforcement

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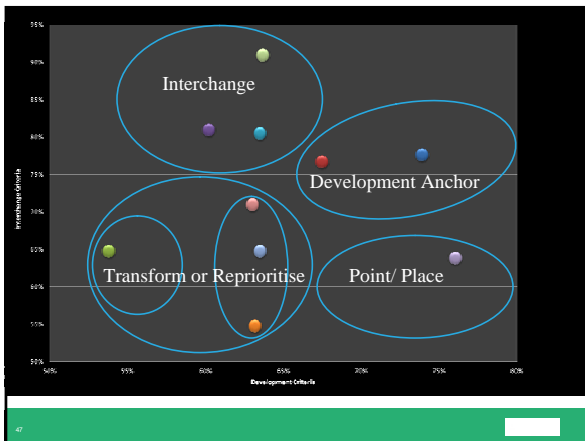
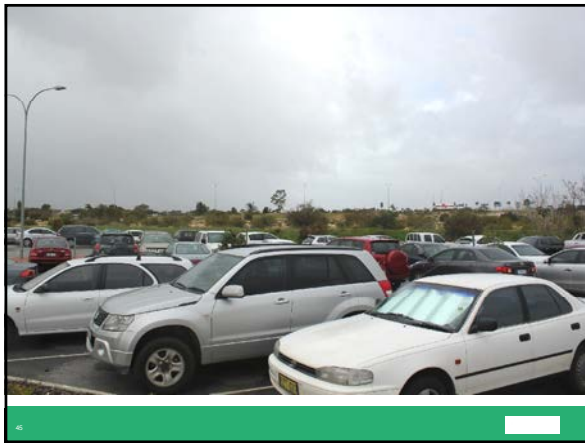
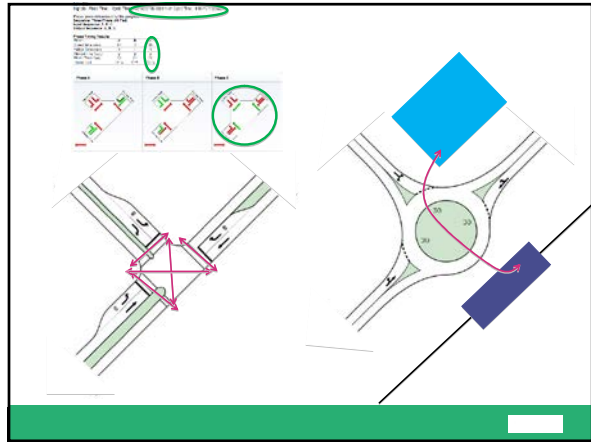
We're still learning with the big stuff

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Some projects are making a meaningful contribution to step-change

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Conclusions

- **KISS**
- **We can do the small things well. Why don't we sometimes?**
- **Let's push the envelope with urban form. What's it going to take for us to achieve a step-change?**
- **PPP is the way forward. The public sector has to lead and the private sector has to be rewarded**

02

My contribution

Accessible and Convenient Things

ACT

02