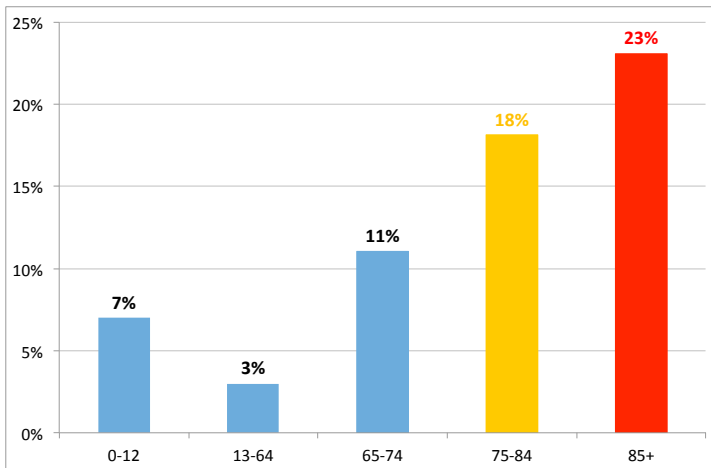


FOOTPATH MANAGEMENT

16 % of all reported crashes for pedestrians over 65 years of age occur on footpaths 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 footpath/driveway crashes for people between 13 and 64 years of age, the proportion for people:

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

Issues and Contributing factors

- Confined or restrained visibility at footpath and driveway interfaces results in significantly reduced reaction time for both pedestrians and drivers.
- Design that allows inappropriately high speeds, especially when entering driveways and carparks.
- Design that infers vehicle priority over the footpath (e.g., wide access points for commercial carparks).
- Driver failure to give way to people on the footpath.
- Reduced agility of older pedestrians results in diminished capacity to avoid a vehicle.
- Absence of footpaths on both sides of the street, particularly in outer suburbs and rural areas.
- Poor design, construction and maintenance of footpaths resulting in falls and/or distraction from vehicle hazards.
- Trips, slips and falls in the street are a significant safety risk, resulting in around 1,680 hospital admissions in Victoria each year. Older pedestrians are much more likely to be seriously injured than younger people.

Potential solutions

- Review footpath design standards to ensure that continuous footpaths are provided across driveways, to highlight to motorists that pedestrians have priority over vehicles.
- Explore use of different surface materials, colouring and grade to reinforce pedestrian priorities and minimise vehicle speeds, particularly at the access points to commercial carparks.
- Avoid multi-lane access points for commercial carparks.
- Design vehicle entry/exit speeds to always achieve the absolute minimum turning radius of relevant vehicle types using the driveway (equivalent to a maximum of 5 kph).
- Implement signage and audio-signalling devices where necessary.
- Install shared zone signage in car parks.
- Provide new footpaths where absent.
- Ensure footpath surfaces are smooth and slip-resistant. Undertake regular auditing and maintenance of footpaths.
- Where possible, choose treatments that avoid kerbs (eg. raised crossings, raised thresholds, shared space) or minimise changes in level (eg. rollover kerbs).