MID-BLOCK LOCATIONS WITH NO CONTROL

Pedestrian crashes occurring at mid-block locations with no control account for 19% of all pedestrian crashes for people aged 65 and over.

What do CrashStats tell us?

- Nearly 1 in 5 of all older pedestrian crashes occur at mid-block locations with no control.
- 23% of all mid-block location crashes involving older pedestrians are related to 'pedestrians emerging in front of parked vehicles' (DCA 101).
- 82% of older pedestrian mid-block crashes occur during daytime hours, reflecting the times when older people are more active.

Issues

- The lack of formal crossing locations results in pedestrians crossing roads at locations with no controls. Older pedestrians are particularly vulnerable when crossing mid-block as a result of their slower walking speed, reduced agility and increased difficulty in judging gaps in traffic and vehicle speeds.
- Little consideration is generally given in the design of streets to facilitate informal ad-hoc pedestrian crossing movements.
- Crossing roads requires complex judgements of vehicle speeds, gaps in traffic and walking speed, particularly in locations with no refuge islands or medians as pedestrians have to consider traffic in both directions.
- Many older pedestrians find this set of conditions particularly difficult to safely evaluate and may make inadequate and unsafe crossing decisions.

Contributing factors

- Vehicle speeds are generally highest mid-block, resulting in higher risk of injury and fatality for pedestrians once involved in a crash.
- Road infrastructure incompatible with ad-hoc crossing movements at mid-block locations.
- Lack of refuge islands or medians to allow staged crossing.
- Presence of high barrier kerbs, lack of cross-street paths, absence of pram crossings and other aids for mobility and visually impaired pedestrians.

Potential solutions

- Wider implementation of 40 kph precincts.
- Install formal pedestrian crossings – either signalised or zebra crossings (preferably raised) – on key desire lines for older pedestrians (e.g., in the vicinity of shops, nursing homes and community centres).
- Install refuge islands and medians to allow staged crossing.
- Install kerb extensions to reduce crossing distances and vehicle speeds.
- Establish more frequent safe informal crossing opportunities, such as paths through medians, pram crossings at mid-block locations that coincide with natural pedestrian desire lines.
- Explore channelisation treatments that incorporate horizontal deflection to slow vehicle speeds.
- Consider speed humps, 'serpentine' designs and other traffic calming methods.
- Avoid over-design of new roads and retrofit/update existing roads with inappropriate designs for their location

This factsheet is a summary of relevant findings from the 2016 report *Safer Road Design for Older Pedestrians* by movendo and Victoria Walks.