Communities Of The Future: Will Melbourne Be The World’s Most Liveable City in 2050?

Walkers – the indicator species for healthy, resilient cities
Most liveable cities

30 factors across 5 categories
• Stability
• Healthcare
• Culture and environment
• Education
• Infrastructure.

Tend to be “mid-sized cities in wealthier countries with a relatively low population density”
Design for, and value, cars not people
Active transport (density) & obesity

Another definition of liveable communities

safe, attractive, socially cohesive and inclusive, and environmentally sustainable, with affordable and diverse housing linked via public transport, walking, and cycling to employment, education, public open space, local shops, health and community services, and leisure and cultural opportunities.

Walkers are the indicator species
For whom do we design?
Designing for the ‘walking dependent’

Photo: C Maplesden
The pavement toll

Walking into danger: pedestrian falls put 5000 a year in hospital

March 17, 2016

Sister Helen Mary Langlands likes to look at the heavens as she walks, but a trip on an uneven footpath while walking to church in St Albas sent the 82-year-old nun crashing to earth.

She broke her wrist in three places and was told she would never regain full movement of the joint.

An avid crafter, the diagnosis left her “very miserable for a while”, she said.

In her misery, she has company. Sister Helen Mary is one of more than 5000 people a year who fall in the street and injure themselves severely enough to require treatment in hospital, a figure that outstrips pedestrian injuries in the road toll.

But falls from walking receive a fraction of the attention that road injuries do, in part because the scale of the problem is little understood. In Victoria, nobody has ever counted the number and type of injuries from falls before now.

FALL-RELATED INJURIES WHILE WALKING IN VICTORIA

Commissioned by: Victoria Walks

Supported by: VicHealth
The road toll: senior pedestrian

- Over 70 – 10% of pop, 31% deaths
- Over 80 – 2% pop, 12% deaths

Who is at fault?
- Over 60 years in only 12% of crashes
Pedestrian crashes resulting in fatalities by age

The risk of death (after being involved in a crash) is:
- Around 2% for people from birth to 64 years of age
- Almost two times higher for people 65-74 years of age
- Almost three times higher for people 75-84 years of age
- Over five times higher for people 85 years of age & older

Risk of death increases dramatically after people reach 65 years of age.

Risk of death is constant for people 0-64 years of age:
- 2.2%
- 2.3%

Risk of death for people 65-74:
- 4.4%

Risk of death for people 75-84:
- 6.2%

Risk of death for people 85+:
- 11.9%
Where are older pedestrian crashes

- **45% at intersections** (21% signalised, 19% unsignalised, 19%, 5% roundabouts)
- **18% right turn**
- **16% footpath / carpark**
- **10% left turn**
- **19% Mid-block**
Crashes on footpaths/carparks

16% of all reported crashes for pedestrians over 65 years of age occur on the footpath involving vehicles entering or exiting a driveway or carpark. The incidence of these crashes rises significantly as pedestrians get older.

Relative to the proportion of 'on driveway' crashes for people between 13 and 64 years of age, the proportion for people:

- 65-74 years of age is almost 4 times as much
- 75-84 years of age is 6 times as much
- 85 years of age and over is almost 8 times as much

Almost 1 in 4 of crashes for people 85+ are 'on driveways'.
Making safer

1. Reduction in vehicle speeds
2. Separation from traffic.
3. Reduction in the complexity of crossing.
4. Reduction in crossing distance.
5. More time to cross (lights)
6. Increase conspicuousness / visibility of pedestrians.
7. Reinforce the requirement for vehicles to give way.
8. Quality surfaces and detailed design.
Age friendly
Age friendly housing & walkability

Insert image (when I find one)
Principal Pedestrian Networks
Need to step up pedestrian priority

- Councils leading
- Financial and policy constraints
- We are too timid
Speed

SAFE SPEEDS
When speed limits are set appropriately and drivers stick to these limits, the effectiveness of safety initiatives implemented on our roads can be enhanced.

Explore now or read more.
Outside Victoria

Parramatta

Canberra 20k m/hr shared zone
Area-wide traffic calming
Neighbourhood level?
Mariahilfer Strasse, Vienna

- Was 12,000 vehicles per day
- Completed 2014 & 2015
- Part pedestrian only (cycling walking speed)
- Part 20kmh ‘encounter zone’
Ried im Innkreis, Austria

- Pop 12,000, plus 5,000 students daily
- Biggest shared space in Austria
- 600 & 400 meters
- Speed is 30k
- New shopping centre – 20,000 sqm, 50 shops
Northcote?
Sunshine?
Blackburn?
Melbourne CBD streets?
Linz, Austria
Melbourne City Council considers banning cars from CBD in 12-hour trial

The trial would likely be linked to an event such as Moomba or White Night.

- Council wants fewer cars in CBD, chief says
- Lord Mayor proposes bike ban on some streets

Yearslong, including the Lord Mayor, whose exchanges with Foster have sometimes been marked by friction and mutual antipathy.

The plan was quickly condemned by Cr Doyle and Premier Daniel Andrews who said "only people who live very close to the city and perhaps don't drive a car could come up with an idea like that."

Cr Stephen Mayne said while the portfolio reshuffle should not be viewed as punitive, there was a great deal of disquiet over the
Conrad Sonnenschein ➤ Urban Happiness: University of Melbourne planning and design ideas
20 mins - 

If thou shall speak heresy at the Church of the Car, excommunication awaits.

Melbourne councillor stripped of transport responsibilities over unpopular car-free plan
theage.com.au
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