You Complete Me:
Integrating Human Factors and Urban Design In Active Transport

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Why Does This Research Matter?
Where Would You Rather Be?

ROAD

FOOTPATH
What About....
Why Does This Research Matter?

In 2012, of the 1303 crash-related Australian fatalities, 174 were pedestrians and 33 were cyclists.

Cyclist fatalities doubled from 2012 to 2013.

(The Conversation, 2012; News, 2014)
You Complete Me:

INFRASTRUCTURE ≠ PARTICIPATION

SAFETY (ENGINEERING) + EXPERIENCE (HUMAN FACTORS) ⇒ PARTICIPATION
Context

Neighbourhood, Roadway, Urban
CHALLENGES

1. Design standards prioritise motorcars and make the cycleway fit within existing constraints

2. Engineering standards do not consider the ‘experience’ of the user

3. Urban design standards are too descriptive or illustrative to apply in context
"The whole of the 20th century has always put the car at the centre. So by putting the pedestrian first, you create these liveable places. I think, with more attraction and interest and character ... liveability."

- Prince Charles

(60 Minutes, 2005)
We should be planning towards a hierarchy that puts active transport first.

<table>
<thead>
<tr>
<th>Consideration</th>
<th>User/Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consider First</td>
<td>◀ Pedestrians</td>
</tr>
<tr>
<td></td>
<td>◀ Cyclists</td>
</tr>
<tr>
<td></td>
<td>◀ Public transport users</td>
</tr>
<tr>
<td>Consider Last</td>
<td>◀ Freight &amp; specialist service vehicles</td>
</tr>
<tr>
<td></td>
<td>◀ Other motor traffic</td>
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</tbody>
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Source: Department for Transport, 2007
Method

The development of the WDA was based on key design guidelines and standards, best practice documentation and the literature on urban design, active transport, and on-road cycleway and footpath engineering.
Future Studies: Watch This Space

The model will be tested by applying it to case studies on the Sunshine Coast and undertaking the next steps of Cognitive Work Analysis.
References


