Darebin Safe Travel to School – Review of Safety Audits & Treatments
Smart Urban Futures Conference 21-22 March 2018
Context of the Project

City of Darebin, North Melbourne
- Encourages walking and cycling to school
- Audited 30+ schools and installed safety treatments

Project Objectives
- Review audit findings for 10 schools
- Evaluate safety treatments and rank for effectiveness
- Recommendations on audit approach and treatments
Methodology

Review Audit findings, recommendations and actions
- school characteristics and local environment
- travel modes and treatment recommendations

Survey Parents, Students and Staff
- journey distances and durations
- travel modes and reasons for mode choice
- views on safety treatments

Assess impact of safety treatments on walking and cycling
- perceptions, impact, safety and cost
Survey Findings 1 of 3

- Big difference in active Transport between schools (15% - 60%)
- Most schools showed a small increase in active transport

- Maximum walking distance parents would allow = 2km (90% of parents)
- Maximum cycling distance parents would allow = 3km (75% of parents)

Students’ views of journey:
- 1 in 3 students walk or cycle to school
- 2 in 3 students would like to walk or cycle to school
Survey Findings 2 of 3

**WHY WALK OR CYCLE?**
- I live near to school.
- Fits with our daily schedule.
- Healthy option.
- Quickest option.

**I walk or cycle to school now.**

**WHY USE THE CAR?**
- Quickest and fits with daily schedule.
- Various safety reasons.

**WHY NOT WALK OR CYCLE?**
- I live too far away from school.
- Safety.

**We would like to walk or cycle to school.**
Survey Findings 3 of 3

Parents’ views of safety treatments:

• 2/3 of parents felt they made the journey safer

• 1/3 of parents felt that they were important in helping the journey

• < 1/4 said they encourage walking or cycling
Treatment Assessments - Approach

Impact: did travel behaviours change?
• survey asked if treatments influence mode choice

Perception: does the treatment positively influence perceptions of the journey?
• survey asked this question

Safety: does the treatment reduce the risk of a pedestrian crash?
• Benefits compared using New South Wales Crash Reduction Factors

Cost: how much does a treatment cost?
• treatments were rated based on cost bands
RAISED THRESHOLD CROSSING

DESCRIPTION
Consists of a platform raised to the same level as the adjacent pedestrian footpaths. Requires speed hump warning sign, 20km/h advisory speed sign and may include other warning signs such as children crossing if warranted. This treatment does not give priority to pedestrians or cyclists.

Advantages
- An important element for providing continuity of pedestrian/cycle paths.
- Effective at reducing vehicle speeds at crossing point
- Considered a Safe System treatment as it reduces crash severity
- Deterrent to through traffic
- Pedestrians are more visible to drivers

Disadvantages
- Does not give priority to pedestrians or cyclists
- May appear to path users that they have priority
- Increases traffic noise
- Can be unpopular with local residents
- Generally unacceptable on bus routes or freight routes
- Can be uncomfortable for cyclists on the road

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<th>Impact</th>
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Overall Rating
10
Insights

a) There is a strong latent demand for active transport – from children

b) Parents appreciate safety treatments, but ease and convenience is important

c) Lack of evidence to show that these safety treatments influence mode choice

d) Traditional engineering treatments on their own are not enough to encourage active transport

e) Actions need to be more radical, creative, engaging and joined-up (engineering and engagement)
THANK YOU

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