



Walkable communities

Ben Rossiter

www.victoriawalks.org.au



Walkability



- Connectivity
- Destinations (land use)
- Density
 - Safe, comfortable & pleasant
 - Convenient (direct)
 - Public transport



Photo Eddie Jim @The Age

Walkable design





Victoria
walks

63% of
women feel
unsafe
walking at
night
27% of men





The 'epidemic' of pedestrian distraction

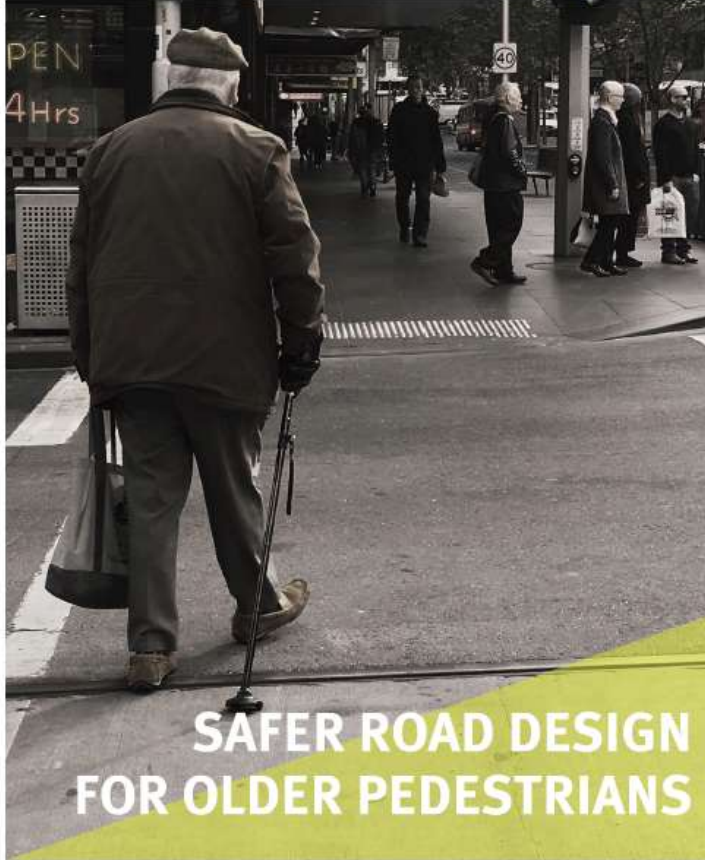


Pedestrian fatalities

Period	Total	Over 60 years	Over 70 years	U/17
2019 (to 28 Oct)	43	50% (21)	42% (18)	5% (2)
2018-19 (1/1/18 - 21/7/19)	80	50% (40)	38% (30)	6% (5)
2014-2018 (5 years)	185	48% (89)	32% (60)	7% (13)
2009- 2013 (5 years)	209	44% (93)	33% (70)	9% (19)
2004-2008 (5 years)	256	43% (109)	33% (84)	10% (25)
1999-2003 (5 years)	315	43% (135)	30% (96)	13% (42)

Pedestrian hospitalisations

Period	Total	Over 60	Over 70	U/17
2014-2018 (5 years)	3,560	35% (1260)	N/A	10% (369)
2009- 2013 (5 years)	3,155	32% (1005)	N/A	16% (490)
2004-2008 (5 years)	2,899	28% (800)	N/A	18% (530)
2000-2003 (4 years)	2,873	28% (808)	N/A	23% (665)



- Analysis of 1,149 crashes affecting walkers 65+
- Most common crash scenarios:
 - Right turn 18%
 - Footpath/driveway 16% (8% fatality)
 - Left turn 10%
- Road design
- Driver behaviour

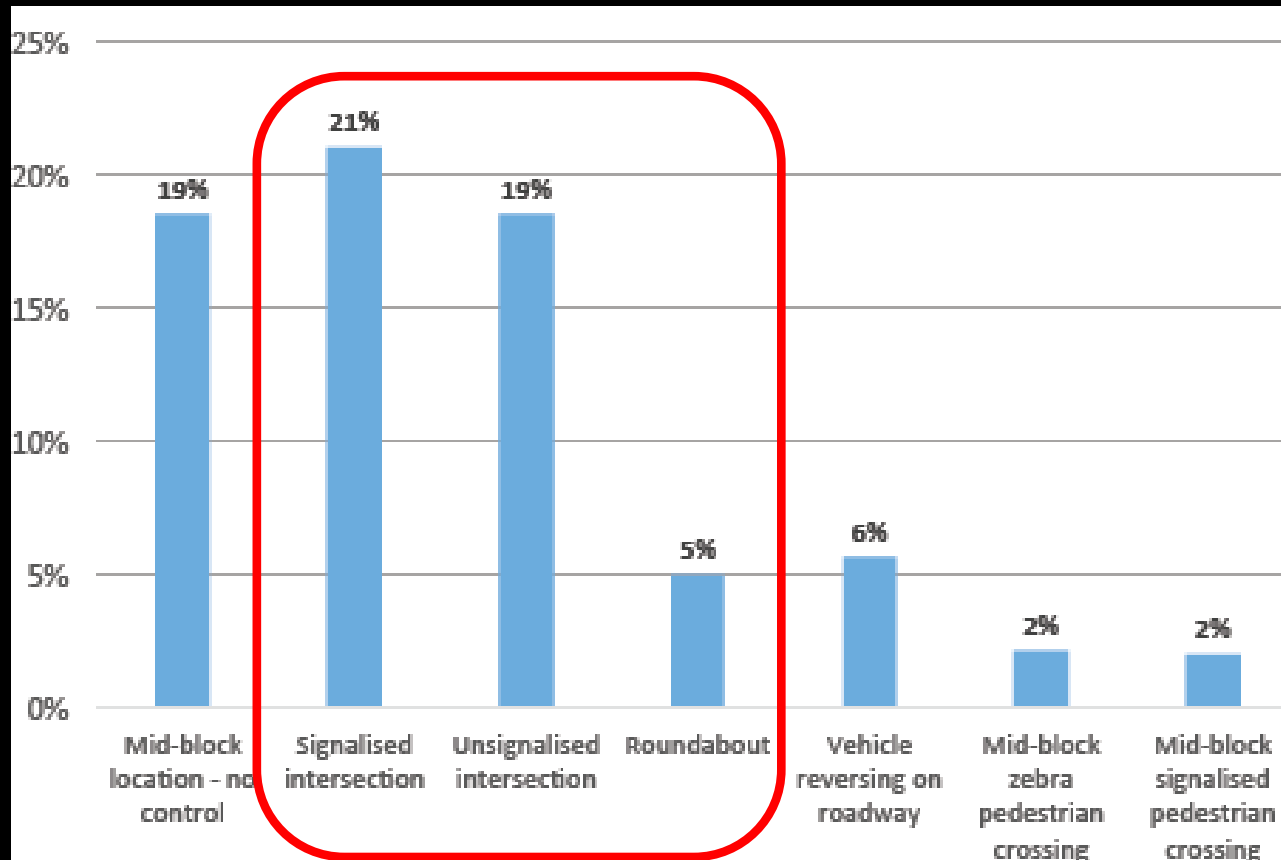


Figure 12: DCA 100 and 102 Crash Subclasses as a Proportion of all Older Pedestrian Crashes (CrashStats Restricted Access Database)

45% of crashes are at intersections:

- At signalised where 72% of drivers should have given way
- At unsignalised where 42% should have given way
- 5% at roundabouts (7% for over 85 y.o. females)

Older pedestrian injury fault

	Proportion of crashes	Driver at fault	Pedestrian at fault	Both parties	Unclear
Crossing at intersection	40%	79%	10%	5%	6%
Crossing mid-block	31%	44%	30%	3%	23%

Pedestrians aged between 16 and 39 years (n = 110) and pedestrians aged 60 years plus (n = 90), pedestrians injured in crashes in 40, 50 and 60 km/h speed zones in Victoria in 2008.

Sharp rise in deaths of elderly pedestrians

MARK RUSSELL

7/9/08

AN ALARMING rise in the number of elderly pedestrians killed on Victorian roads has prompted warnings from authorities about the dangers of not using designated crossings.

Police believe drivers were at fault in only four of the incidents in which 39 pedestrians were killed this year – a

Mr Lay said elderly pedestrians and children under 14 were at greater risk of dying after being struck by a car and had to be more vigilant when out walking. "You traditionally think young people are the ones who are impatient to cross streets, but quite often it's the older people who simply aren't taking the time to walk to a crossing and crossing when it's safe," he said.

Mr Lay said police, the State Government and VicRoads were trying to educate older people on the dangers of crossing roads by holding a series of pedestrian safety programs.

TAC's senior manager road safety, David Healy, urged motorists to slow down in areas of busy pedestrian activity. "Pedestrians are very vulnerable to changes in speed," he said. "We know that if a car travelling at 30 km/h hit a pedestrian, there would be a 20% likelihood of death. This compares to an 80% chance of death if a car hit a pedestrian at 40 km/h."

Safer road design for older pedestrians

Principals of better design



Surface quality



Reinforce give way



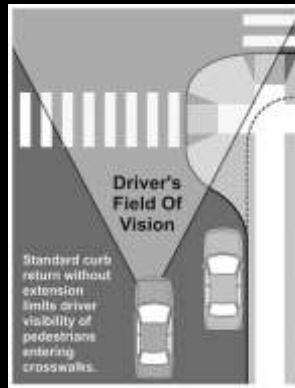
Reduce complexity



Separate from traffic



Reduce speed: crossing point & area wide



Conspicuous



Reduce distance



More time

The importance of detail



Walkability is key to road safety

- Don't get (pedestrian) distracted
- Road safety & modal shift
- Street & urban design is paramount
- Planning for pedestrians (networks)
- Driver centred pedestrian road safety

Thank you



