Reflections on our changing journey: past, present and future

Ben Rossiter
Executive Officer, Victoria Walks
Introduction

• Walking and walkability since 2008

• Directions for the future
Victoria Walks

• Established 2009
• Health Promotion Charity
  – Leadership
  – Support action
  – Promote walking
• Journey to work – decline from 1976 to 2001

• In Melbourne 3-4% of trips to work

• Melbourne lags behind most capitals, notably Sydney

Source: Mees and Groenhart 2012
Walked short trips between areas

- In Melbourne and Yarra, about 70% of short trips (under 2km)
- Melton, Hume, Whittlesea, and Nillumbik 26-27%
Victorian Government – transport walking

- Minimal staff capacity in DTPLI & VicRoads
- Pedestrian facilities funding ceased
Strategies & plans

- Melbourne 2030 (walking & cycling) led to Pedestrian Access Strategy – dropped
- Plan Melbourne recognises walking as transport
- NSW more active
Network planning

- Principal Pedestrian Networks (PPN)
- Planning for walking like other transport modes
- Essential to make Smart Roads work for walking (or only shopping strips)
- Changes council’s practice
Road safety

Average annual percentage change in fatalities 2002-2011 Source: BITRE 2012
POLICE have urged people to not become complacent in traffic following a fatal accident at a Sandringham shopping centre car park.

Two elderly women on a trip to the shops were hit by a car in Chalmers Avenue at 4pm on January 14.

Police alleged a middle-aged driver accidentally accelerated and pinned the women against the wall of the Sandringham library.

Both women were taken to The Alfred hospital with serious injuries and one, an 84-year-old Hampton East woman, died on January 16.

The second victim, a 78-year-old Sandringham woman, was released from hospital on January 16.

The driver of the car, who cannot be identified, was not injured and is helping police with their enquiries.

Senior Sergeant Andrew McDowell said the accident was a reminder that vulnerable road users, including pedestrians, elderly drivers, learner drivers, cyclists and motorcyclists, need to take extra care on the roads.

“There needs to be heightened awareness,” he said.

The car park incident was the first fatality on Bayside roads this year.

There were two fatalities in Bayside last year.

Firbank student Georgie Thring, 18, was killed when the car in which she was travelling, driven by a learner-driver friend, hit a tree in Brighton East, on January 27.

On May 3, an 89-year-old woman was hit by a car as she crossed Beach Road, Sandringham.
Dead men (& women) tell no tales?

“Police believe that drivers were at fault in only four of the incidents in which 39 pedestrians were killed this year [2008]”
Pedestrian injury, who’s at fault?

<table>
<thead>
<tr>
<th>Crossing location</th>
<th>Proportion of crashes</th>
<th>Driver at fault</th>
<th>Pedestrian at fault</th>
<th>Both parties</th>
<th>Unclear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing at intersection</td>
<td>40%</td>
<td>79%</td>
<td>10%</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Crossing mid-block</td>
<td>31%</td>
<td>44%</td>
<td>30%</td>
<td>3%</td>
<td>23%</td>
</tr>
</tbody>
</table>

Excludes crashes at roundabouts (5%) or where pedestrian not crossing the road (26%, e.g. footpaths, car parks).

Source: Nieuwesteeg and McIntyre (2010)
Road Safety Strategies

- *Arrive Alive* approach
- Current supports uptake of sustainable modes
- TAC new grants program

[Image of a street scene with people walking and a car driving]
Speed

- We lag behind
- Road safety
- Speed zone guidelines

- School zones
- Shopping strips

Figure 28: Activities in public space by street type, Basel, 2005
Speed limits

Existing (red) and proposed (blue) 40km/h speed limits in City of Port Phillip
Sprawl continues

Plan Melbourne MAC criticism of reliance on sprawl – need more infill
Density

- Increasing in CBD and surrounds
- Problematic high rise
- Suburban density not effectively targeted (standard res zones)
- Gen Y and others
Walking to shopping strips

City of Darebin study of Northcote shopping precinct

<table>
<thead>
<tr>
<th></th>
<th>Traders (thought)</th>
<th>Visitors (actual)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive to shops</td>
<td>56%</td>
<td>33%</td>
</tr>
<tr>
<td>Walk to shops</td>
<td>17%</td>
<td>36%</td>
</tr>
<tr>
<td>Most important issue</td>
<td>Parking</td>
<td>Cleaning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Maintenance</td>
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<td></td>
<td></td>
<td>Pedestrian safety,</td>
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<td></td>
<td></td>
<td>Pedestrian access</td>
</tr>
</tbody>
</table>
Town centres – Zone reform (2013)

- Allowing retail and office development in industrial areas (VPP) is a backward step

- Planning scheme still requires excessive car parking
Public transport

• Walking to trains
  60% (90% for trams & buses)

• Physical activity
  Move beyond park and ride rail services
The public now wants Public Transport

- 2014 *Herald Sun* survey
  - 62% give trams priority over cars.
  - Rail to airport 34%, East-west link 15%.

- *Age/Nielsen* poll (Nov 13)
  - Public transport 74%
  - East-west Link 23%

Increasing use of buses – 16% growth in 2011/12
Health & walking

- Transport Integration Act, and *Plan Melbourne*
- Walkability as a health issue
- Healthy Together Victoria
Councils

- More sophisticated planning
- Starting to put pedestrians first
Councils

Raised crossing
Councils

Raised threshold
Councils

Kerb extension
From this to this

Degraves St, City of Melbourne
Bendigo
Still making mistakes
Nunawading Station
Don’t walk
Walking and Cycling

- Footpaths into shared & separated paths
- Cycling on footpaths
- Separate in high walking areas and commuter cycling routes

Princes Bridge
Say no more....
Examples from Europe: pedestrian priority zones

- Cul-de-sacs
- Town centres
- Elizabeth & little streets
- Shopping strips
- Neighbourhoods
Duisberg (Germany) before

- 22,000 cars a day 2008
- Edge of CBD
- Route to housing
Duisberg after

- 16,000 cars 2013
- 30% less cars, 30% more walkers
- 20 Km max
- Stepping speed
Ulm

- Post war reconstruction modernised the city
- 70s traffic centred public space
- 80s start rebuild (33,000 cars)
- 2000s pedestrian centred
Neue Straße, Ulm (flat central reserve, 30 km/h, 13,000 vehicles per day)
Conclusion

• A mixed bag, but perhaps more positive than negative

• In Victoria, it is councils leading the way
What do you think?
Injury Reduction Measures in Areas Hazardous to Pedestrians MUARC 2001
Street traffic & social connections

Figure 29: Average social connections by street traffic, connection type, side of the street, Bristol, UK, 2008

Sources: (Sauter and Huettenmoser, 2008); (Hart and Parkhurst, 2011)

Jane-Francis Kelly *Social Cities*, Grattan Institute, Melbourne 2012.