

# Walking Around the World

Promoción de caminar: una visión del mundo

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## Overview:

1. Walking: a Global challenge
2. Awareness of walking worldwide
3. Why does walking have a low profile?
4. Ways to bring walking centre-stage

# 1. Walking: why is it a Global challenge?

Walking is

- a key environmental asset,
- a huge store of community capital
- a means of personal health and happiness

And yet...

This asset is undervalued, and not even recognised

- Where walking is rare, little is done to promote it
- Where walking is commonplace, it is being sacrificed to motorisation

We can make more of the walking asset

- Every trip on foot (or bike) is one less by motorised transport
- The more trips we make on foot, the better the places we walk
- If more needs are met by foot, we cause less damage to our world
- A short walk can replace a longer car (auto) trip
- For longer trips can walk to and from transit

*“A short walk trip is the highest achievement  
of city planning”*

*JM Thomson 1987*

Also, walkable places are interesting places



Malmö, Sweden



Potsdam, Germany



## Walkability and interest do not require wealth



Cape Town

Let's take a trip round the world...

## African continent

### 1. Highest road death rate

Pedestrians 40-50% of road deaths

### 2. Excessive “forced” walking

Lack of transport choice for basic needs

### 3. Motorisation reduces walking in the growing cities





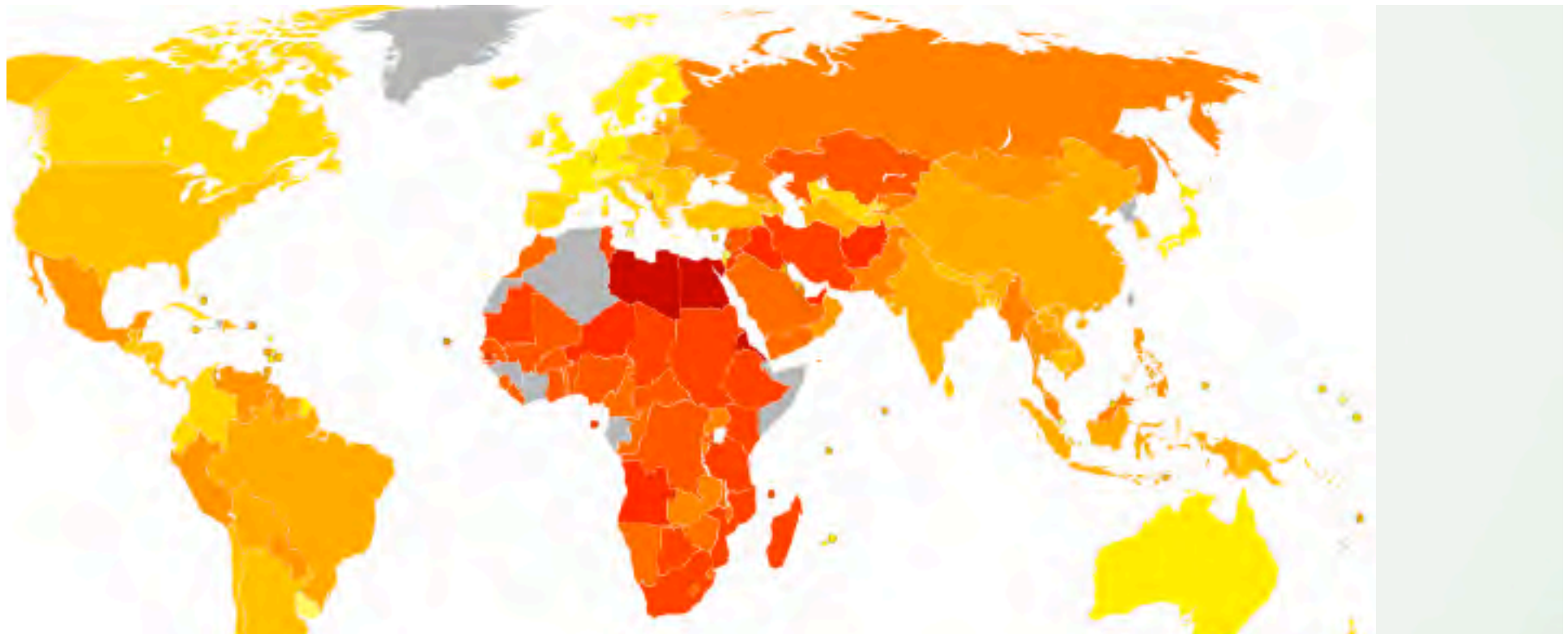
## Africa



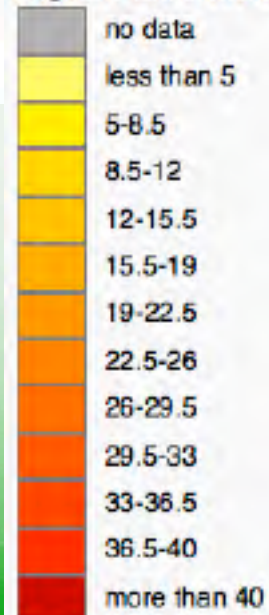
Unwanted walking  
(lack of access to water,  
services)

Highest road deaths  
rate





English: Traffic related deaths - Annual number of road fatalities per 100,000 inhabitants.



The highest road death-rate  
in the world

Estimated 50%  
pedestrians and cyclists

## The consequences of individual motorisation



Lagos, Nigeria

Image: [africamusiclaw.com](http://africamusiclaw.com)

## Developing Asia / Latin America

### 1. High deaths and injuries

Pedestrians/cyclists 50-60% of road deaths

### 2. Rapid motorisation replacing people-powered transport

Especially newer cities. Aspirations for cars

### 3. Increasing access inequalities

New wealth unevenly distributed, 70% of world's poor live in Asia

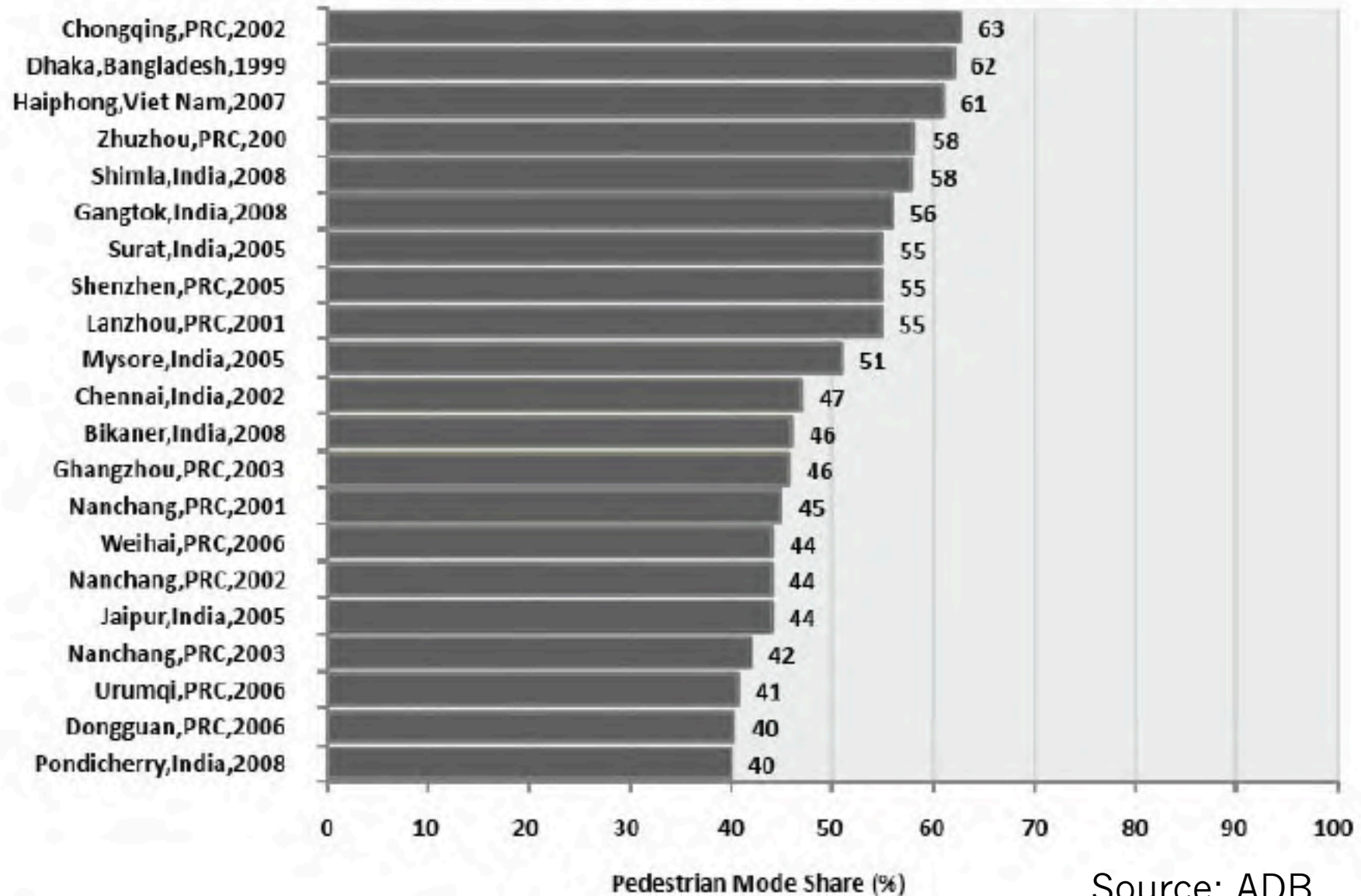
### 4. BUT Huge potential to build walkable cities

Walk/cycle/transit combination



# High walk mode share in Asia...

## Pedestrian Mode Share in Asian Cities (%)



Source: ADB

# But... walking is declining rapidly

**Walking Mode Share Changes in Selected Asian Cities**

City	Year	Before (%)	Year	After (%)	Mode with Greatest Gain (Motorized)
Bangalore	1984	44.00	2007	8.33	Two-wheeler and car
Changzhou	1986	38.24	2006	21.54	Two-wheeler and car
Chennai	2002	47.00	2008	22.00	Two-wheeler
Delhi	2002	39.00	2008	21.00	Two-wheeler and car
Nanchang	2001	44.99	2005	39.11	Car
Shanghai	1986	38.00	2004	10.40	Two-wheeler and bus
Xi'an	2002	22.94	2006	15.78	Bus

Source: ADB

## Unwalkable places – traffic domination

Beijing:  
17 lanes  
to cross!



## Impact of individual motorisation – Shanghai traffic in 2007



Image:  
Wiki Commons



## North America / Australasia

1. Little walking, car dependent
2. Unwalkable communities
3. High carbon emissions
4. Urban structures poorly suited to sustainable transport



## Unwalkable places... no provision



Image: © Google

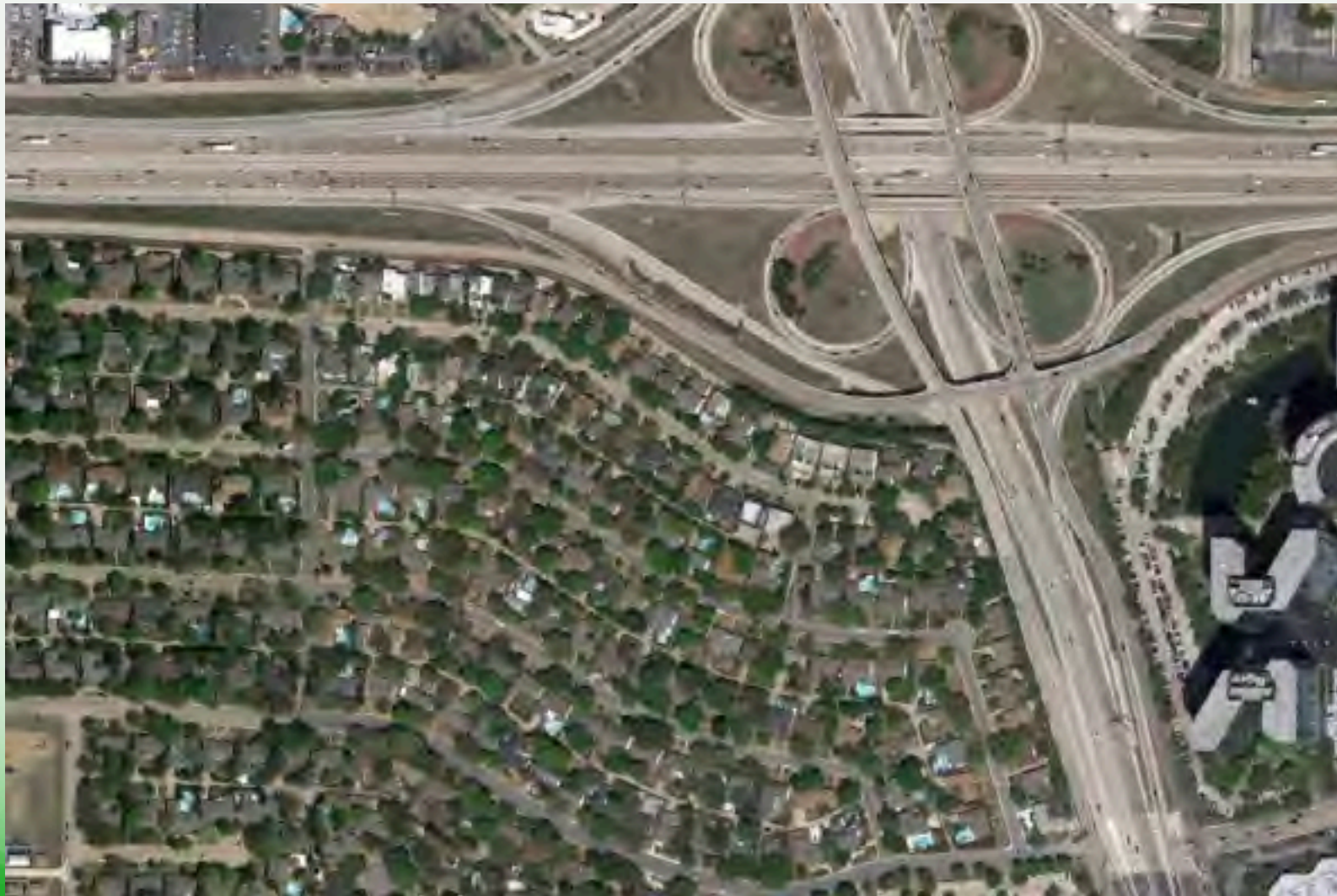
“I have difficulty getting ANY footway into residential sub-divisions.”

“Most councils only require a footway on one side.”

“Council officers told me that footways were not necessary.”

(Planning Consultant, New South Wales)

## Car (auto) dependent urban form



Dallas

## Europe

1. Reduced but stable level of walking  
Motorisation has slowed down  
– “Peak Car?”



2. (Relatively) wide transport choice

3. Potential to regain walk/cycle/transit  
Compact urban forms

European cities **TRIED** to adapt to the car in 20<sup>th</sup> century



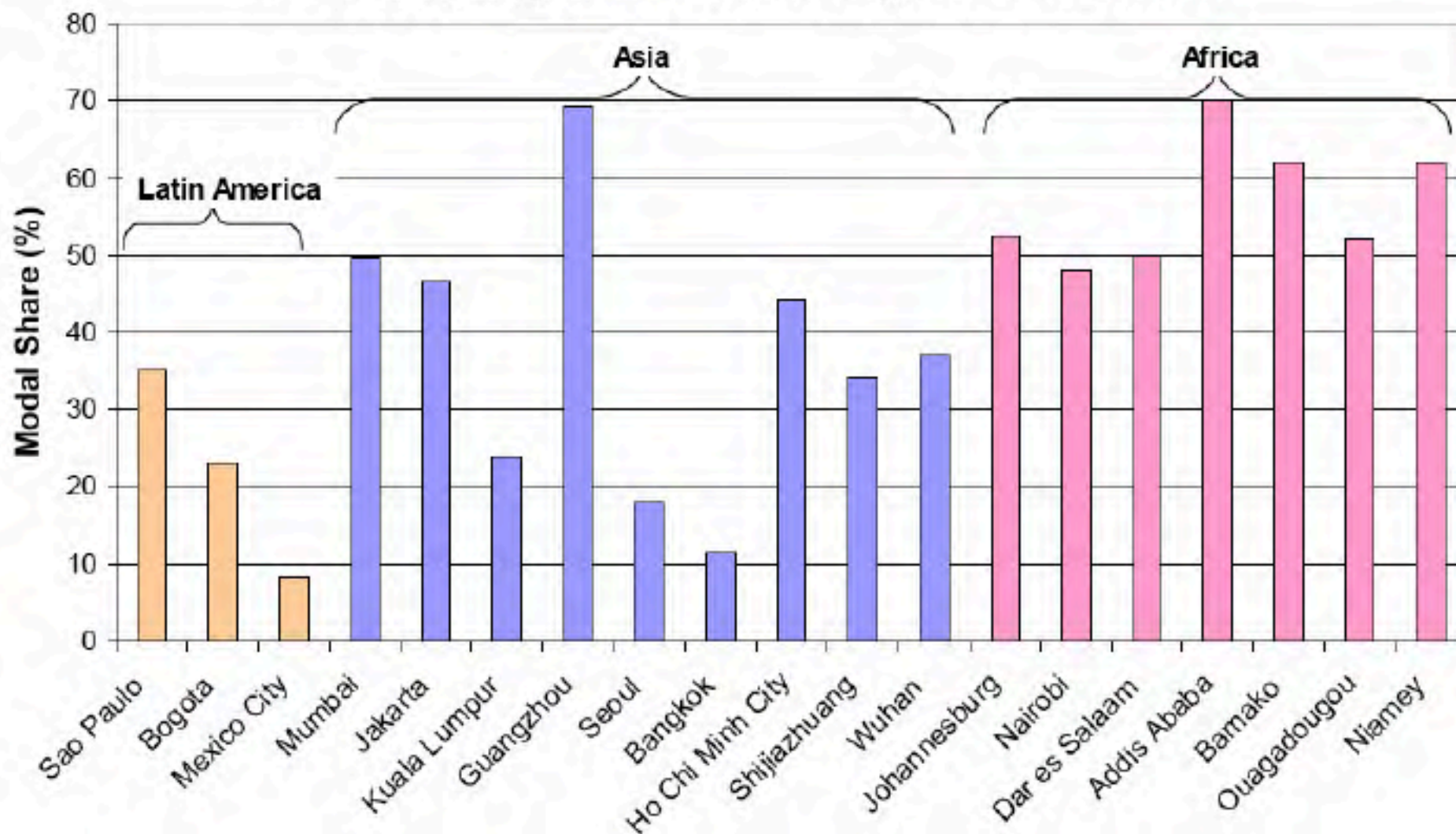
Chatham, England

Now much of the traffic infrastructure of the 1960s and 1970s is being torn down

## Typical proportion of all trips made on foot

	Typical proportion of all trips made on foot
Africa	High 50-70%
Asia – developed	Medium 20-30%
Asia – developing	High 40-60%
Australasia	Low 10-15%
Europe	Medium 20-30%
North America – <u>walkable cities</u>	Low 10-20%
North America - elsewhere	Very low 5%
Latin America	Varied 10-40%

## Developing Cities Walking Modal Share



## 2. Awareness of walking worldwide



Image: Kenton Wines



# Government attitudes to planning for walking

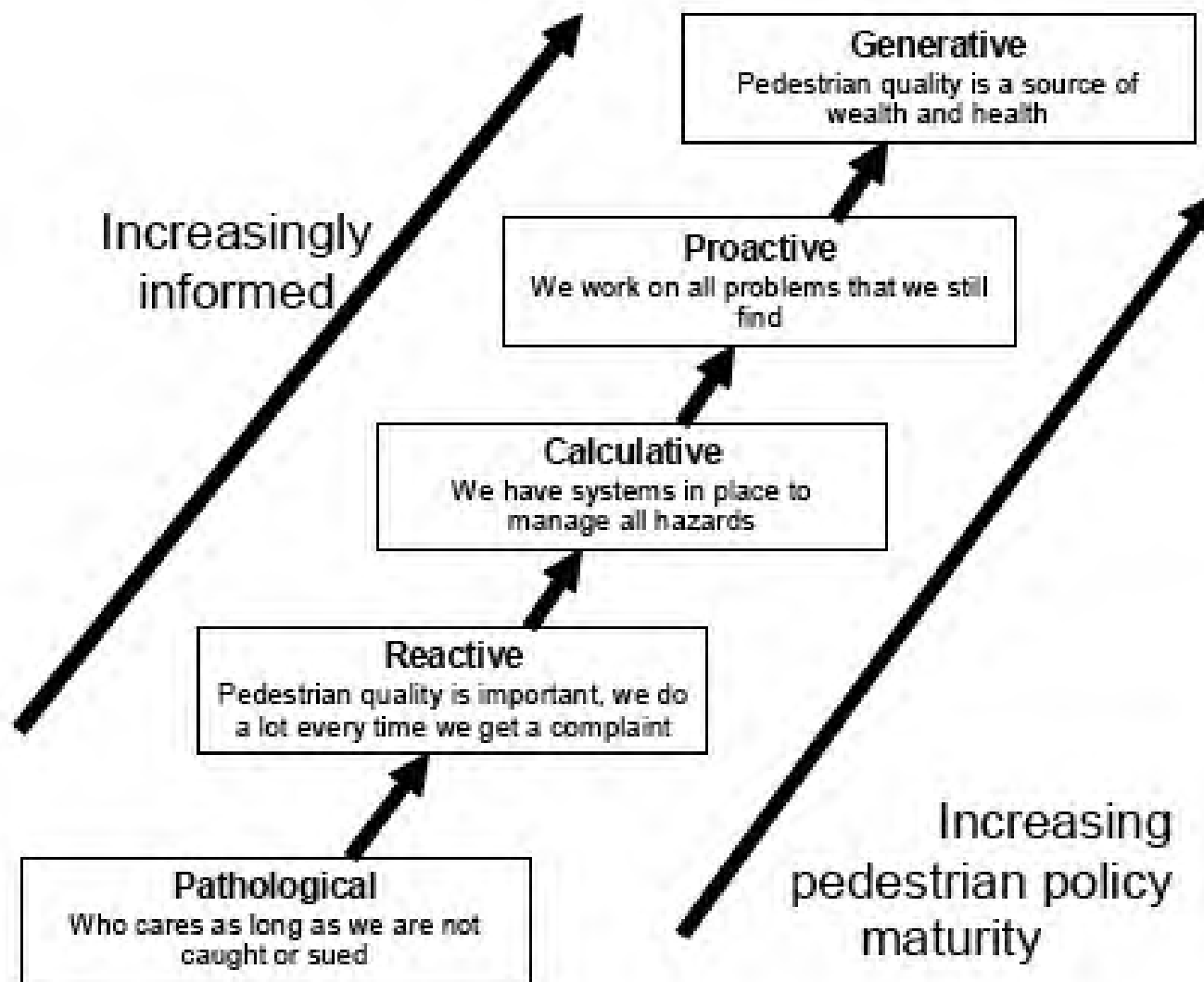


Figure 1 Pedestrian quality policy maturity (adapted from Hudson and Flemming)

Judgment of some professionals about attitudes in their city/country

<b>Generative</b>	Sweden
<b>Pro-active</b>	Germany, Japan, Korea, GB Adelaide (Aus), Boston (Mass)
Calculating	Finland, Mass (USA), Sydney (Aus)
Reactive	Portugal, Victoria (Aus), Bavaria, New South Wales (Aus)
Pathological	New Zealand

Where would your country be on this scale?

### 3. Ten reasons for low profile of walking

(from Walk21 and other discussions)

- ① Produces no impacts (problems), so no-one is charged with solving it
- ② The decline in walking is gradual, so the end result not foreseen
- ③ Requires incremental small scale actions, whereas politicians like big projects (roads and railways)
- ④ Professionals give priority to big infrastructure (boys' toys?)

- ⑤ Difficult to measure and assess
- ⑥ Difficult to appreciate
- ⑦ Politicians fear of looking silly
- ⑧ In motor-dependent communities, many people are averse to walking
- ⑨ No private or corporate sponsorship (walking is not “commodified”)
- ⑩ The appeal of speed and technology

Politicians fear looking silly if they do a plan for walking?



John Cleese (Monty Python 1970)

# Ministers are interested in BIG projects

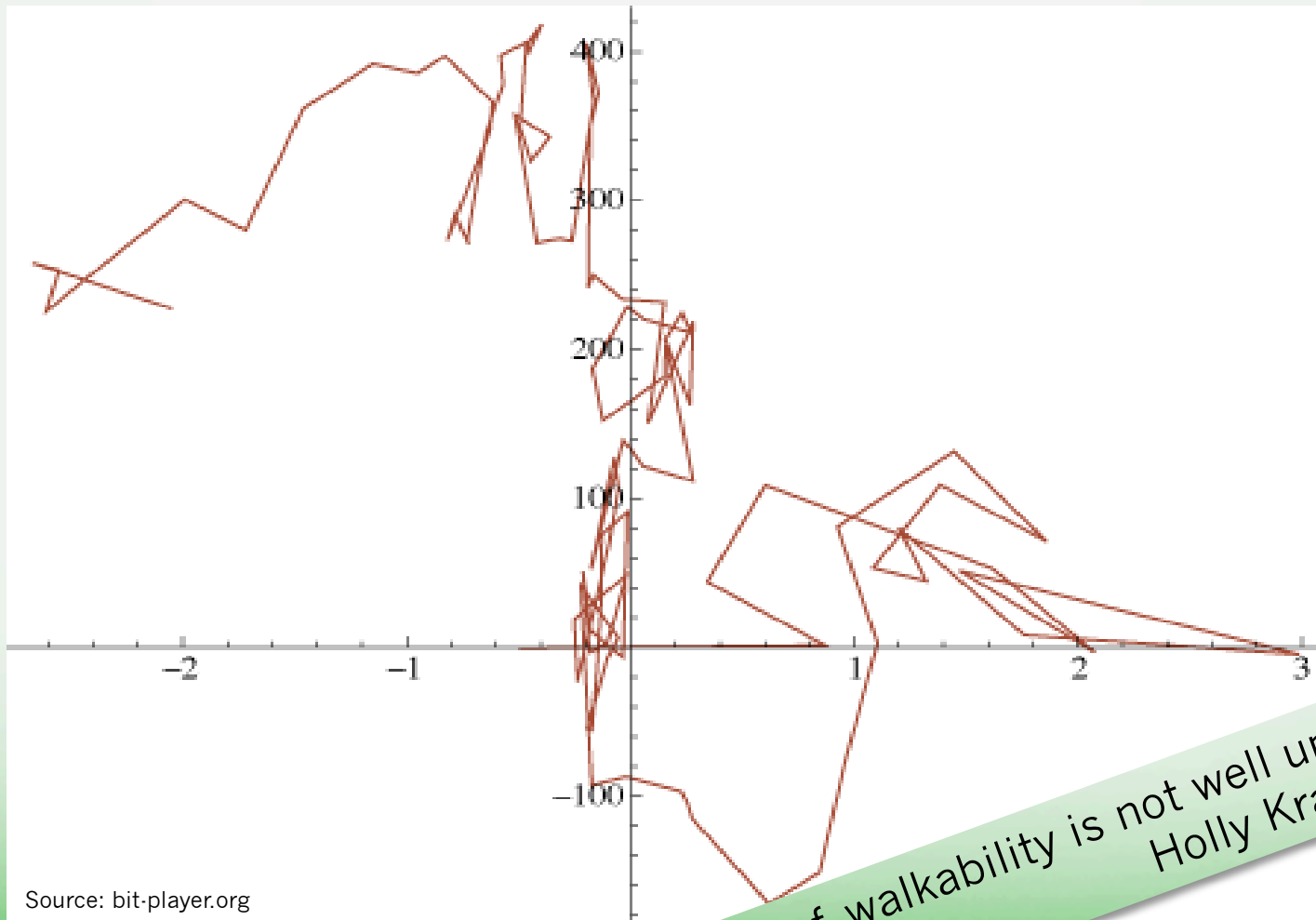
Prime Minister Thatcher opens the London Orbital Motorway (1986)



Minister opens  
pedestrian crossing

no image found !

# Walking can be difficult to measure and analyse !



“The notion of walkability is not well understood”  
Holly Krambeck

# A lack of data = lack of understanding

- Most countries have little data on walking
- Often only deaths and injuries

A tendency to regard the “walking problem” as safety only

Deaths and injuries treated as “collateral damage” in an otherwise desirable transport system

**“You Can't Manage What You Don't Measure”**  
F John Reh



## 4. Ways to bring walking centre-stage

Exert pressure nationally/internationally for better data, for better arguments,

1. Shift balance away from motorisation (\$)
2. Outlaw car-based development
3. Promote “Safer and Slower”

Act locally to produce

1. Events to demonstrate walking pleasures
2. Showcase schemes to attract political interest
3. Share ideas and best practice

# The desperate need for better data

What is a walk “trip”?

Types of walking (transport, leisure, sojourn..)

Trips or trip stage

Trip substitution (changes of mode)

International comparisons

Walking and cycling relationship

Walking and urban form

Impact of quality

and so on.....

Towards international data standards

**Measuring Walking**  
Towards internationally standardised monitoring methods of walking and public space

Home Initiative News Downloads

**Welcome to the Website of MEASURING WALKING**

MEASURING WALKING is a joint initiative of the Spanish (COOT) and Portuguese (Gupy) Quality Teams and the Walk21 International Committee (ICW). The goal is to establish a set of international guidelines for the collection, analysis and dissemination of quantitative and qualitative indicators for measuring walking as well as related to the Walk21 Conference in Melbourne 2008.

Based on existing material (see project web site) seeks agreement among experts from different countries, professional federations and cultural or public performance indicators and quality levels for data collection methods.

The guidelines will serve, among other purposes, as benchmark for the implementation of principles set down in the International Charter for Walking. The process of reviewing and updating standards in some national standards is intended to take into effect (at least).

Workshops have been held at Walk21 conferences in Toronto (2007) and Barcelona (2008). Further work on performance indicators is underway in preparation for the 10th Walk21 Conference in New York in October 2009.

A range of documents, including some of the presentations from the workshops, are available on the website. If you would like to get in touch with the project team, please email the coordinator (see address below).

The project is financially supported by the Swiss Federal Roads Office and the Swiss State Secretariat for Education and Research. Additional financial support is always welcome.

**This website is just draft and will be replaced later this year. All information will be updated then. Sorry for the delay and thanks for your understanding.**

is an internet project of

Walk21 P/Q N COST

Financial support by

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Queens University Belfast  
Qualitative Research in Urban Design

# Promote walking under non-transport banners

Successes in the UK include:

- Health
- City improvement (better streets)
- Inclusive access and disability
- Economic benefits (more trade, revenue)
- Tourism
- Conservation
- Community cohesion

# Transport professional education should focus on NMT



NMT = Non Motorised Travel

# Changing attitudes; winning hearts and minds



## Simple but effective technology!



“Playing out” scheme, Bristol, UK  
Residents organise their  
own play streets

# Showcase schemes to attract political interest



Example:  
Exhibition Road, London



London Mayor cuts the tape

## Seoul demolished highway to create new walkway



Cheonggyecheon Before



Image: HJEH Becker





Image: Jees Helsinki

## New walk and cycle way (“Baana”) Helsinki



New pedestrian link to overcome a change of level has become a destination in its own right (Sassnitz, Germany)

“Improving walkability entails improvement not only in the physical infrastructure, but equally in the minds of people.”

Bert Fabian, Sudhir Gota, Alvin Mejia - Asian Development Bank

## Walking Strategies can help focus minds, and money

UK: at least 30 cities in the UK including

- Birmingham (UK)
- London (1996 and 2004)

Canada: Toronto - to integrate actions

China: Hong Kong

India: Bangalore

USA: Boston

Western Australia



## Some countries with national policies to promote walking

(reported)

England

Finland

Japan (Barrier-free walking)

Korea

New Zealand

Portugal

Sweden

## **Action needed worldwide:**

1. Halt the decline in human-powered transport, especially in Asian and other fast-growing cities
2. Reduce appalling road deaths  
1.2 million deaths each year  
20 times more than all global conflicts
3. Overcome lack of awareness and low political priority
4. Use positive messages to moderate the urge to get motorised
5. Ensure all growth in walkable communities

## **The biggest challenges:**

1. Prevent the loss of high walk shares in developing countries, esp. Asia
2. Reduce the appalling toll of deaths and injuries
3. Increase walking in “developed” cities

Our vision of travel for the future? No thank you







Canada Travel

Thank you

*Gracias*

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[livingtransport.com](http://livingtransport.com)