



**ROAD CONTROLLING**  
AUTHORITIES FORUM (NZ) INC

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# SHARED FOOTPATHS

SPECIAL INTEREST GROUP

MEETING: 22 APRIL 2016

Report to AMIG 19 May 2016

# Terms of reference

- **Objectives**

- Identify best practice and make this available to practitioners;
- develop or steer development of guideline documents; and
- promote appropriate regulatory responses.

- **Responsibilities**

- reviewing guidance and direction for the provision and use of shared paths; and
- reviewing research, trials or projects with regard to shared paths in New Zealand; and
- providing sector feedback on priorities for changes to road user or traffic control device rules affecting shared paths.

# Deliverables

- Tasks
  - oversee any trials of new shared footpath solutions;
  - provide advice and input on the form and content of guidelines;
  - actively contribute to reaching sector consensus on shared footpaths;
  - provide advice and input on the implementation of guidelines and research;
  - review regulations, guidelines and practice in light of published research;
  - ensure costs and benefits are appropriately considered;
  - consider legal implications;
  - approve guidelines and recommend their adoption as necessary

# RCAF concerns and focus

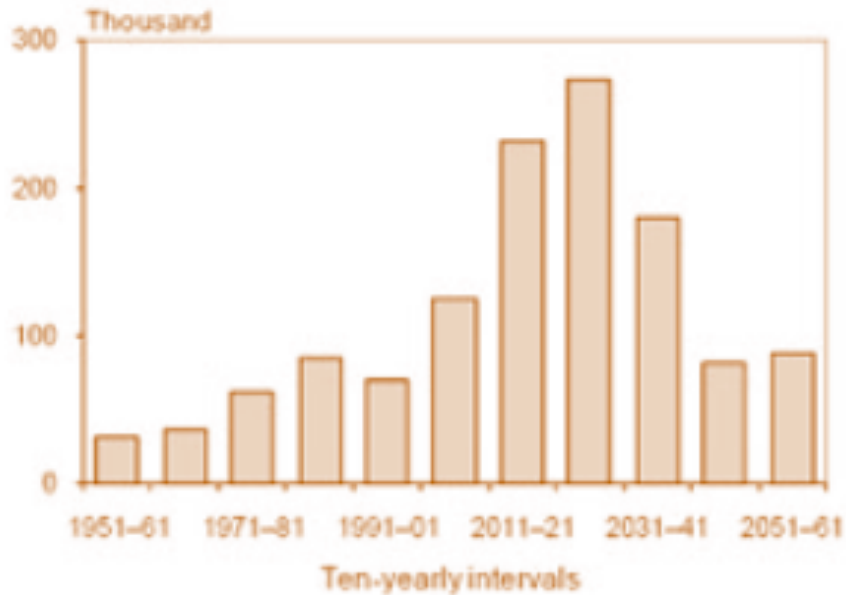
- Mobility scooters
- NZPost delivery vehicles
- Cycling on footpaths
  
- Ensure roads and roadsides support safer travel
- Encourage safe vehicles

# Stakeholder concerns and focus

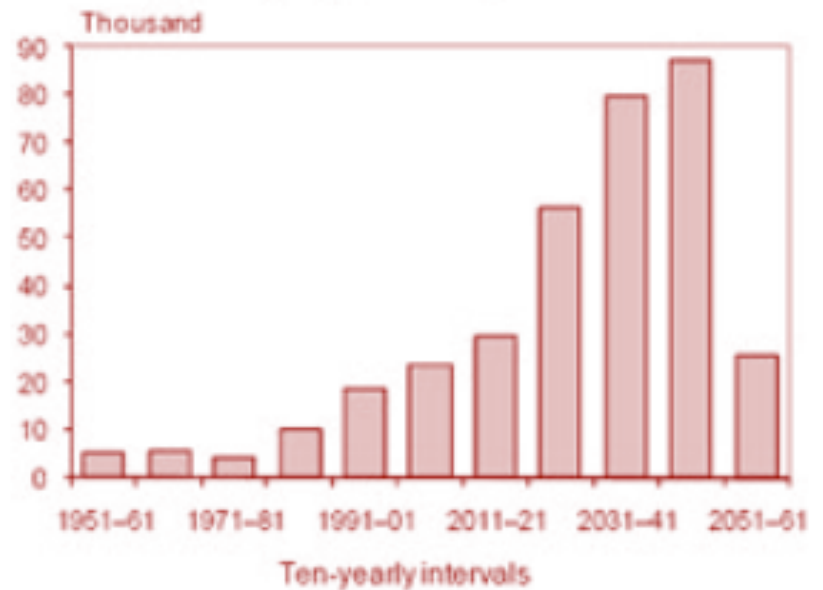
- Function of network - what is it for?
- Ability to access and use the network
- Principle of inclusiveness
- Benefits of participation
- Costs of exclusion
- Knowing who is excluded

# “The elephant in the room”

**Growth in the 65+ Population**  
By ten-yearly intervals, 1951–2061

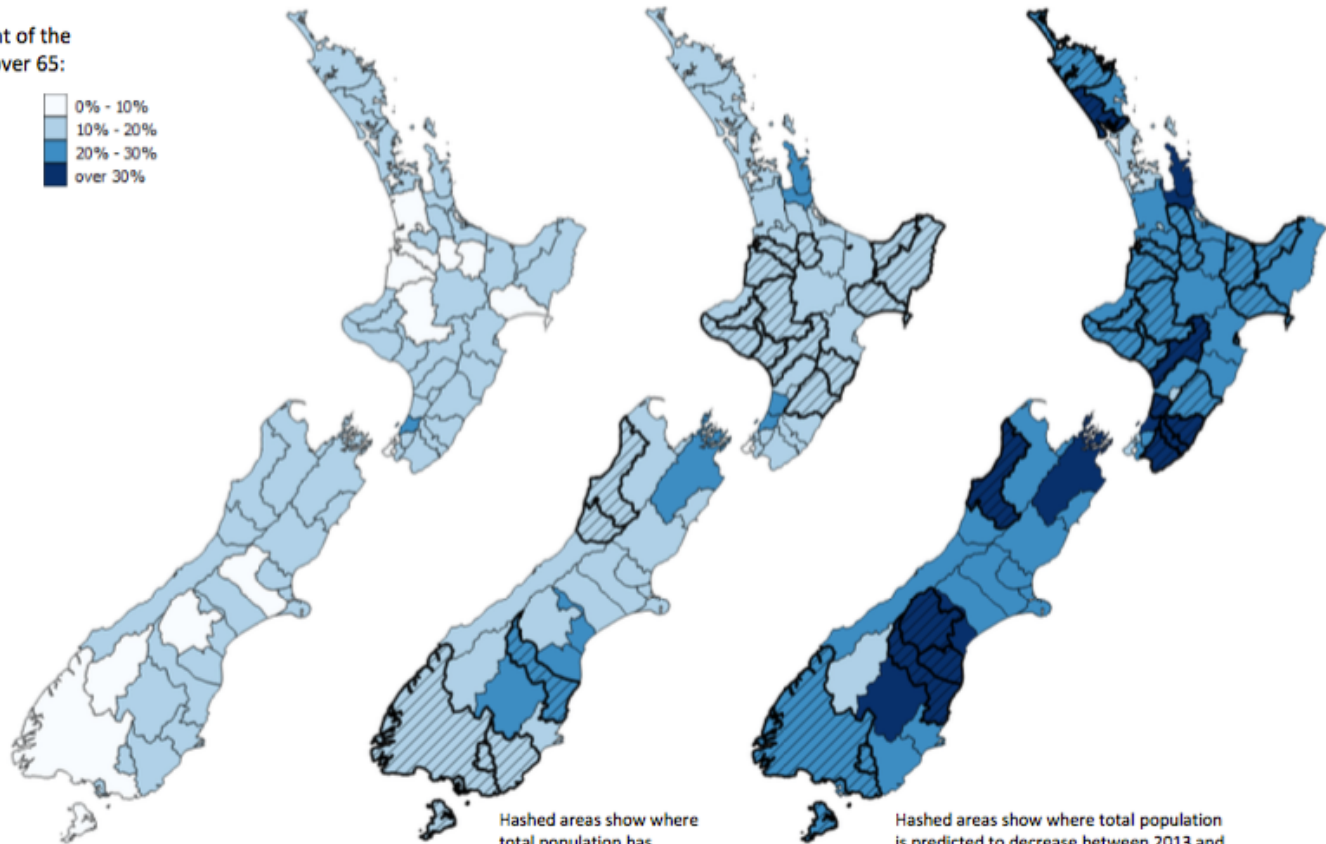
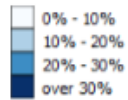


**Growth in the 85+ Population**  
By ten-yearly intervals, 1951–2061



# What that will look like

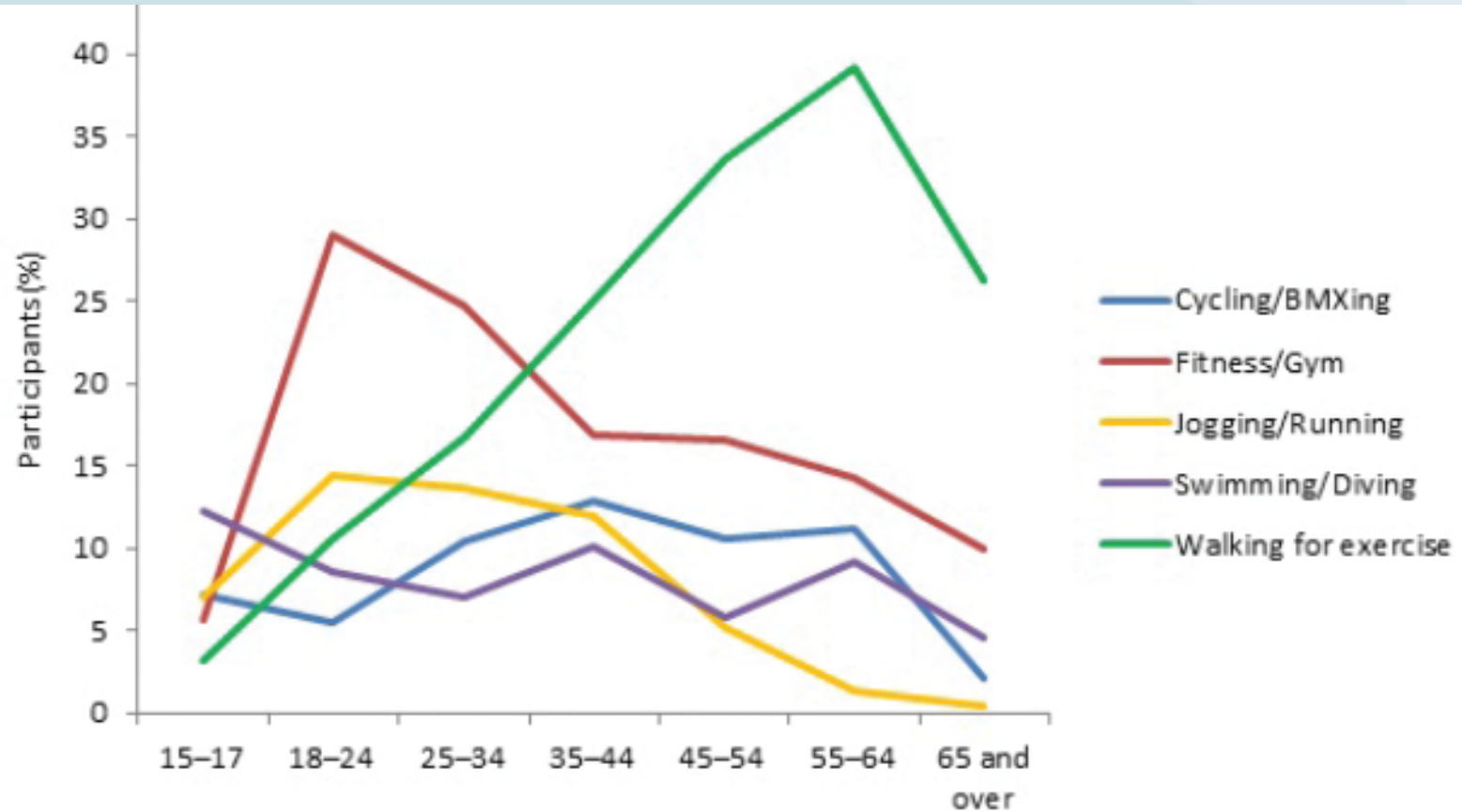
KEY: per cent of the population over 65:



Hashed areas show where total population has decreased since 1996.

Hashed areas show where total population is predicted to decrease between 2013 and 2031.

# Greater footpath use expected





# Needs of seniors well known

- Improving the safety of older pedestrians means:
  - Wider footpaths and separation of cyclists and pedestrians
    - (Wilton & Davey, 2007)
- To increase walking safety, provide:
  - Greater space and barriers separating pedestrians and cyclists on shared facilities
    - (DoT (UK) 2001)
- Elderly or vision-impaired are first to avoid shared paths
- Fear of potential injury discourages use by vulnerable users

# Data on use or avoidance needed

- “observable impairment” - mobility aid use
- TDG research - Stage 1 - pedestrian count
  - River Path, CBD, Hamilton
  - Wairere Drive, Hamilton
  - Hamilton Lake path
- Proportion of mobility aid users relative to reported proportion in the community

# Counting what Counts: A tool for local authorities



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 CCS Disability Action Waikato



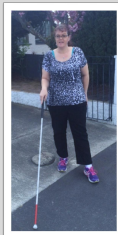
Manual pedestrian counts are a useful tool to understand how people move around. To find out who is not present, we developed a method to count mobility aid users, because we know what proportion to expect in any community. Use this tool to help prioritise investment in footpaths, road crossings, and to answer bigger questions about participation in your area.

## What to count: Our worksheet

We recommend that any manual count of people for transport planning should include some measure of whether the observed numbers reflect all people in a community. Counting people who use mobility aids (such as walking sticks, wheelchairs or a guide dog) is useful because these people have particular needs for accessible transport: knowing that they are using the network means that it must be working!

Most mobility aids are self-explanatory. "Wheelchair: assisted" is a manual wheelchair that is pushed by a walking person.

White canes and powered wheelchairs are as shown:



A white cane is used by people with low or no vision  
 Photo: [www.blindfoundation.org.nz](http://www.blindfoundation.org.nz)



A powered wheelchair is usually operated with hand controls such as a joystick.

The mobility aids that we count are based on national surveys of disability. We use national age- and gender-specific rates of mobility aid use to estimate local catchment proportions. In all New Zealand, approximately 3% of people use a mobility aid when moving around outside their home.

**Contact us** to find out how to estimate specific rates of mobility aid use for your communities.

Name:

Date:

Site: **1a. George Street, Signalised crossing George/Hanover**

Start time:

Finish time:

Weather:

Wind:



Total people walking across the road at location shown:	
Westbound	Eastbound

Pedestrians with visible mobility aids:	Westbound	Eastbound
Walking stick or crutch (single)		
Walking sticks or crutches (two)		
White cane		
Guide dog		
Wheelchair: manual		
Wheelchair: powered		
Mobility scooter		
Wheelchair: assisted		
Walking frame		
Back or leg brace, splint or visible support		
Visible artificial limb		
Other (specify)		

**Comments:**

# Mobility aid use forecast tool

Select your area of interest on the next tab ("Area")

Your area of interest is:

Hamilton City

Current estimate of mobility aid use:	<b>2.7%</b>	of all people in your community
This represents one in every	<b>37</b>	people in Hamilton City
A total of	<b>2441</b>	people in Hamilton City use a mobility aid

This compares to the estimated rate of mobility aid use in New Zealand in 2031 of 3.0%

Estimate of mobility aid use, 2031:	<b>3.3%</b>	of all people in your community
This represents one in every	<b>30</b>	people in Hamilton City
and a total of	<b>4282</b>	people in who will use a mobility aid in Hamilton City in 2031

This compares to the estimated rate of mobility aid use in New Zealand in 2031 of 4.0%

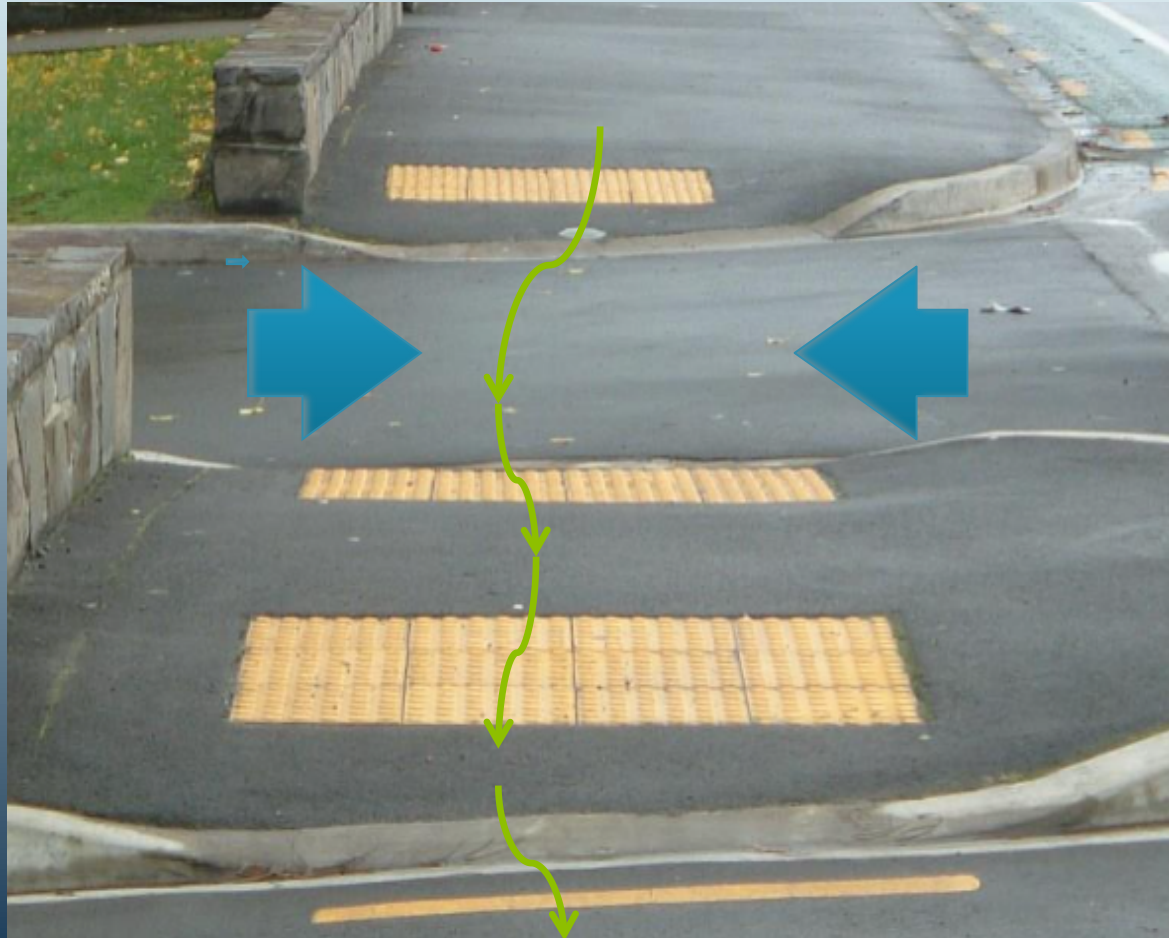
# Subsequent research proposed

- Determining the relative value of different trips to different people with differing levels of mobility
  - Stage 3 (\$15,000) - likely to be requested as Stage 2
- Develop willingness to pay indicators for shared and exclusive footpaths and cycleways able to support economic evaluations to justify and prioritise RCA investment
  - Stage 2 (\$15,000) - likely to requested as Stage 3

# Mobility scooters remain an issue

- Increasing numbers of deaths and serious injuries
- Alarming rate of incidents per journeys
- Calls for helmets
- Calls for warrants of fitness for operators
- Calls for registration

# Outmoded design priorities



# Priority for footpath users?

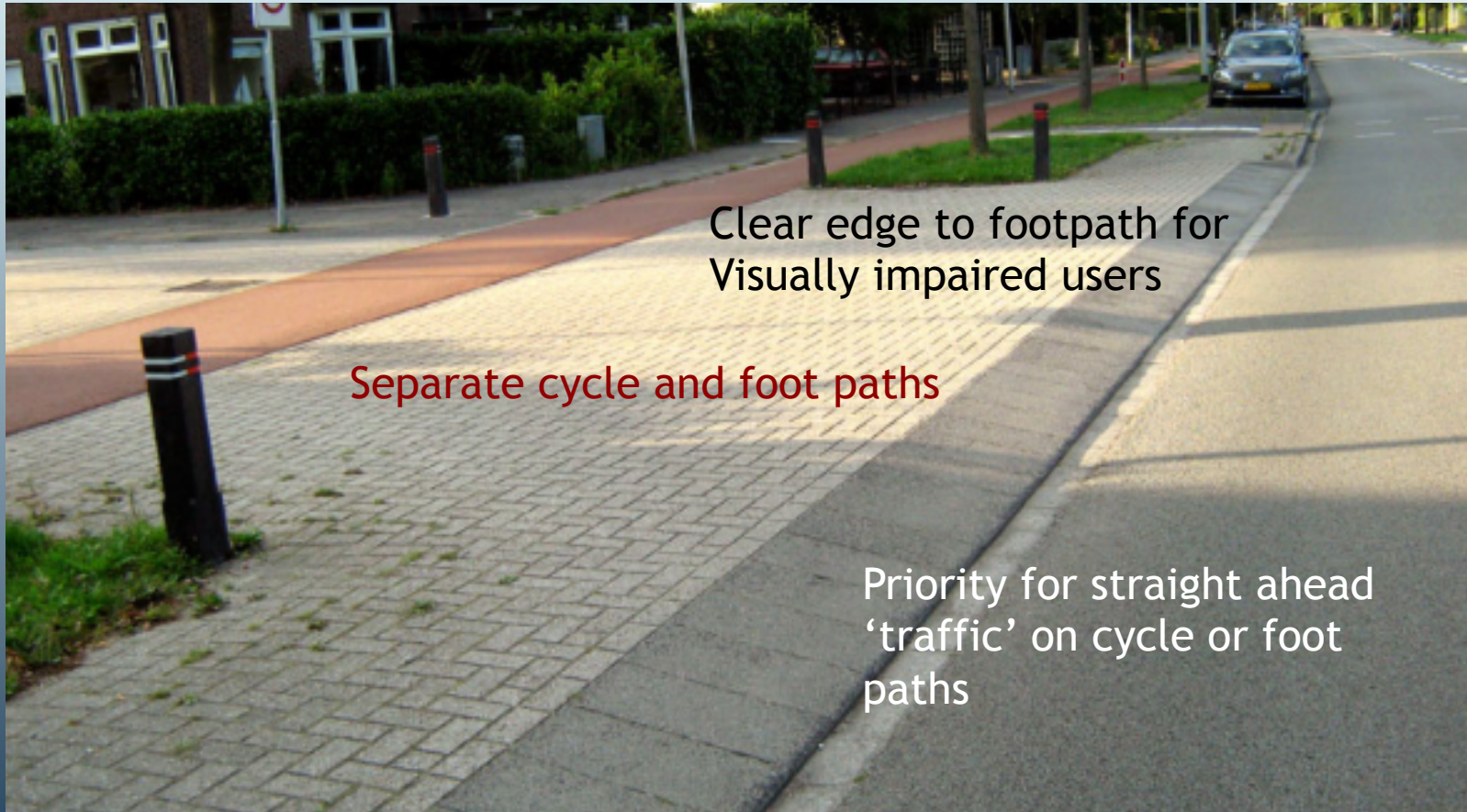




# In line with overseas trends

- Austroads project SS1955 - Older Road User Emerging Trends
- Centre for Automotive Safety Research, University of Adelaide - recommendations
- Shift priority to pedestrians and cyclists
- Require motorist to give way at all turns
- Reinforce priority with “plateau intersections”

# What does good look like?



Clear edge to footpath for  
Visually impaired users

Separate cycle and foot paths

Priority for straight ahead  
'traffic' on cycle or foot  
paths

# How are we doing so far?



Cycle path in middle of footpath; no warning TGS; meaningless TGS for 'pedestrian crossing'



# Confused and confusing



“Could do better”



A stylized graphic of a road or path, composed of several overlapping, curved, light blue lines that sweep from the top left towards the center of the page.

# **ROAD CONTROLLING**

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