



Department of
Transport



ACTIVE TRANSPORT LEADERS FORUM

Summary Report

Tuesday 24 July

12:45pm to 4:30pm

Perth, 832 Wellington Street, RAC Office

In July 2018, the Department of Transport, RAC and We Ride Australia partnered to host a national Active Transport Leadership Forum which was held in Perth, Western Australia.

The half-day, invitation only event was attended by over 70 national and state leaders from the Australian and New Zealand transport and urban planning industry.

The forum provided an opportunity for professionals and representatives from peak bodies and advocacy groups to come together, hear from inspirational speakers and discuss ways to achieve better outcomes for active transport and land use planning in Australia.

Opened by John Carey MLA Member for Perth, the forum included presentations from international influencer Paul Steely White from Transportation Alternatives, New York City and national advocate Stephen Hodge from We Ride Australia which challenged the group to think and operate differently.

The forum culminated in a facilitated group session where participants discussed three scenarios and identified purposeful activities related to each scenario that would create positive active transport outcomes and, identified how each could be progressed.

Along with the specific outcomes from each scenario, bringing leaders from a variety of sectors from across Australia and New Zealand along with global presenters, increased the awareness of competing interests along with a more unified approach to securing solutions based around mobility for community benefits. This report provides a summary of the forum including key points from the presentations, the outcomes from the group session and the proposed next steps for each scenario.

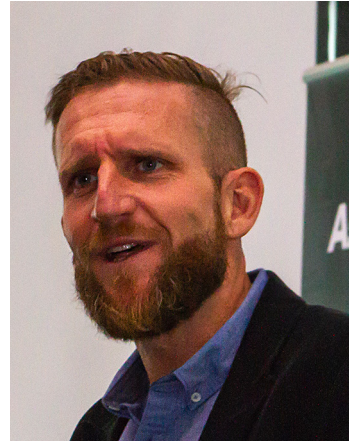


Summary of presentations

Paul Steely-White

Transportation Alternatives, New York City (NYC)

Paul is the Executive Director of Transportation Alternatives, NYC's leading advocate for bicycling, walking and public transportation. Before joining Transportation Alternatives in April 2004, he served as Africa Regional Director for the Institute for Transportation and Development Policy, a non-profit group based in New York City. In 2011, Paul was selected to receive the Rockefeller Foundation's Jane Jacobs Medal, which recognizes those whose creative uses of the urban environment build a more diverse, dynamic, and equitable city. In 2015, Paul was recognized by the New York Academy of Medicine for his work to make New York City streets safer and healthier.



Presentation summary

- Transportation Alternatives started in 1973 and has achieved significant positive changes in the development of NYC transport infrastructure through activism over the past 40 years
- Transportation Alternatives employs 50 staff and has large numbers of active supporters and community members driving change
- Collisions in New York between motor vehicles, bicycles and pedestrians resulting in fatalities of children mobilised the community to demand change
- By putting faces to the names of those who passed away because of the crashes humanised the tragedy of the situation
- Road space can be freed up for bike lanes and improved pedestrian crossings without a significant impact on car travel times, NYC experience shows that people adapt
- Bike lanes and build outs (nibs) at intersections reduces the crossing distance and improves sight lines to pedestrians for drivers
- NYC improvements as a result of changes to the road environment:
 - Traffic related fatalities in New York have dropped by 28% between 2015 and 2017
 - Pedestrian fatalities in New York have dropped by 45% between 2015 and 2017
 - The number of people riding bikes has almost tripled since 2005, while fatalities involving bike riders have reduced
 - 81% of New Yorkers want more street space for children to play
 - 73% of New Yorkers support adding more protected bike lanes to the network
 - 73% of New Yorkers want safe walking space
- When major rail works are underway for lengthy periods (one year plus) there is the opportunity to refine the road space to increase people movement via cycling infrastructure on a similar route
- Start with demonstration projects that are relatively low cost to validate what can be achieved (such as paint and bollards) and then upgrade as more funding becomes available
- Leaders are responsible for making positive change happen



Stephen Hodge We Ride Australia

Stephen Hodge has been a leading cycling advocate in Australia for the past decade. This experience includes instigating leadership tours to the Netherlands to influence change in Australia. Stephen has also been a key part of the National Cycling Summits, where the cycling sector comes together annually to drive change. Overall, Stephen has an extensive array of experiences pursuing better outcomes for everyday cycling.



Presentation summary

- Active transport has a significant role to play in reducing obesity
- Australia is at the wrong end of the pendulum when comparing children cycling to school and adult obesity (childhood learnings translate to adult behaviours)
- Obesity is significantly lower in countries that cycle more, such as the Netherlands, Germany and Denmark
- In 1971 75% of children walked or cycled to school, now 70% are driven
- The distance from home to school is a key factor influencing travel mode choice
- Kids love to walk, scoot and cycle to school
- In a South Australian survey, 29% of children wanted to cycle to school, but only 1% did
- We are oversupplying school parking to make driving the easy option and not considering safe arrivals by active means; walking, scooting and riding bicycles
- The population in our cities is growing significantly with congestion forecast to grow by 30% by 2046
- Vancouver adopted a no increase in road capacity approach back in 1997 and continues to see significant increases in mode share for walking, cycling and public transport while, traffic related fatalities are decreasing
- Cycling and public transport provision is very cost effective and takes up far less space than cars
- International connections and learnings are critical for Australia to move forward
- Countries such as Denmark have developed logical and easy to use tools to determine what level of cycling infrastructure is required for a different type of roads and streets
- Political support and influence is required to effect positive change
- Celebrating achievements through national awards builds awareness of what can be achieved



Summary of group sessions

The second part of the forum involved a facilitated group session where attendees were separated into groups and given three different scenarios to discuss and identify activities that would encourage positive active transport outcomes.

The three scenarios were:

1. The Perth CBD – brownfields development (A brownfield development relates to an urban site for potential development/construction that have had previous development/construction on them)
2. A new suburb development – greenfields site (A greenfield is a reference to land that has never been used, or is undeveloped)
3. Building a new school

The groups had 15 minutes per scenario to respond to the following activities:

1. Identify what needs to change to enable active transport outcomes
2. Detail how will these outcomes can be achieved

At the conclusion of the session, each group presented their ideas to the wider forum.

The scenarios and the group ideas are outlined in the following pages.

Scenario one - Perth CBD

Activity considerations:

- What would encourage you to ride a bicycle in the Perth CBD?
- Would you feel comfortable riding within the CBD now?
- Should bikes and cars share road space or should we have separated bike lanes?
- Should certain transport modes be prioritised on certain streets?
- Is better wayfinding required to help bicycle riders know where to go?
- Is signage required to show priority routes for bike riders?

Outcomes of discussions:

What needs to change to enable better active transport outcomes?	How will these outcomes can be achieved?
<ol style="list-style-type: none">1. Implement a combination of connected, protected bike lanes and shared road space2. Create space and allow priority for walking and riding3. Reduce on-road parking to free up space for bike lanes4. Implement a 30km/h speed limit across the CBD5. Improve traffic signal timings for cyclists and pedestrians6. Well planned bike share7. Secure and easy to find bike parking8. Consider easy transitions for bike riders to a pedestrian environment9. Improve way finding	<ol style="list-style-type: none">1. Form a business leaders/champions group2. Develop incentives to encourage riding to work3. Develop bike friendly business accreditation4. Offer bike riding training and social events5. Increase funding for cycling infrastructure6. Reprioritise road space7. Develop enhanced standards to AustRoads guidelines, particularly for intersections8. Reassess how level of service is measured9. Reduce traffic speeds/speed limits and change priority for people walking and cycling10. Build a demonstration public end-of- trip facility11. Build more parklets12. Develop and implement way finding options13. Government transport, road, public transport and urban planning agencies should adopt 'movement and place' approaches to ensure that places are recognised along with better recognition of the active transport requirements



Scenario two - new suburb development

Activity considerations:

- What needs to be done to ensure that the new suburb is built to provide different travel choices?
- What needs to be done to ensure walking or cycling for short local trips is convenient, safe and fun?

Outcomes of discussions:

What needs to change to enable better active transport outcomes?	How will these outcomes can be achieved?
<ol style="list-style-type: none">1. Prioritise the development of walking and cycling infrastructure and access to public transport2. Design using the 8-80 philosophy3. Include lower speed roads4. Grade separation at arterial roads for midblock crossings5. Separate cycling and walking and provide priority for cyclists and pedestrians at crossings6. Early identification of activation centres7. Include greenery and trees8. Ensure a sense of safety e.g. good lighting and passive surveillance9. Provide protection from fast moving vehicles10. Enable short trips via connected infrastructure11. Provide end-of-trip facilities at attractions/amenities	<ol style="list-style-type: none">1. Undertake a full review of lane widths2. Reduce vehicle lane widths to encourage reduced speeds3. Develop new design standards for lower speed (30km/h and 40 km/h) streets4. Lobby for a national streets guide5. Prioritise good urban design e.g. roundabouts v traffic signals6. Prioritise active transport modes and delivery of fully connected networks7. Design for amenity, attraction and fun destinations8. Plan, design and build demonstration projects9. Develop cycling and walking hierarchy policy and guidelines10. Develop and implement good way finding11. Engage with the community12. Provide economic incentives for developers who embrace active transport13. Encourage and facilitate local activation (community events)14. Plan around a focus on natural features15. Ensure that developers adhere to the delivery of mandated active travel guidelines as part of the planning development/approval processes

The “8-80” design philosophy is about creating people-orientated towns and cities.

It is based on the notion that, if you design a cycle path for example which caters for the needs of an 8 or an 80 year old, it is likely to be suitable for everyone.



Scenario three - building a new school

Activity considerations:

- What needs to be done to ensure that every new school is built (or retrofitted) with great active travel connections for the local community?

Outcomes of discussions:

What needs to change to enable better active transport outcomes?	How will these outcomes can be achieved?
1. Work out what kids and school communities want	1. Involve kids in the planning process
2. Lower speeds (30km/h) around schools and surrounding streets	2. Educate parents and the entire school community on the positive benefits of active travel
3. Plan the location well for connectivity to cycling, walking and public transport facilities	3. Offer reward programs for active transport such as the Your Move program
4. Undertake a route assessment for the full catchment area	4. Run bike education classes
5. Implement safe active streets, protected bikes lanes and wider footpaths	5. Monitor travel patterns annually
6. Make care trips less convenient/ accessible	6. Develop new design standards for school transport links and amenities
7. Provide great end-of-trip facilities	7. Plan and design 30 km/h safe active streets for the school catchment area, along with footpaths on all roads/streets
8. Ban/reduce drop off/parking facilities that are very close to the school	8. Prioritise cycling and walking routes to schools
	9. Set enforceable planning conditions that support cycling and walking
	10. Develop and implement green travel plans

Overall summary of scenarios

Within all three scenarios a range of similarities were identified, such as:

- Lower speeds (ideally 30 km/h) need to be embraced on key walking and cycling routes
- Road design standards need to be developed at a national level for lower speed streets
- Road space needs to be reprioritised on key walking and cycling routes
- Road performance and measurement (Level of Service) needs to be broadened to include walking and cycling
- Demonstration projects are a great way to show what can be achieved
- Activation through bike education, community involvement and community events are essential to build walking and cycling participation

Next Steps

- Scenario one - Perth CBD: Feed ideas into the development of the Perth CBD Transport Plan
- Scenario two - new suburb development: Work with the private sector to enable outcomes through demonstration projects
- Scenario three - building a new school: Partner with the Department of Education to explore the possibility of a demonstration greenfields schools project

The summary points and suggested actions from the workshop are to be considered by the Western Australian Bicycle Network Implementation Reference Group at the December 2019 meeting.



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