

Walking and Wheeling Discussion Paper Summary

Wheeling refers to people using wheelchairs or mobility scooters. When we talk about walking, we include running and moving with a pram or pusher. Collectively, people walking and wheeling are often referred to as 'pedestrians'.

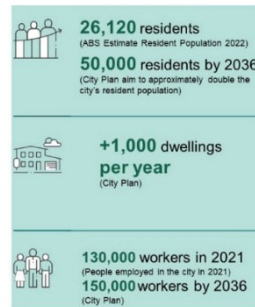


A large proportion of short trips could be walked/wheeled and even for longer trips - whether the main mode of transport is by private car, public transport or cycling - the road user is a 'pedestrian' at some stage of their journey.

The *South Australian Walking Strategy 2022-2032* identifies that there is a need to invest in walking for economic benefits, a stronger local economy and city attractiveness for tourism and visitation.

City Plan sets out a significant increase in residential and worker populations. It has a priority of transport diversity with improved walkable experience, setting out objectives for:

- Cooler and greener streets
- Residents being able to walk/wheel to services and amenities they require for their health and wellbeing



City of Adelaide's Integrated Climate Strategy highlights that increasing active travel is critical to meeting carbon targets and creating liveable neighbourhoods. It sets a target to double the number of residents who walk to work by 2031.

For Elected Members:

Please note that there is a more comprehensive discussion paper linked within the Committee Report

Benefits

Providing improved pedestrian facilities will give people safer and more equitable choices about how they travel to, from, and within Adelaide. It will contribute to improving the overall liveability of our city for everyone.

More people walking and wheeling in Adelaide will create numerous benefits:



Public health and wellbeing¹

- Better physical health and reduced risk of serious illness
- Improved mental health and wellbeing



Liveability and sustainable growth

- Space efficient travel, essential for population growth
- Reduced network congestion and safer streets
- Improved accessibility to everyday needs



Environmental

- Decreased carbon emissions
- Improved air quality



Economic

- Increased footfall and business activity on streets
- Reduced infrastructure maintenance
- Reduced public health system costs



Equity, access and inclusion

- Improved community connection and cohesion
- Walking/wheeling is a transport mode available to most people
- When children can walk/wheel independently it means they can be active participants in public life

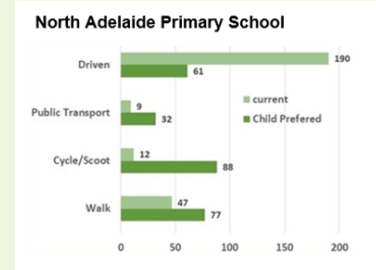
¹ Healthy Streets Framework, Lucy Saunders

Challenges

- Some streets do not have enough space for comfortable walking/wheeling with obstructions and potential hazards including light poles, outdoor dining, A-frames and e-scooters left on footpaths.
- It can be uncomfortable, especially for people with disability, mixing with people cycling/scootering on footpaths and shared paths.
- Lack of shade and rest amenities like seats can detract from user experience.
- Long waits at intersections and crossings cause delay and discomfort. There are often large distances between crossings and lack of direct crossings to some bus stops.
- The presence of motor vehicles including noise and emissions, and associated safety concerns are a key barrier to walking/wheeling, especially for children, older adults and people with disability.
- Busy roads create severance: barriers to movement and access.
- Currently people are driving short distances. 5% of workers in CoA are resident workers. Based on distance, they could walk to work but 35-38%² are driving to work. With a growing residential (worker) population, unless more people walk (or ride or use public transport), congestion will increase.
- Some people, especially women and gender diverse people, feel unsafe walking at night on some streets and within the Park Lands, and during male sports events.



Rates of walking to school within CoA vary but are generally low (32% at most). Based on distance, many children could walk to school, however fear of traffic conditions often results in many parents or carers driving children to school.



Many children being driven would like to use active travel or public transport and recent surveys undertaken as part of the School Travel Safety Review indicate the potential for significant change for travel to and from schools – if conditions are supportive.

Improved experience as an active transport user e.g. fewer cars, pedestrian priority at traffic lights and lower speed city speed limits

City Plan engagement key theme

Park Lands act as 'local' public open space for residents of adjoining suburbs so safe, easy access across the ring road is important

Adelaide Park Lands Management Strategy engagement

Crossing points need to provide priority for pedestrians so women aren't stuck waiting with people they don't want to wait with.

Gender & Safety Focus Groups Summary Report

What we've heard

Shade is important to everyone but especially for people with disability. People with disability may walk/ wheel slower with greater time being exposed to the weather, and wheelchairs get too hot to touch and wheel.

CoA Access and Inclusion Panel advice

Wider footpaths help to reduce congestion and the chance for altercations between city users at peak times.

Gender & Safety Focus Groups Summary Report

² Census 2016 and 2021

Case Studies: Open Streets and School Streets

Open Streets or School Streets are being used in Melbourne and internationally. Streets adjacent to schools have times at the start and end of the school day when motor vehicle traffic cannot use them, or streets are permanently pedestrianised. This is being done to address the risks of motor vehicles to children’s safety and physical and mental health, create child-friendly public spaces and promote active travel to school. During the Brunswick East Open Street trial, on average, 75% of students travelled actively.



Brunswick East Open Street Trial
Photo credit: Bicycle Network



Before and after of Parisian school street. Photo credit: Chris Bruntlett

Modal filters at intersections allow people walking/wheeling and cycling through but prevent through vehicle traffic and help create healthier streets. They improve road safety by reducing risk (exposure and speed of motor vehicles), create a better experience for people using active travel, and encourage choosing active travel over driving. For people walking/wheeling, they reduce the number of street crossings and allow more trees and greening for shade and cooling.



Modal Filter on Porter St, City of Unley

Opportunities

The CoA recognises the criticality of reducing carbon emissions by creating healthier streets so more people choose to walk/wheel rather than drive. There is an aim to double the number of residents who walk to work by 2031.

Seven **key strategic moves** have been identified to support more people choosing to walk/wheel:



Optimise our streets to create more comfortable spaces for people walking/wheeling. Establish principles for prioritising the use of street space for different purposes, including walking, cycling, parking, greening, on-street dining, and shared micromobility parking.



Implement safer speed limits, seeking Safe System alignment to make streets more comfortable and enjoyable for people walking/wheeling as well as quieter with reduced vehicle emissions.



Establish walking/wheeling networks that outline associated infrastructure requirements (e.g. path widths), based on place value (informed by City Plan) and proximity to destinations such as schools, supermarkets and public transport.



Create healthier, child-friendly streets around schools and adjacent residential areas to support local walkability and active travel to school.



Develop travel behaviour change programs for schools and for new residents, to establish and maintain active travel habits.



Create safer pedestrian crossings which aim to slow down motor vehicles and reduce pedestrian wait times at new and existing sites.



Enhance and promote walking/wheeling routes to increase tourist and visitor potential and community enjoyment of our streets and places. Increase greening, wayfinding and points of interest/public art.