

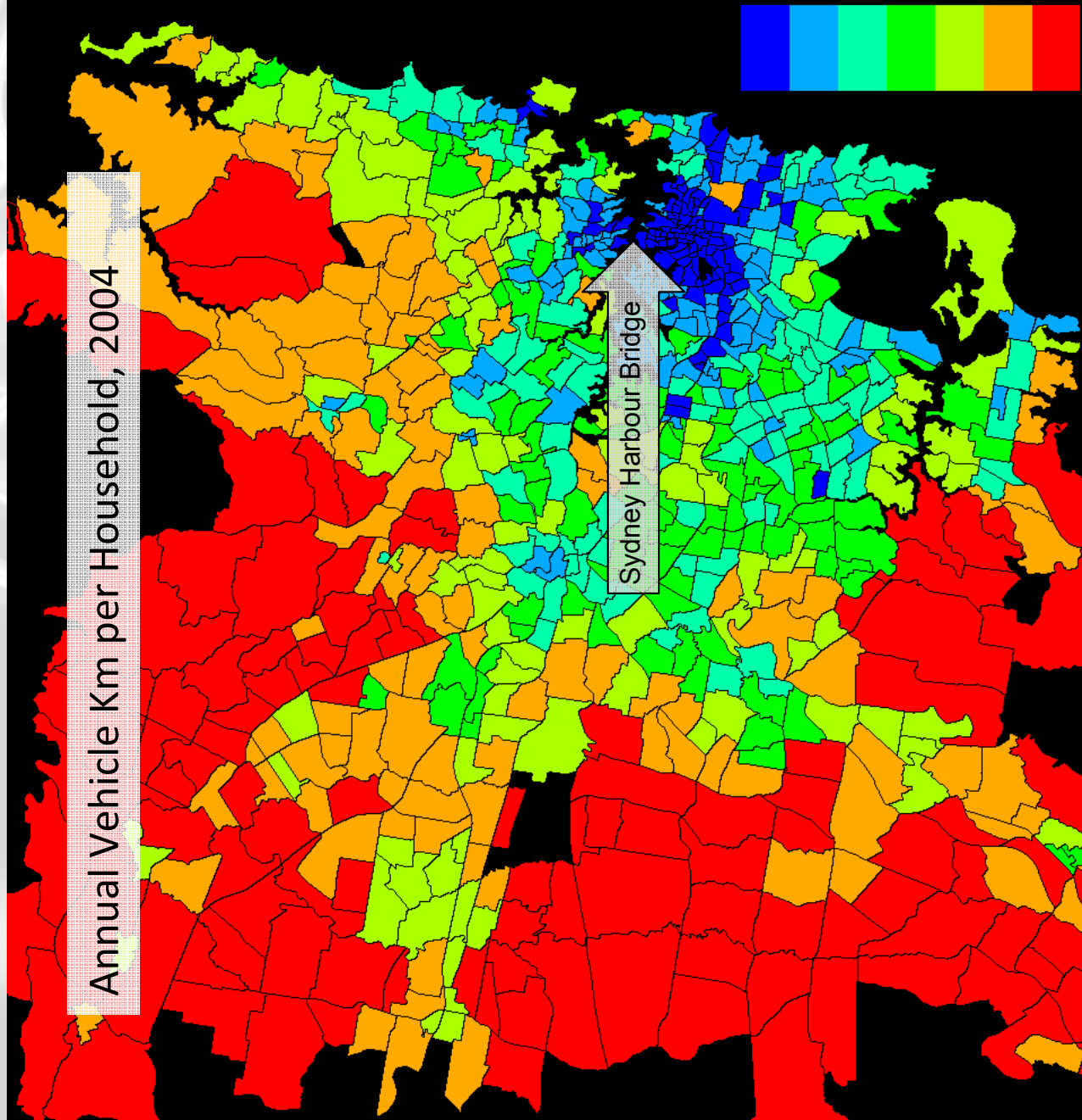
Building Interagency bridges to increase active travel - A NSW case study



**Peter McCue - NSW Premier's
Council for Active Living (PCAL)**

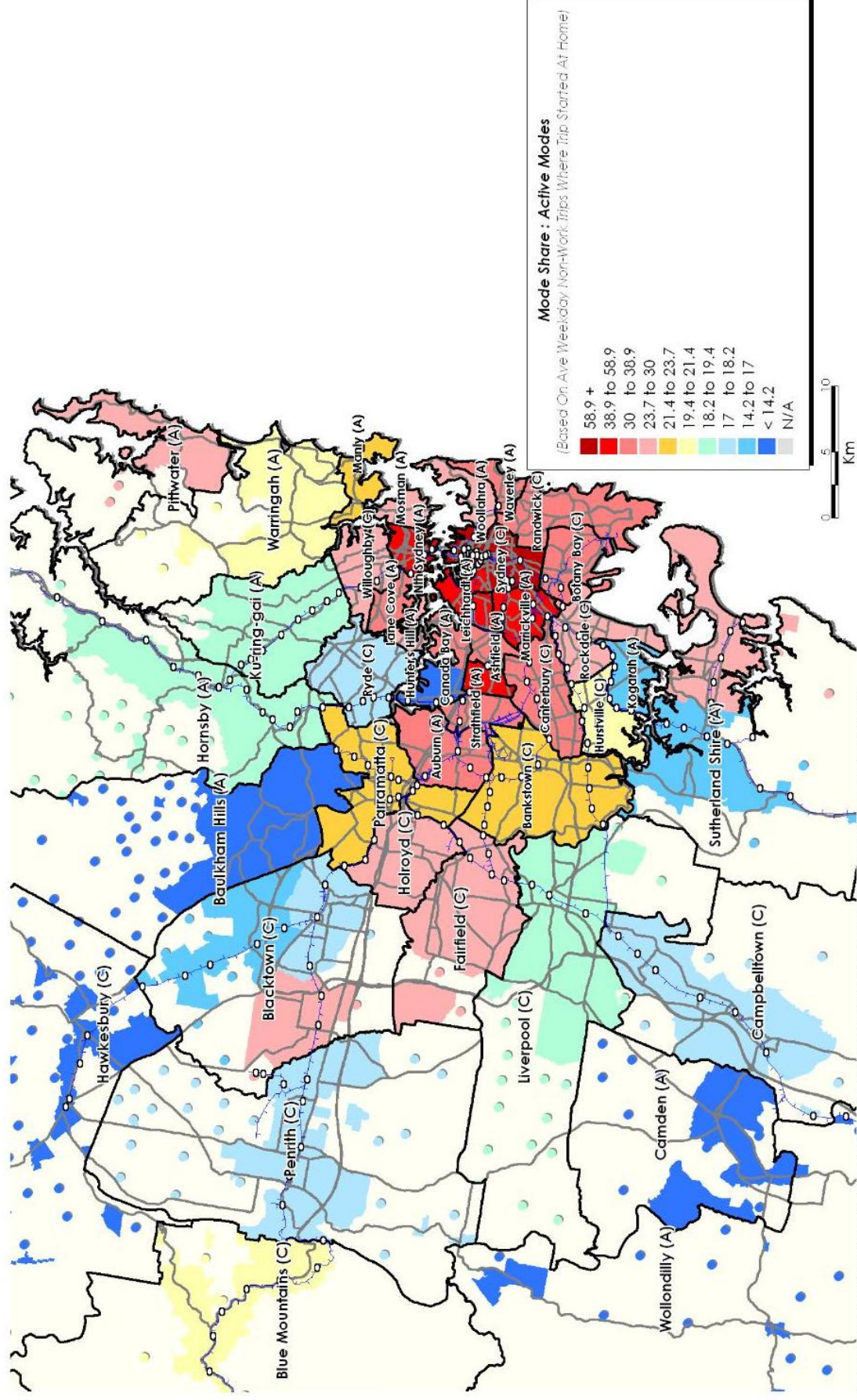
An Auto dependent City

Annual Vehicle Km per Household, 2004



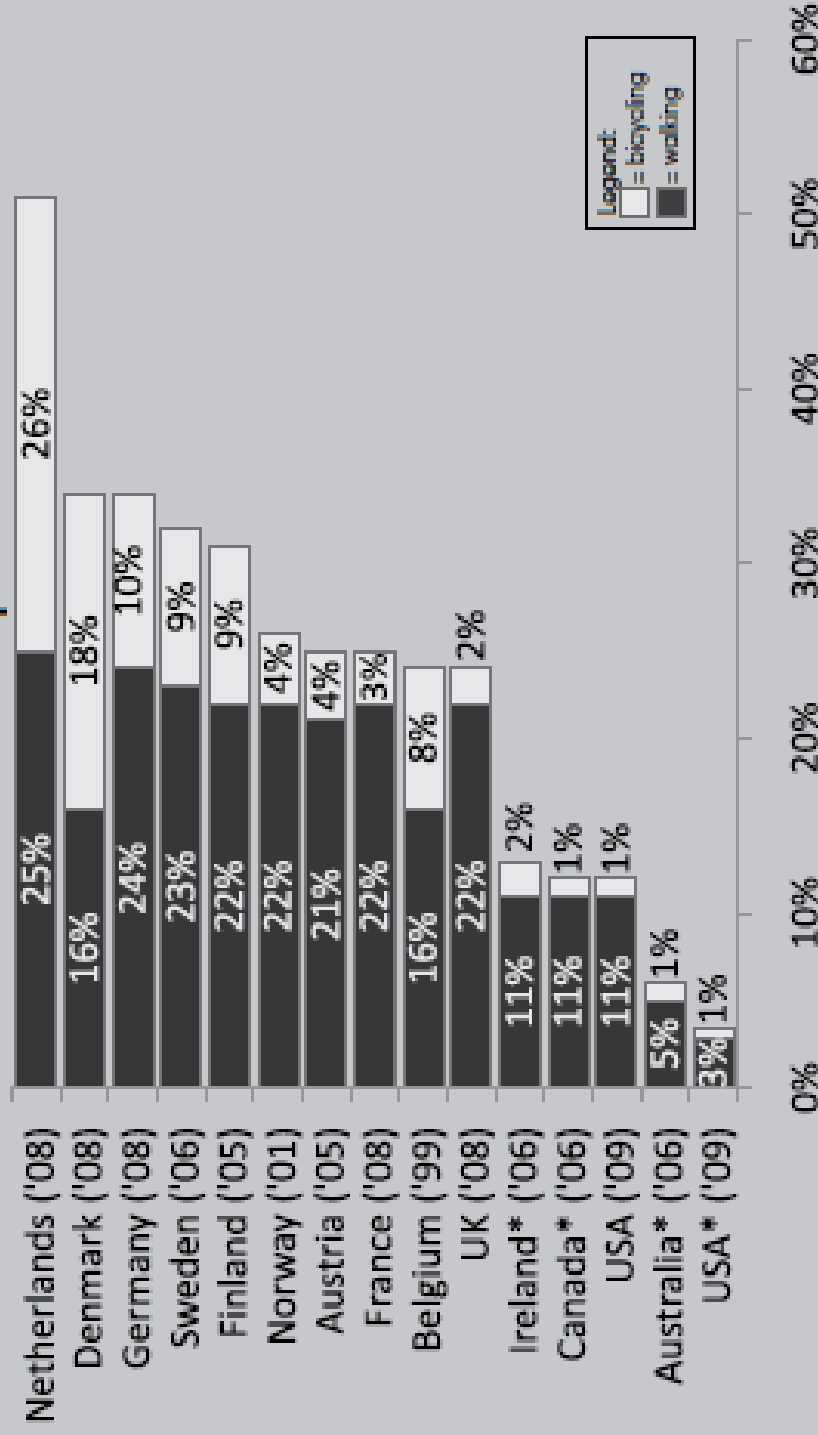
Outer suburb residents, away from railways, drive much more than inner suburb residents (Rickwood, 2006).

...walking is stepping up



International comparison

Bike and Walk Share of Daily Trips in the USA, Canada, Australia, and 11 European Countries



Source: Pucher and Buehler, "Walking and Cycling for Healthy Cities," Built Environment, Vol 36, No. 5, December 2010, pp. 391-414.



NGO's

Transport

Environment

Planning

Health

PCAL Membership

Infrastructure Agencies

Department of Premier and Cabinet

Department of Planning

Roads and Traffic Authority

Transport for NSW

Agencies for specific groups

Commission for Children & Young People

Office for Aging, Disability and Home Care

Non- Government

National Heart Foundation

Business – currently vacant

Service Agencies

Department of Education & Training

Division of Local Government

Housing NSW

NSW Health

Office for Environment and Heritage

Sport & Recreation





Active Travel Priorities

Active Transport Roundtable to develop a suite of interagency initiatives viewing active travel as part of a coordinated land-use and transport management system



Cost benefits of Cycling

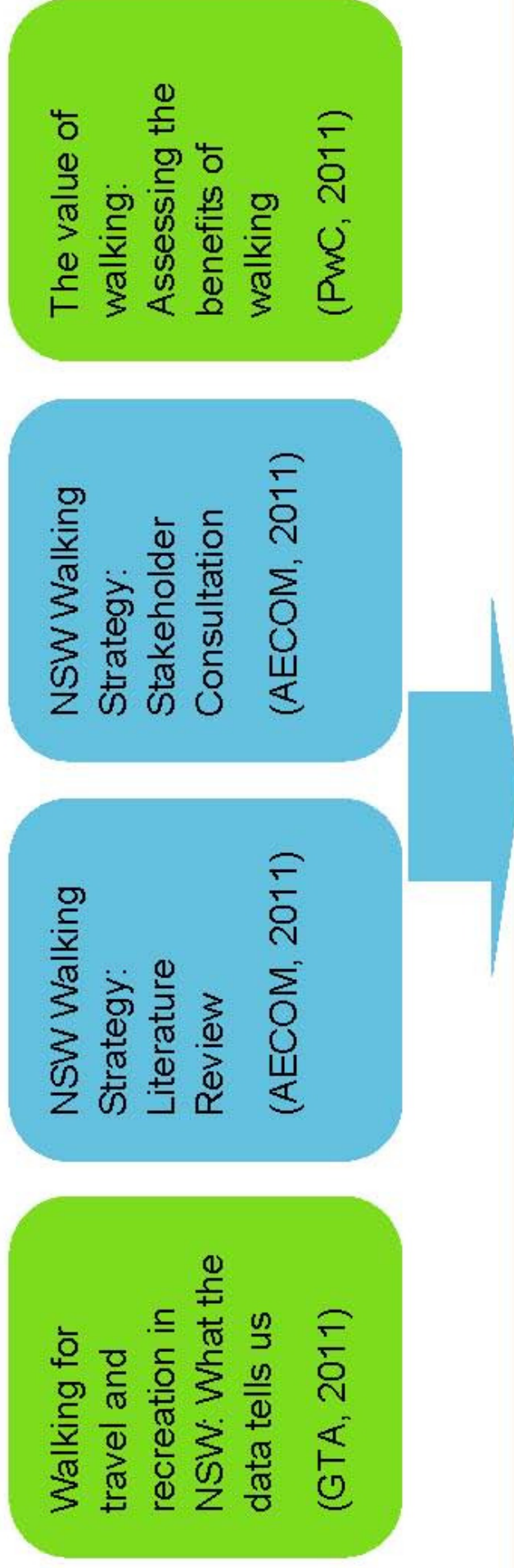
- Investment in NSW cycling programs
- Inner Sydney Regional Bicycle Network likely to generate net economic benefits of \$507 million at a 3.88:1 cost benefit ratio



Draft NSW Walking Strategy

Development

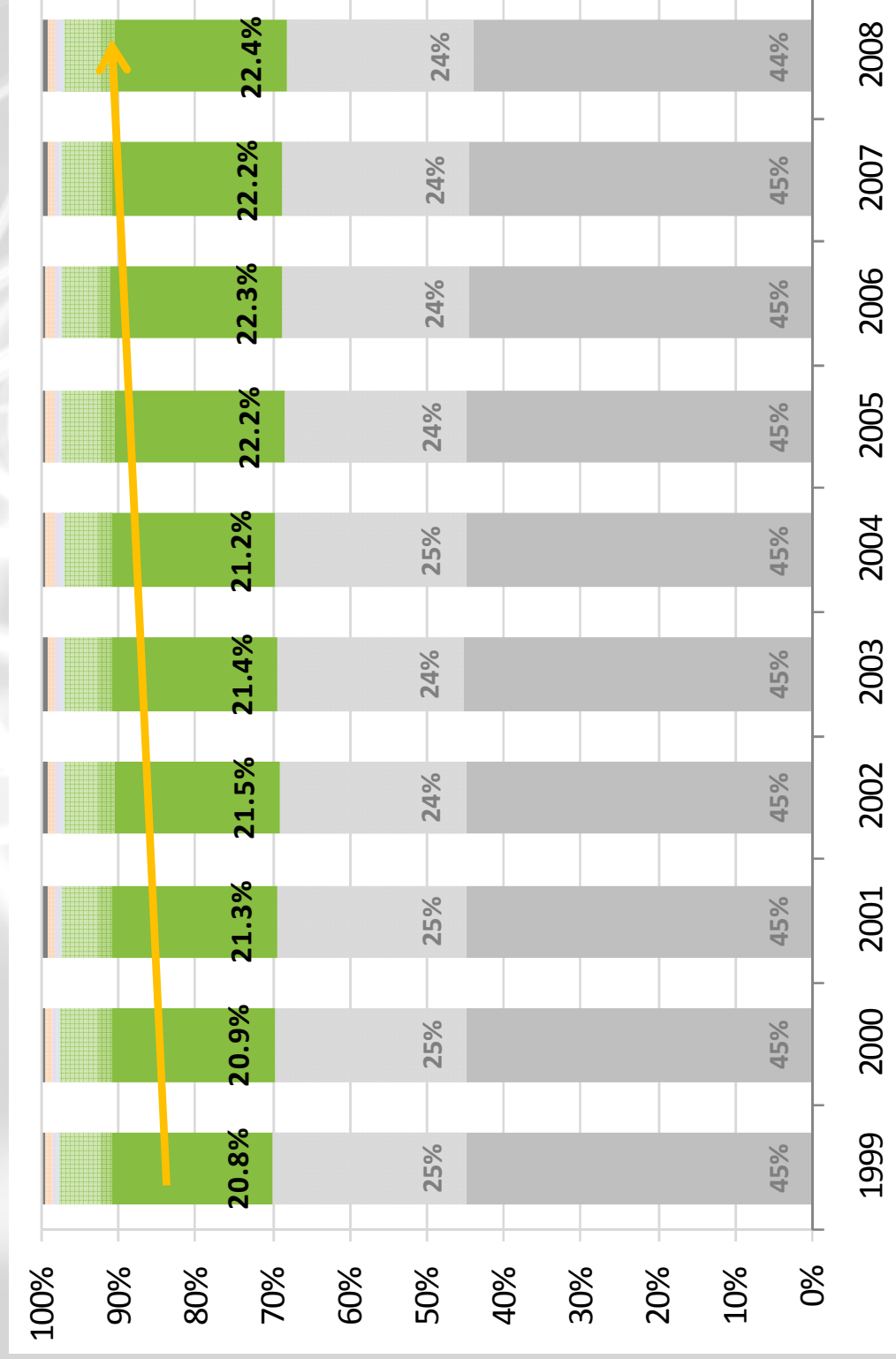
www.pcal.nsw.gov.au/walking



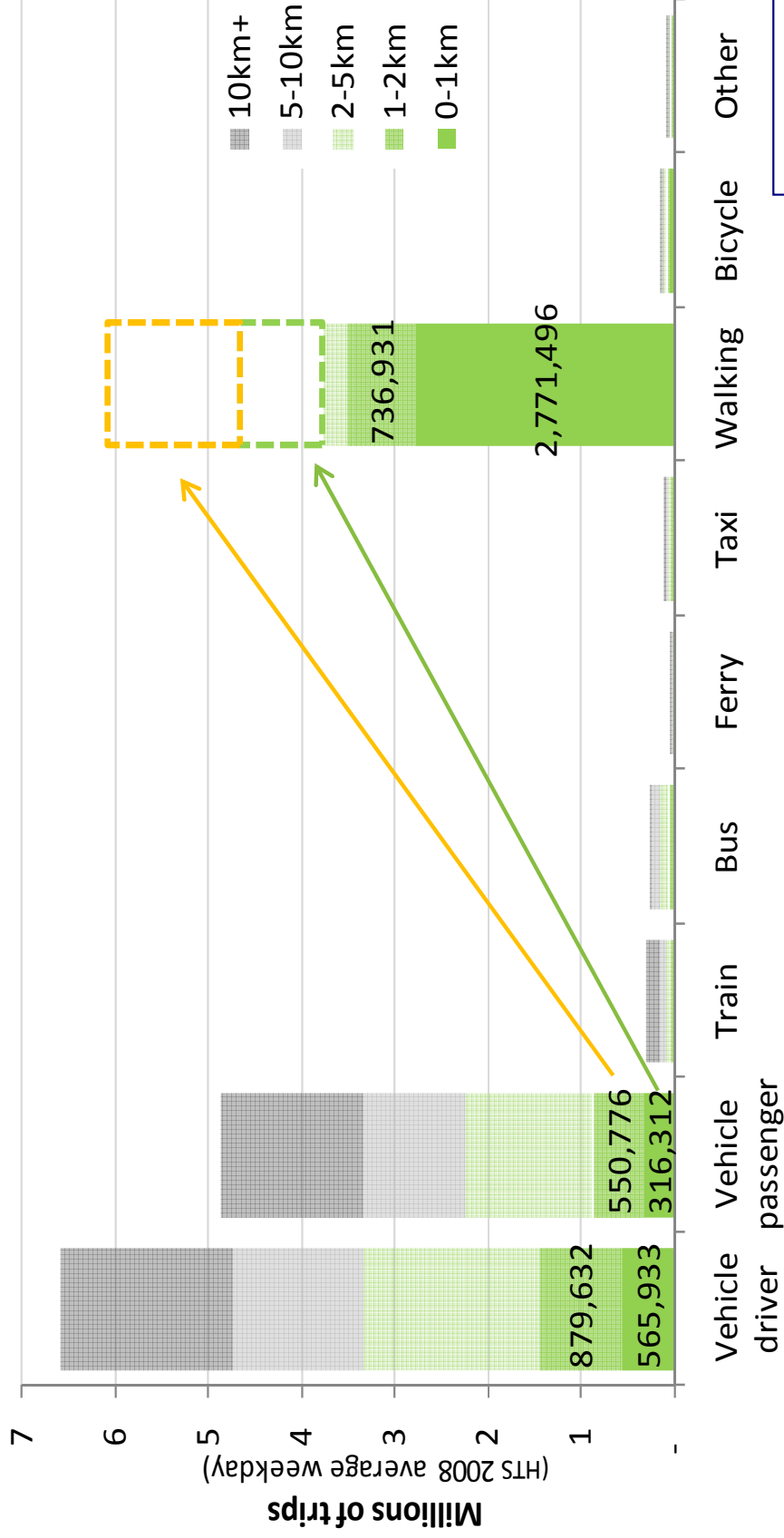
Draft NSW Walking Strategy

Walking trips increasing

Percentage of walking only trips under 10km increasing over the last decade (NSW Household Travel Survey, 2009)



Walking opportunities



Converting short car trips of under 1km provides the most realistic opportunity to increase walking

Economic benefits of walking

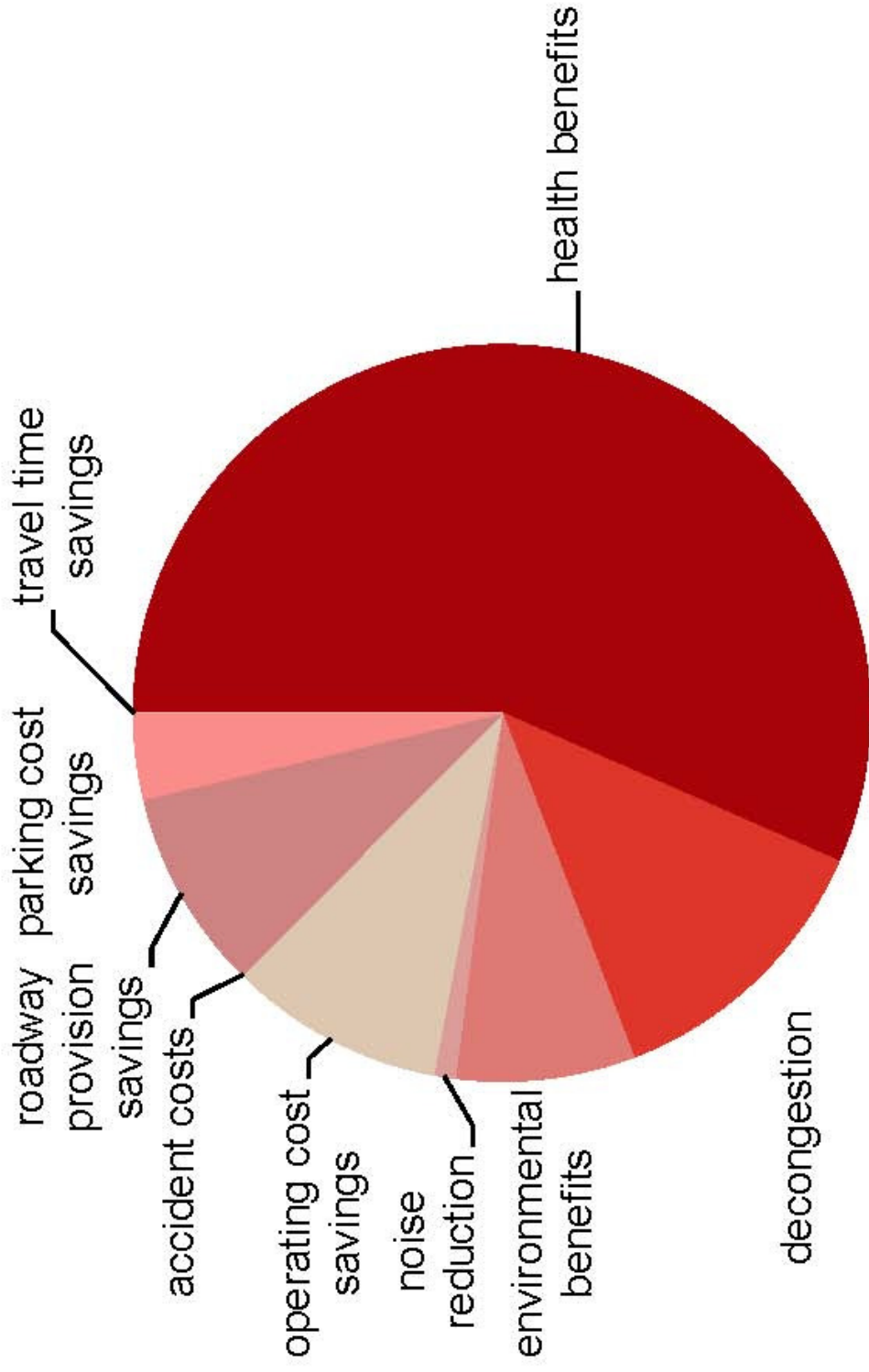


- **Literature review of research and studies to quantify benefits (including health) associated with walking**
- **Series of case studies where the impact of walking rates has been evaluated**
- **Developed a methodology for conducting cost benefit analyses in walking projects**
- **Quantification of a number of hypothetical scenarios**

Proposed parameters for benefits associated with walking

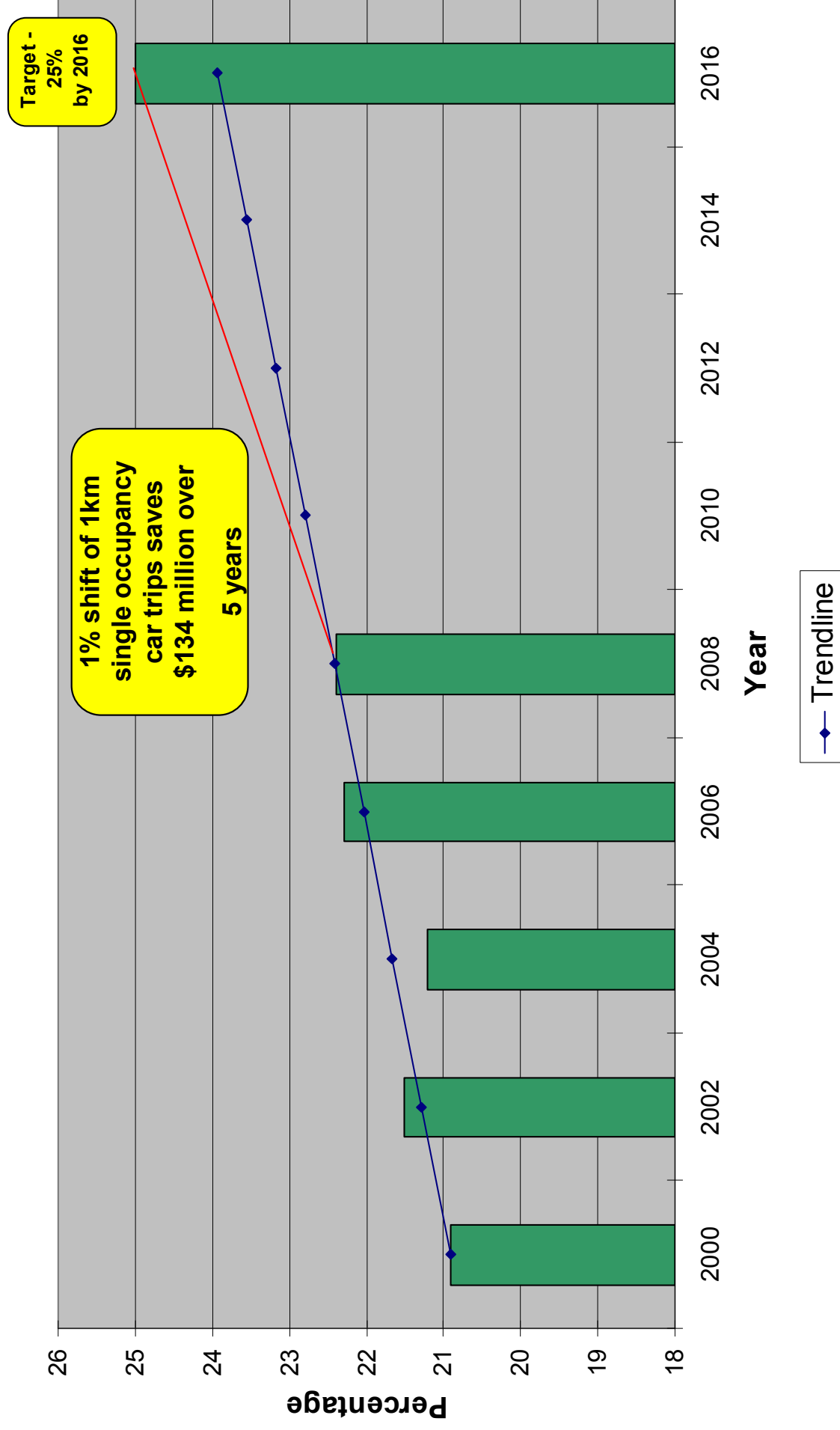
Benefit		Proposed value associated with a 1 km increase in walking
Health		\$1.67
Decongestion		\$0.24
Reduced vehicle operating costs		\$0.14
Reduced noise costs		\$0.047
Reduced air pollution		\$0.0148
Reduced greenhouse gas		\$0.087
Reduced infrastructure costs		\$0.023
Parking costs savings		\$0.0236
Crash Costs		-\$0.08
Total		\$2.17

Financial benefits of Walking



5% and 10% conversion of car trips under 1km to walking would save \$134 and \$214 million over five and ten years respectively

Mode Share of Walking Trips in Sydney Metro (under 10km)



NSW 2021 – New State Government’s ‘State Plan’



TARGET

Increase the mode share of walking trips made in the Greater Sydney region, at a local and district level, to 25% by 2016.

ACTIONS:

To increase walking to help ease transport congestion and build a healthier, more active community we will:

- Develop and implement a **NSW Walking Strategy** to encourage and promote walking for travel and recreation, and to enhance walking environments.



NSW2021
A PLAN TO MAKE NSW NUMBER ONE

Supportive Urban Design

State Planning Active Living Position Statement, Active Living Guidelines for local council planners and Developer's Checklist



Where to next?

- All major transport investments explicitly show a consideration of active transport (AT) alternatives or quantification of how AT can be integrated
- Adopt a nationally consistent set of walking and cycling parameter values allowing for quantification of the costs and benefits associated with these modes
- A research agenda that includes investigating what health care costs can be directly and indirectly attributed to changes in travel behaviour?

Acknowledgements

- Rebecca Lehman (GTA Consultants)
- Jennifer McAlister and Katie Feeney (AECOM)
- Rob Tyson (PWC)
- NSW Office for Environment and Heritage

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