



Transport
for NSW

Pedestrian Trauma in New South Wales

Past trends and current activities

Margaret Prendergast, Evan Walker, Ben Barnes,
Ralston Fernandes and Andy Graham

NSW Centre for Road Safety

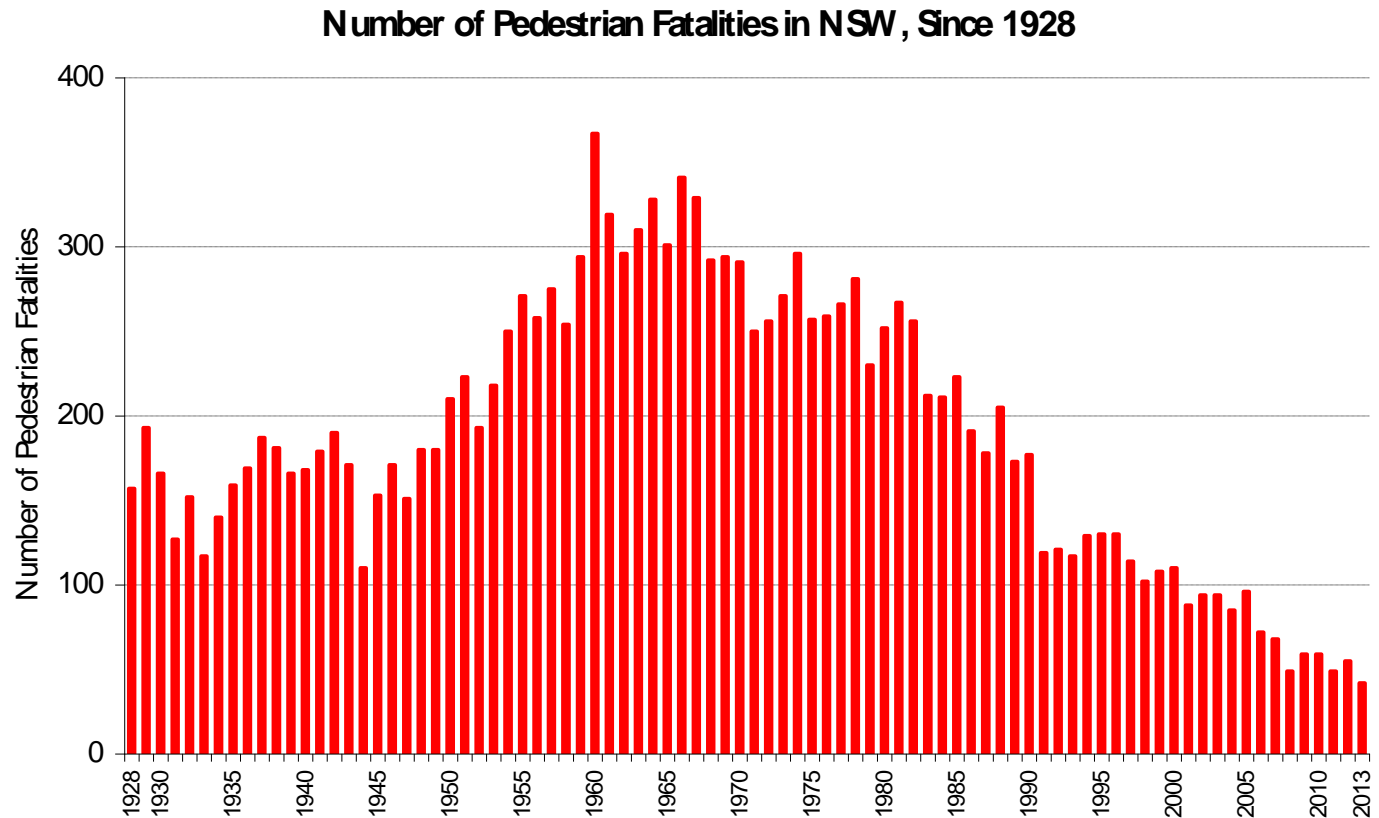
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Overview

- Extent and nature of pedestrian road trauma in NSW
- The strategic Safe System approach
 - Safer speed management
 - Engineering safer roads
 - Safer people – education, and also enforcement
 - Safer vehicles
- Research in progress
 - Shared paths
 - Countdown timers
- The future

Pedestrian Fatalities in NSW

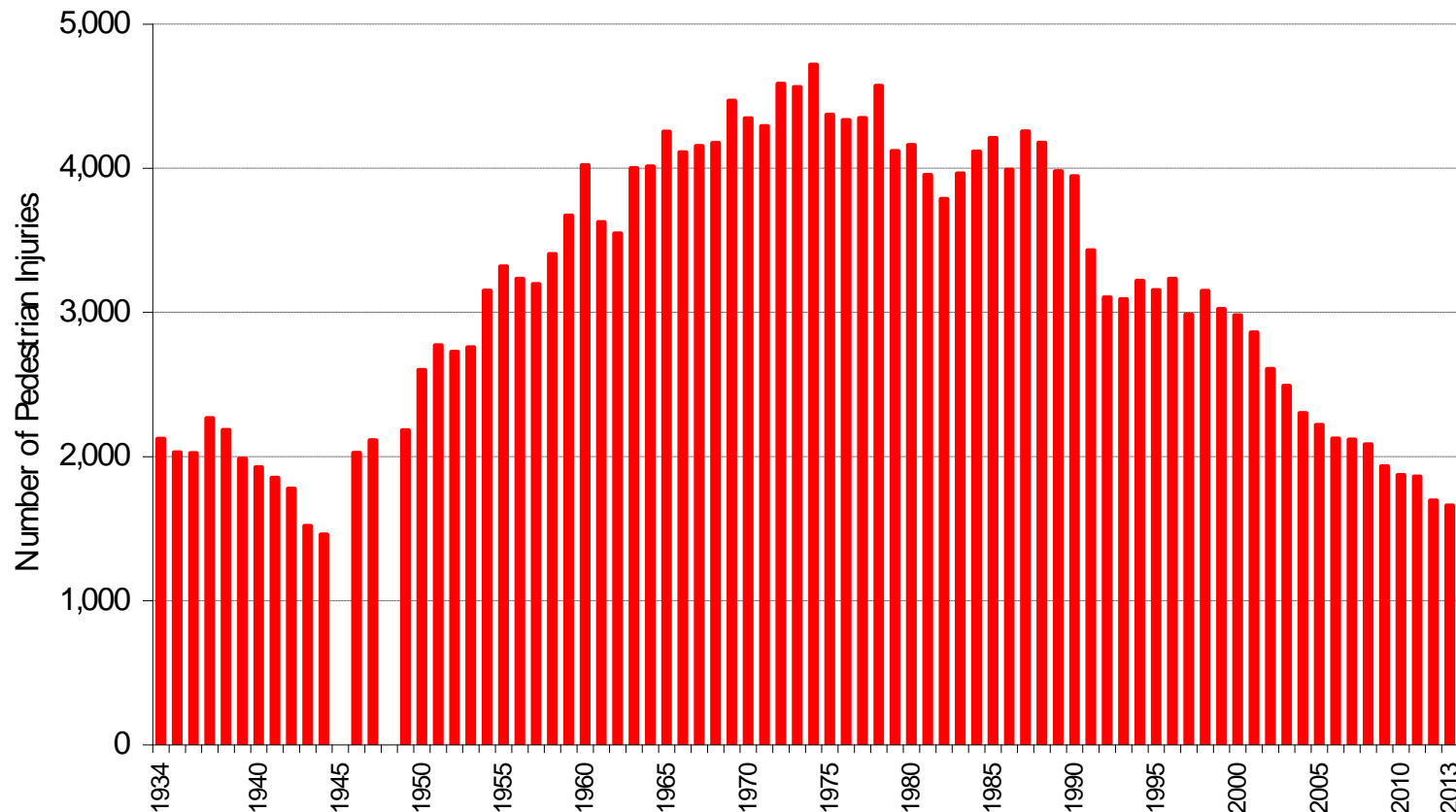
- Peak of 367 in 1960, 38% of road toll
- Since 1960 peak, fatalities have fallen by 89%
- 42 in 2013 (provisional), 12% of road toll and lowest since records began in 1928



Pedestrian Injuries in NSW

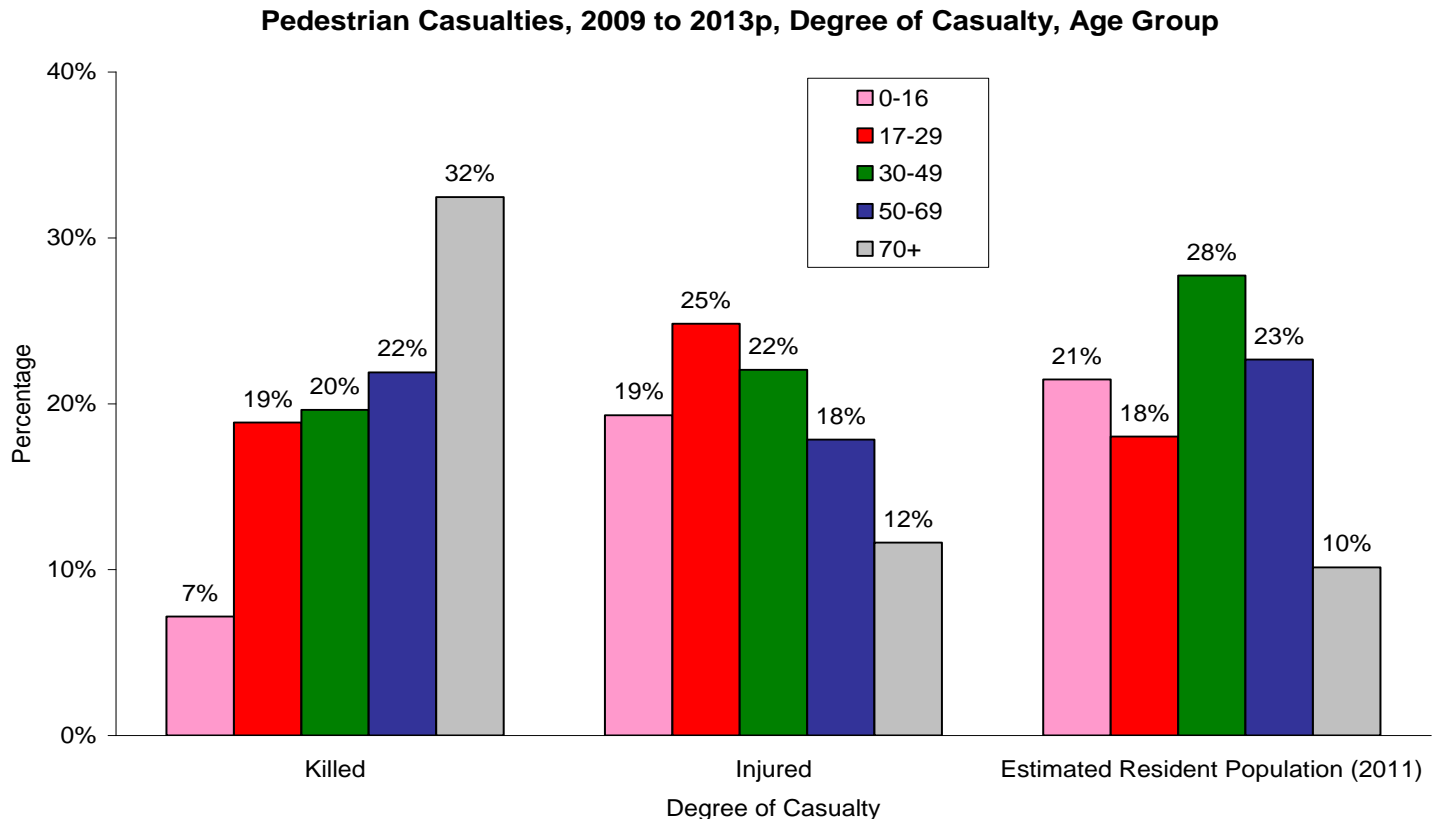
- Peak of 4,719 in 1974, 12% of total injuries
- Since 1974 peak, injuries have fallen by 65%
- 1,661 in 2013 (provisional), 8% of total injuries and lowest since WW II

Number of Pedestrian Injuries in NSW , Since 1934



NSW Pedestrian Casualties - Age

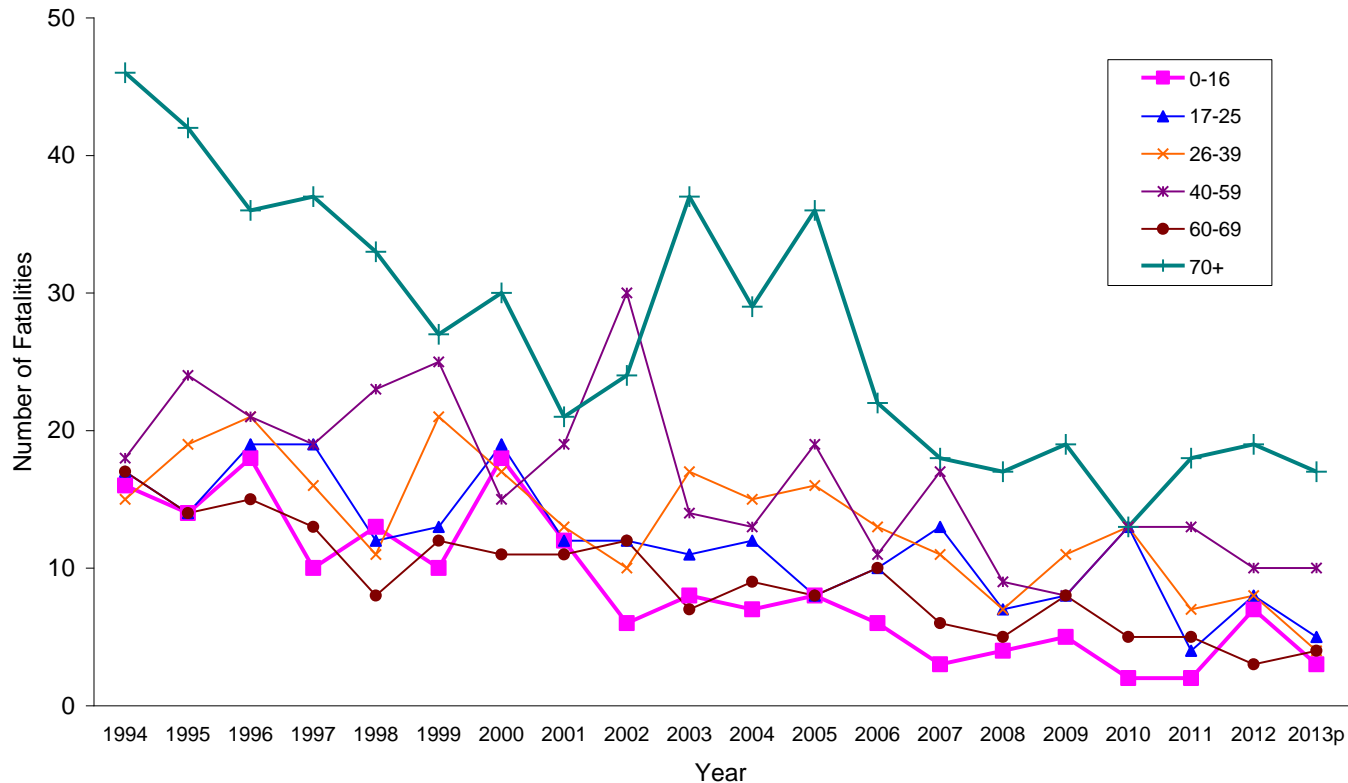
- Young pedestrians, aged 16 and under, make up only 7% of fatalities and yet are 21% of population
- The elderly, aged 70 years or more, account for 32% of all fatalities and yet represent only 10% of population



NSW Pedestrian Fatalities - Age

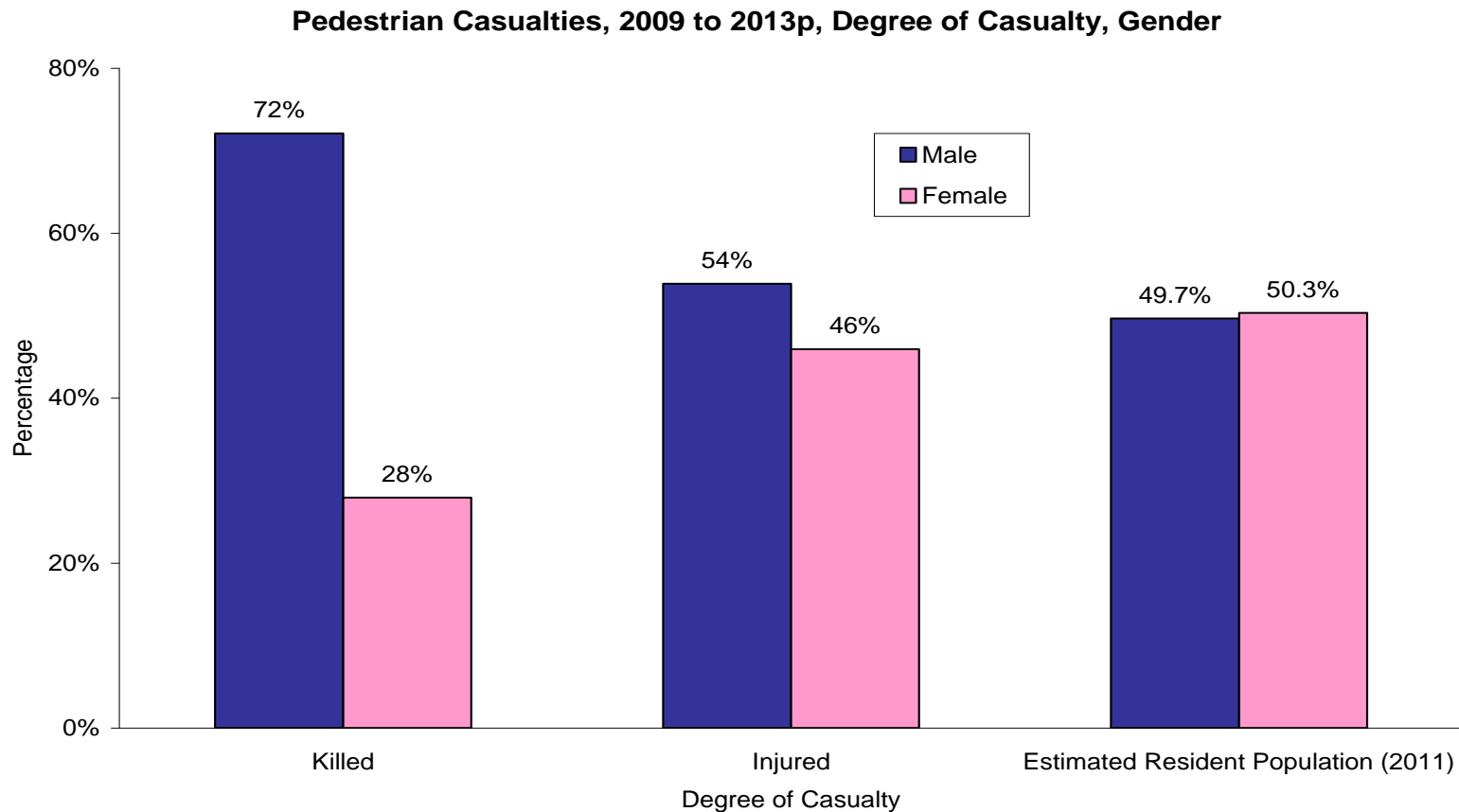
- Fatalities aged 16 and under down by 81%, from 16 in 1994 to 3 in 2013
- Fatalities aged 70 years or more down by 63%, from 46 in 1994 to 17 in 2013

Number of Pedestrian Fatalities, Age Group, 1994 to 2013p



NSW Pedestrian Casualties - Gender

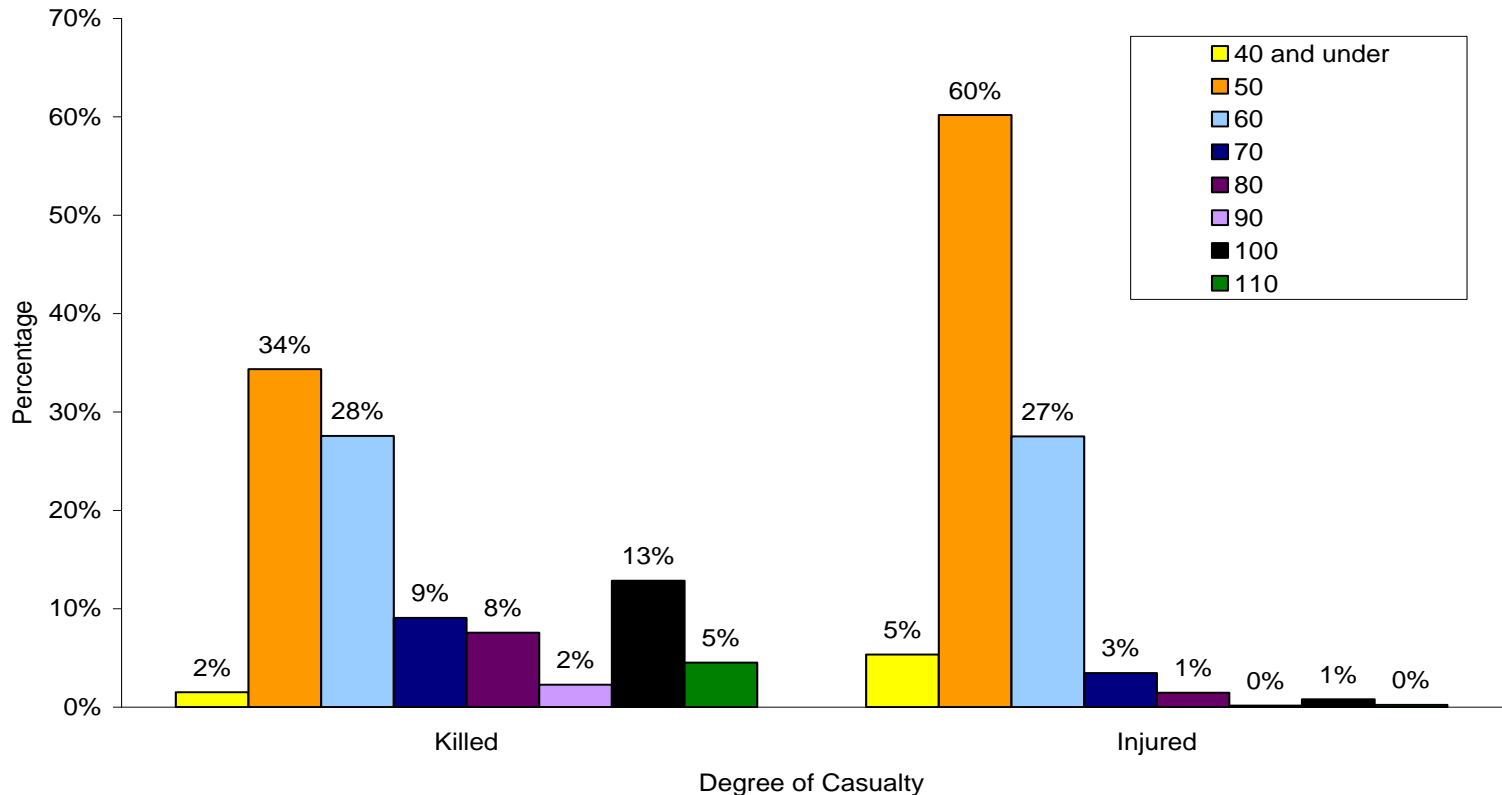
- Males are over-represented with 72% of fatalities and 54% of injuries



NSW Pedestrian Casualties - Speed Limit

- Almost two-thirds (64%) of fatalities occur on roads of 60 km/h or more
- Around two-thirds (66%) of injuries occur on roads of 50 km/h or less

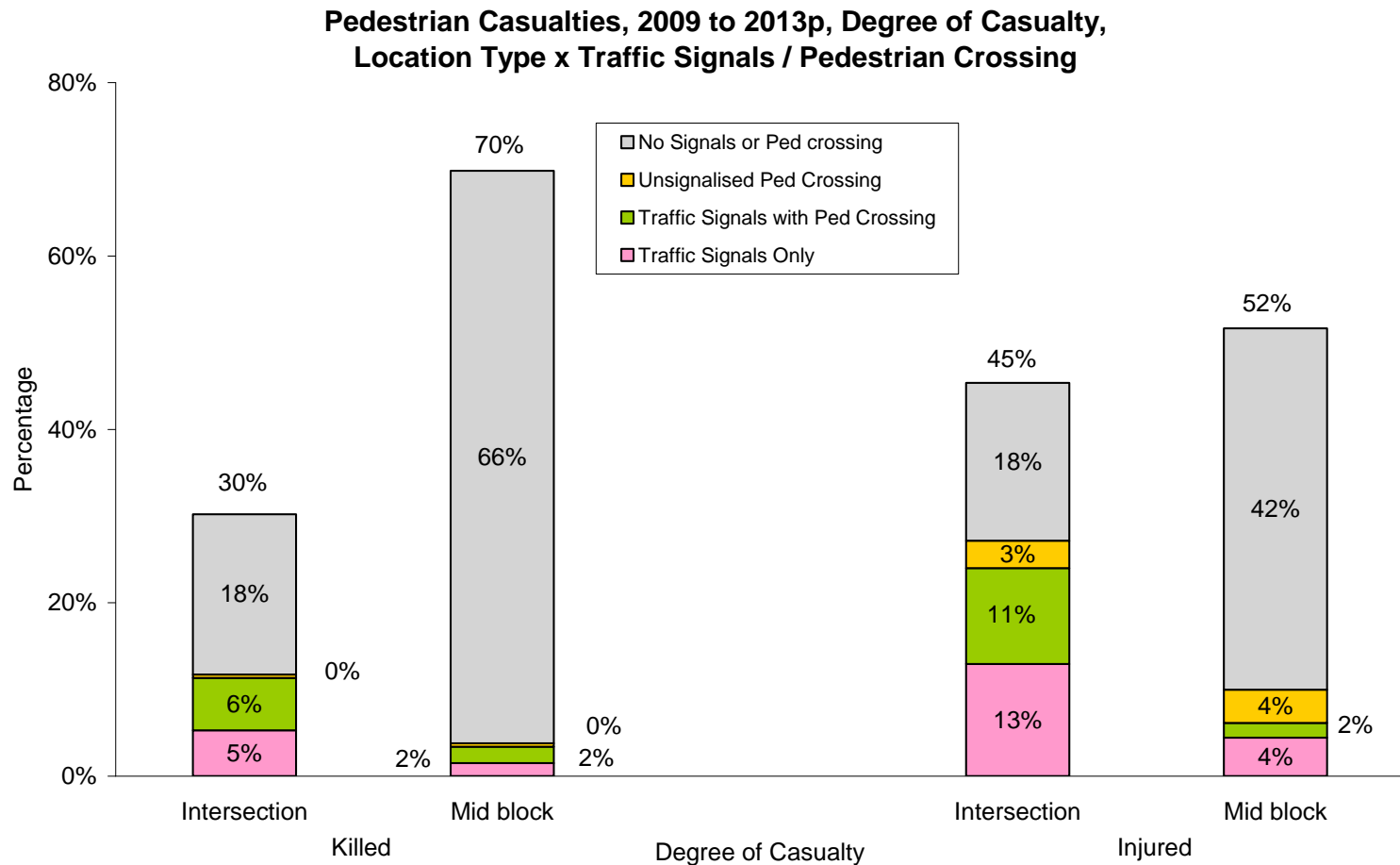
Pedestrian Casualties, 2009 to 2013p, Degree of Casualty, Speed Limit





NSW Pedestrian Casualties - Location Type

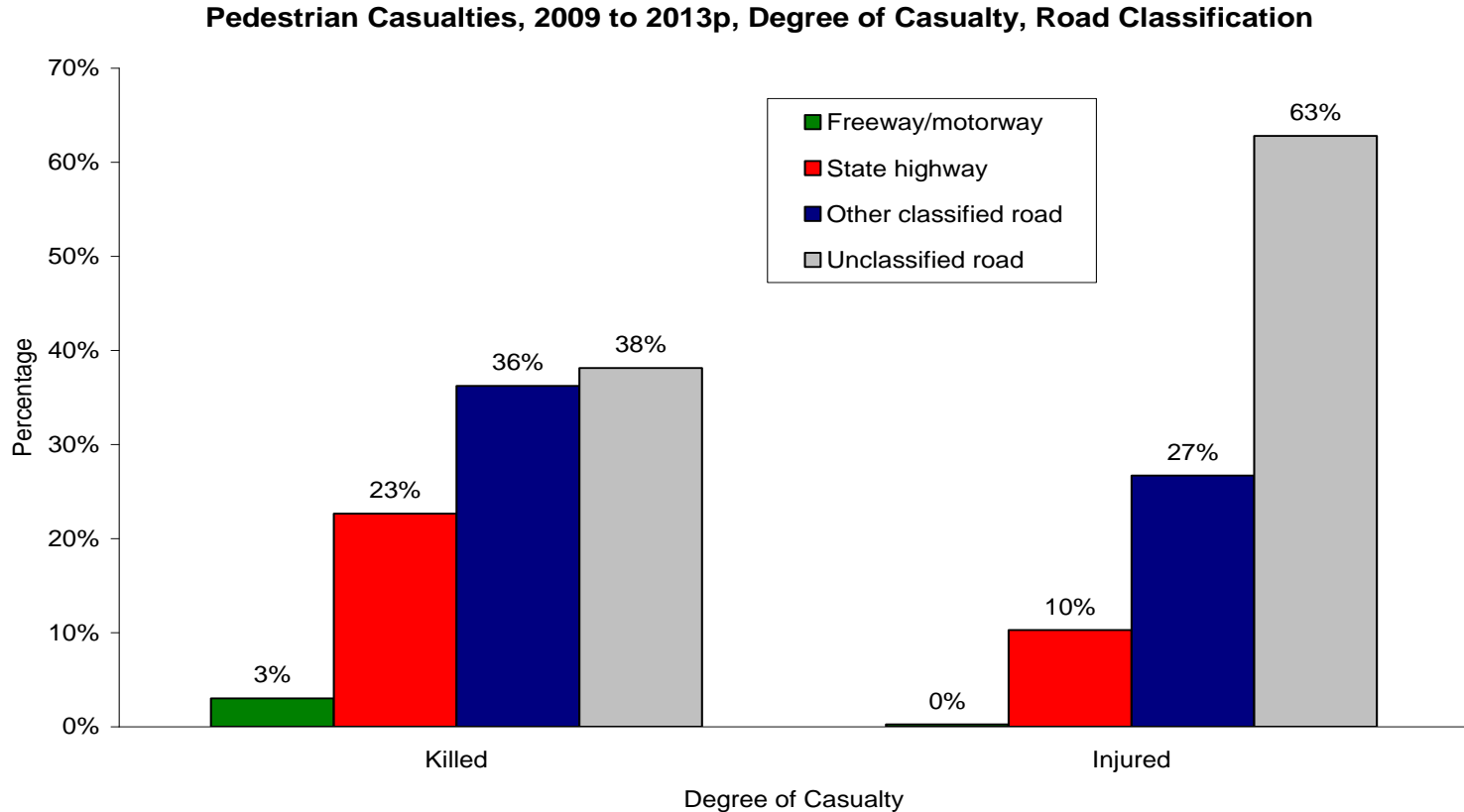
- Mid block locations with no traffic signals or pedestrian controls account for 66% of fatalities and 42% of injuries





NSW Pedestrian Casualties - Road Classification

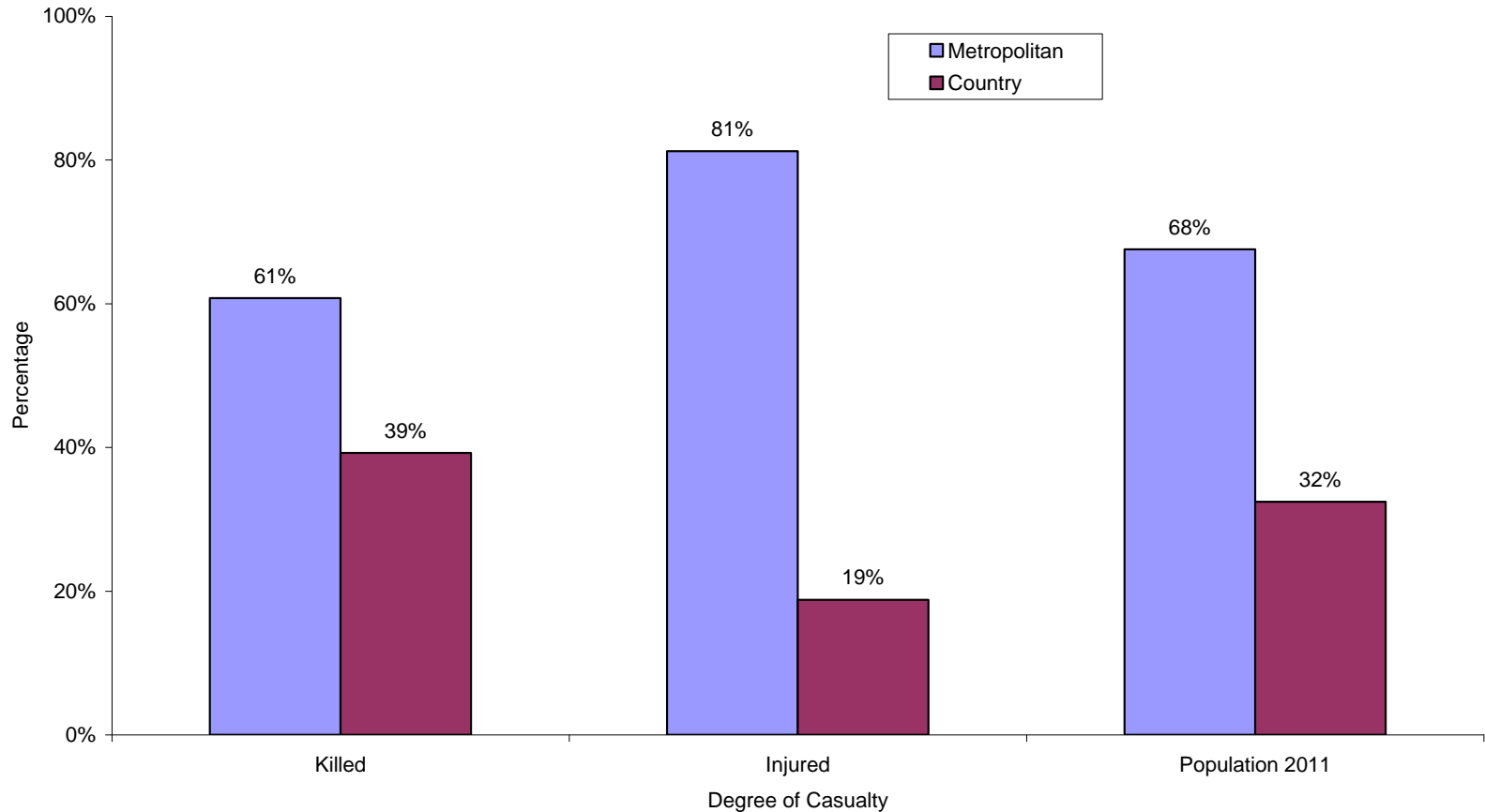
- More than one-third (38%) of fatalities and nearly two-thirds (63%) of injuries occur on unclassified (local) roads



NSW Pedestrian Casualties - Urbanisation

- Metropolitan areas (Sydney, Newcastle or Wollongong) are under-represented among fatalities and over-represented among injuries

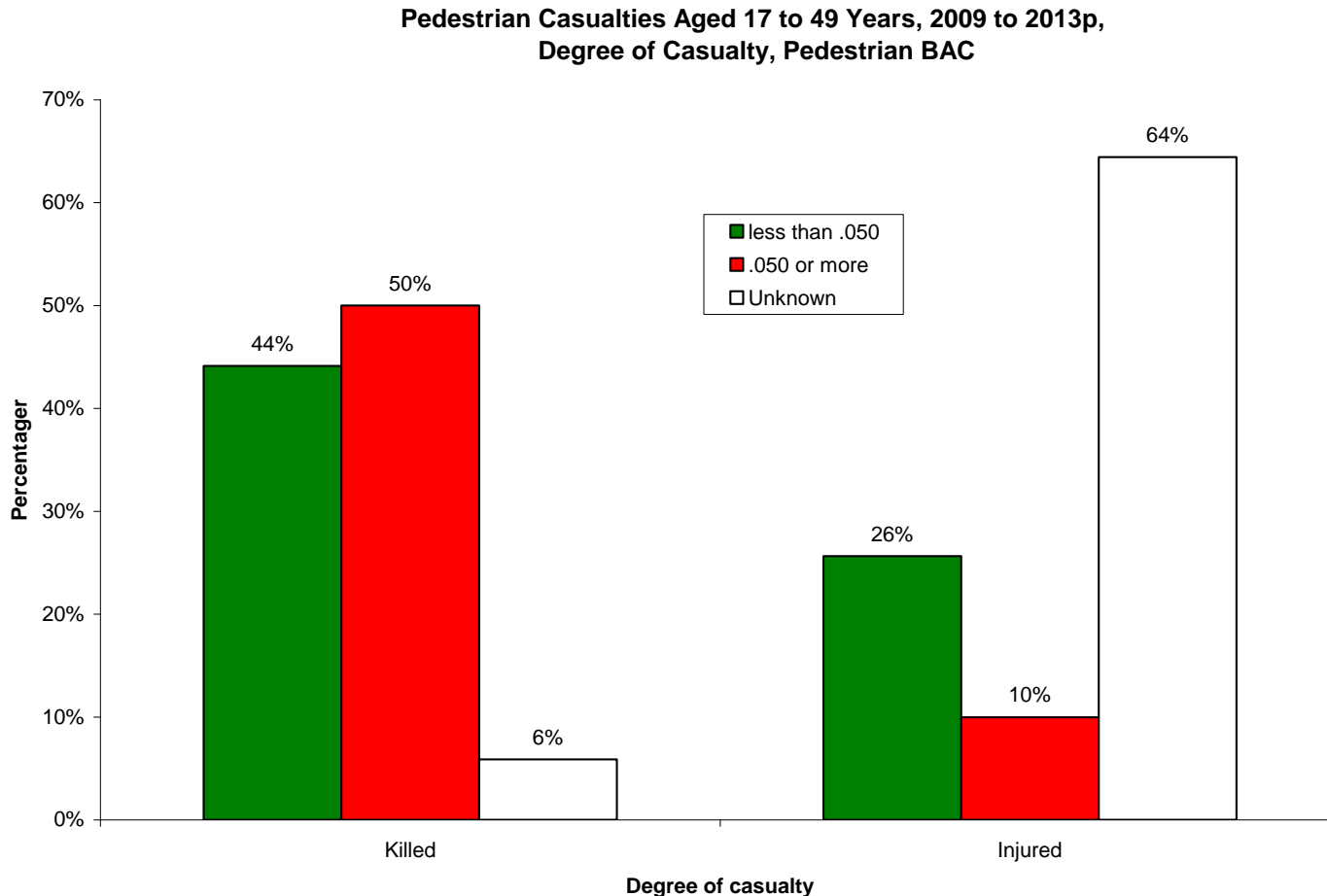
Pedestrian Casualties, 2009 to 2013p, Degree of Casualty by Urbanisation





NSW Pedestrian Casualties - Alcohol (17-49 yrs)

- Among pedestrians 17-49 years, half of fatalities and one in ten injuries are *known* to have had a blood alcohol content (BAC) of 0.05 or more

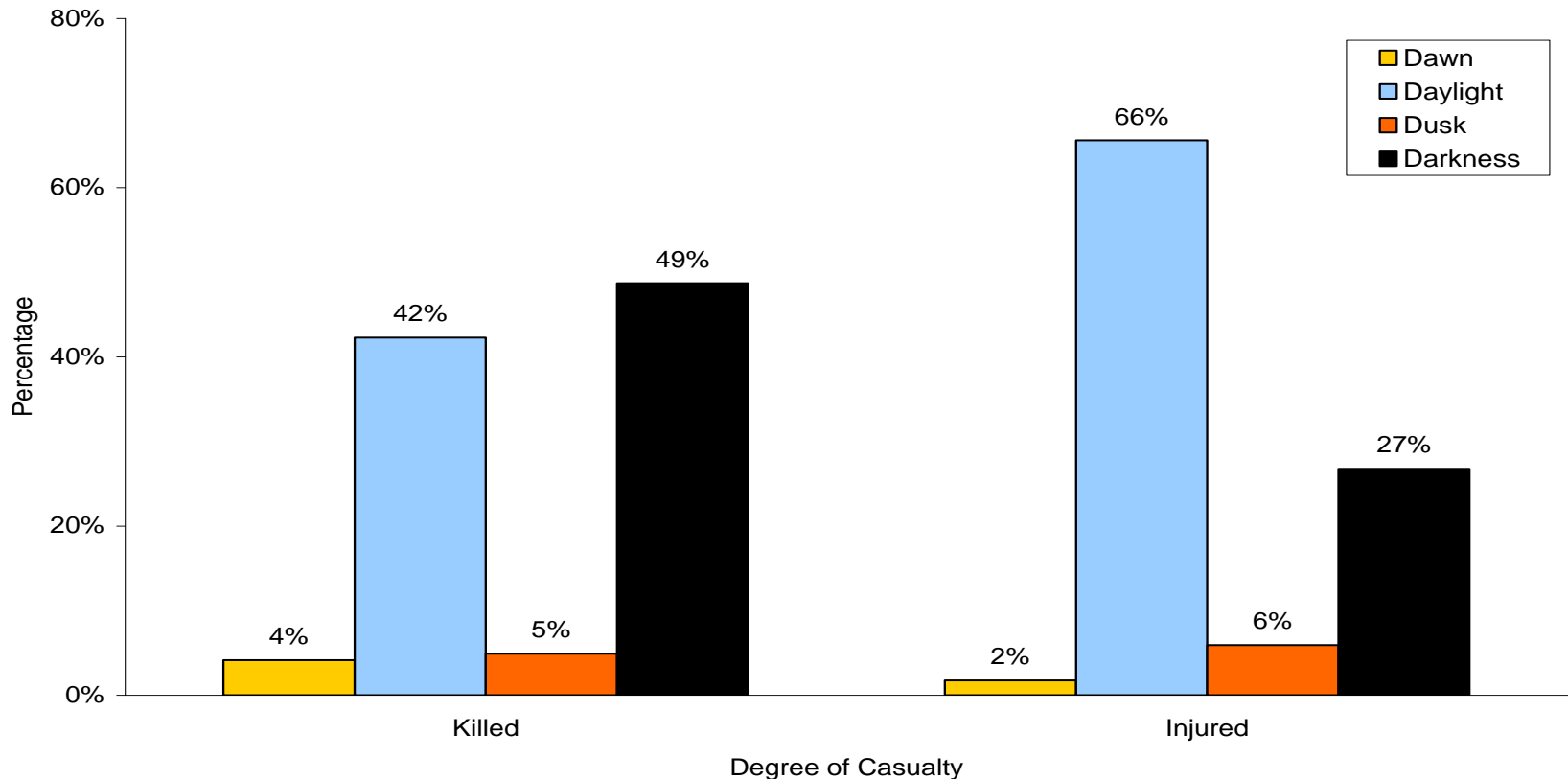




NSW Pedestrian Casualties – Natural Lighting

- Almost half (49%) of fatalities occur in darkness
- Around two-thirds (66%) of injuries occur in daylight

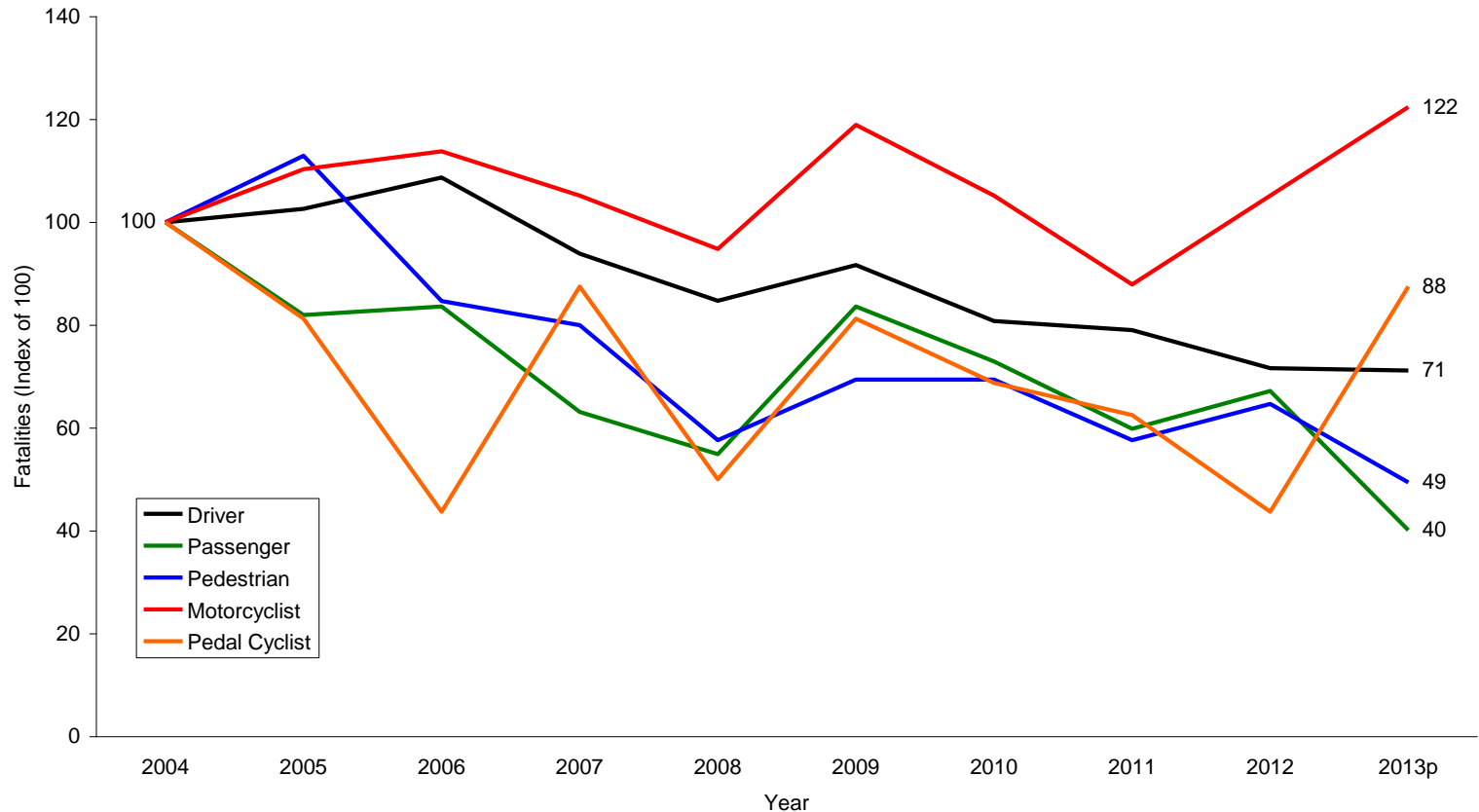
Pedestrian Casualties, 2009 to 2013p, Degree of Casualty, Natural Lighting



Fatality Trends for Road User Groups

- Over past decade, overall road toll has been cut around one-third (34%)
- Pedestrian fatalities have more than halved (51%)

Fatalities, Class of Road User, 2004 to 2013p
Fatalities Indexed at 100 for 2004

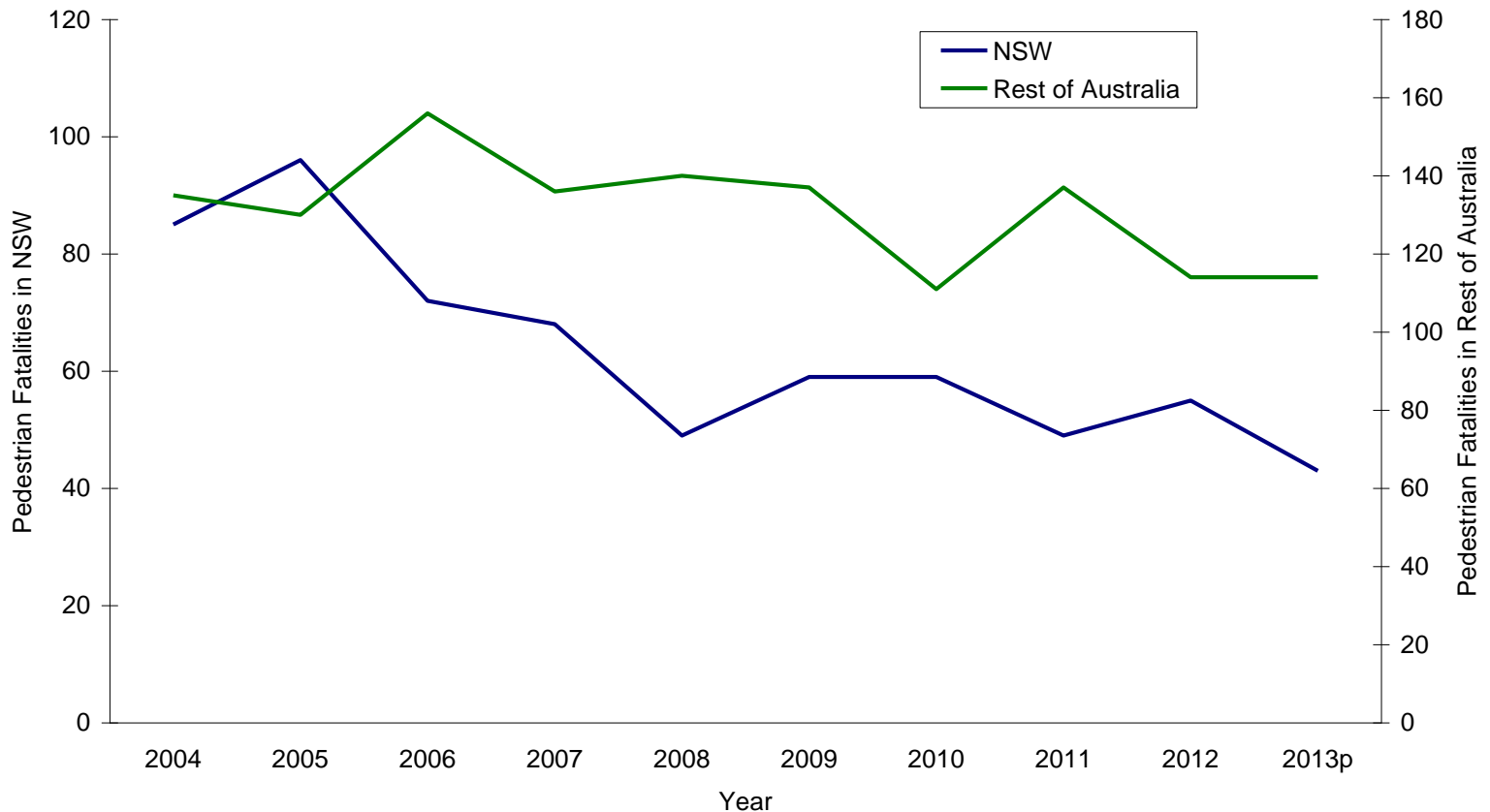




Pedestrian Fatality Trends Across Australia

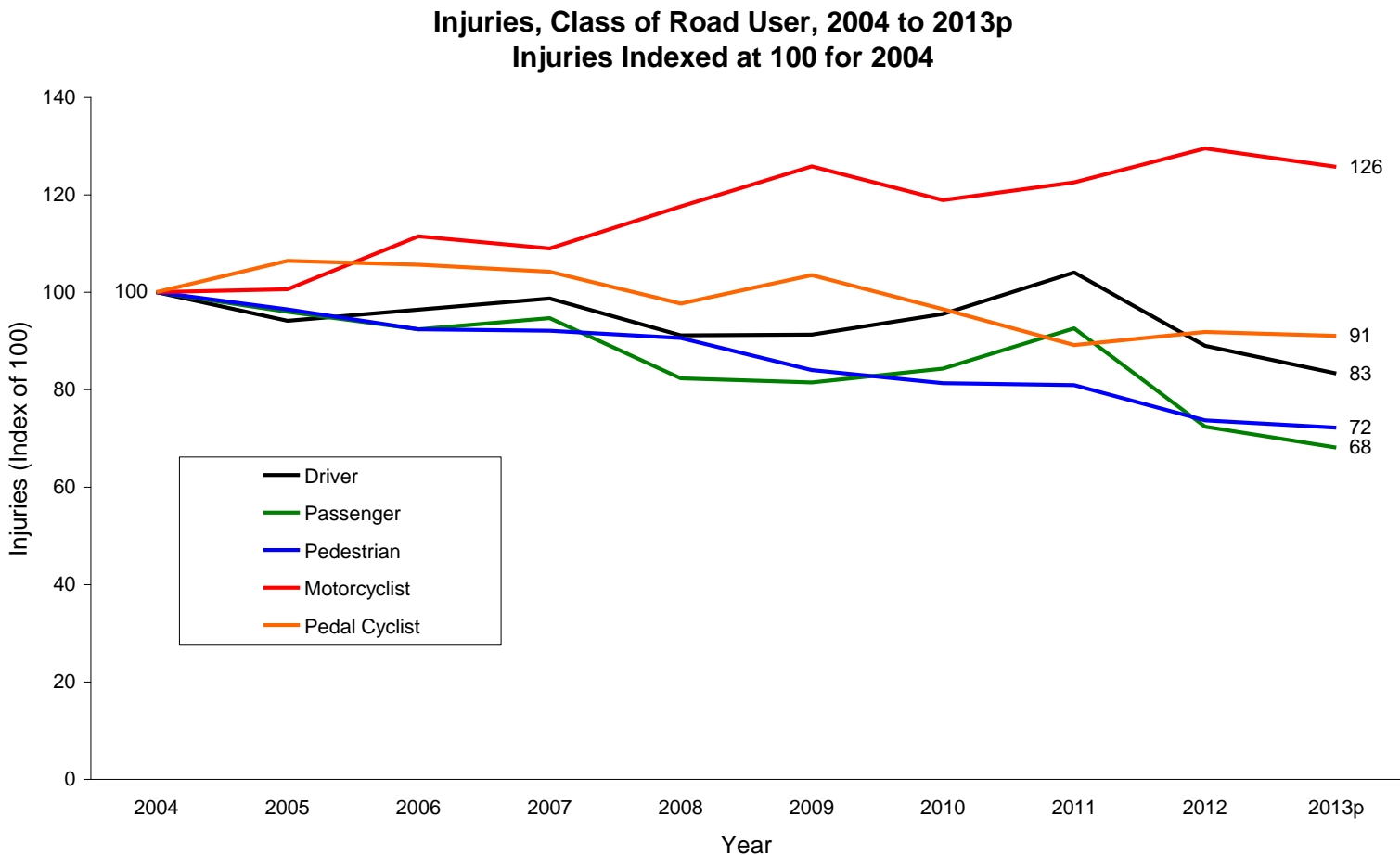
- Over past decade, pedestrian fatalities decreased by 51% in NSW but only by 16% for the Rest of Australia

Pedestrian Fatalities, NSW v Rest of Australia, 2004 to 2013p



Injury Trends for Road User Groups

- Over past decade, overall injuries in NSW have been cut by 18%
- Pedestrian injuries have decreased by 28%

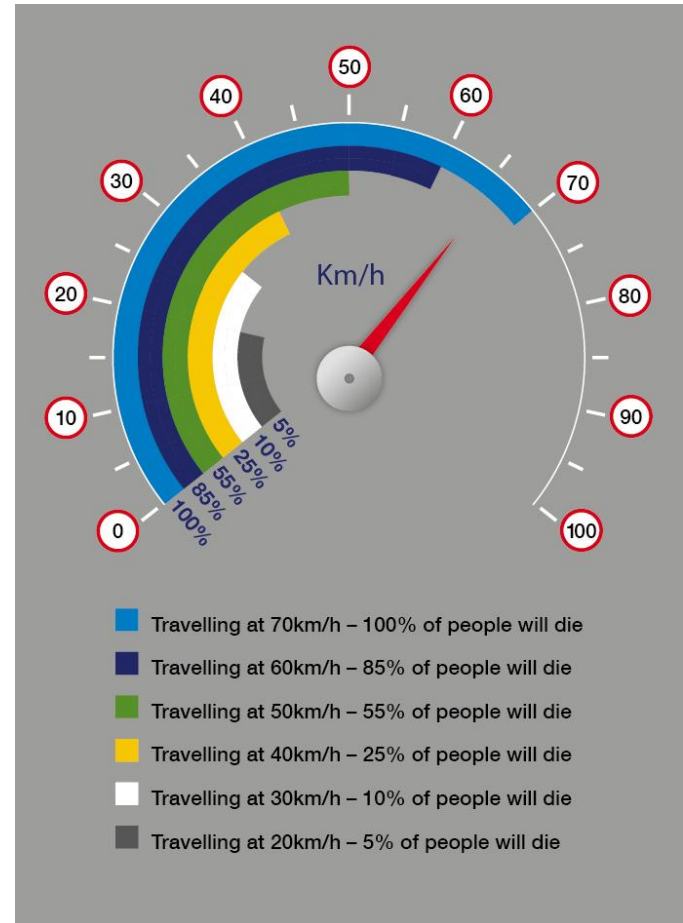
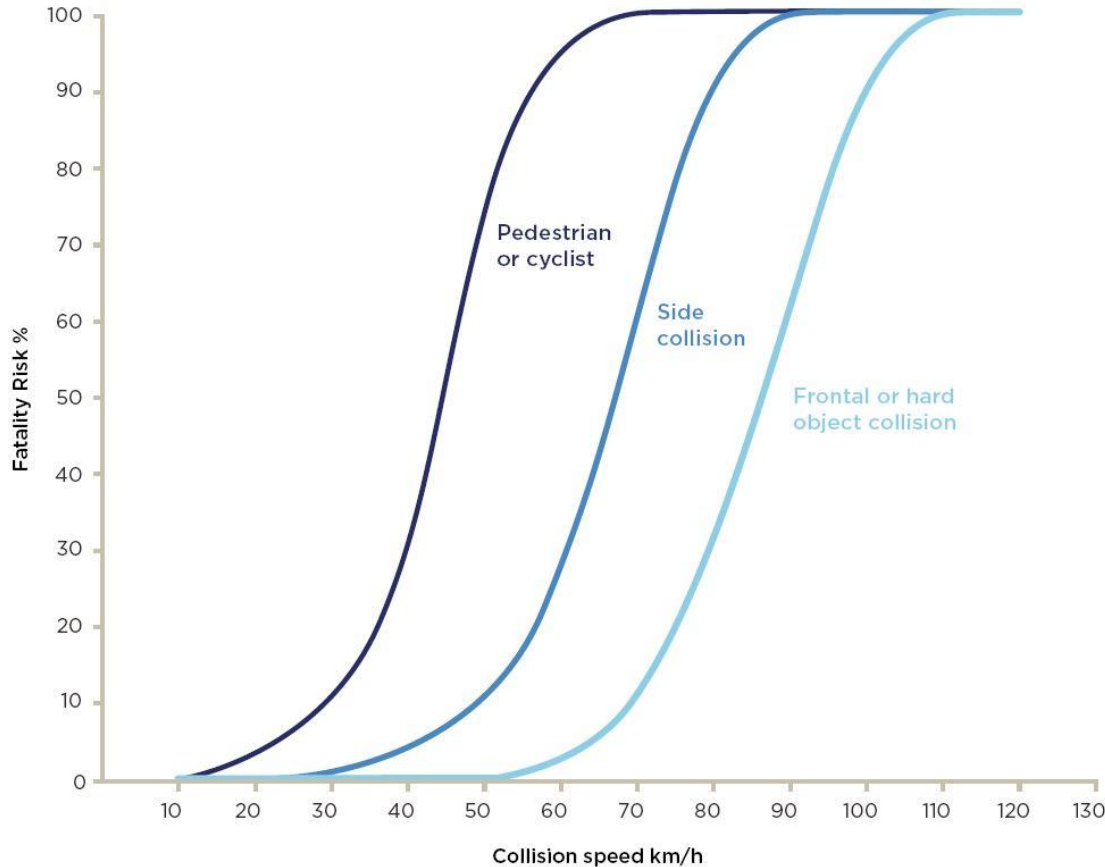


Safe System approach to road safety

- Inevitably, road users will make errors that result in crashes
- In the event of crash, impact forces must be tolerable
- Road transport is a system, key components interact
 - road users
 - roads and roadsides
 - vehicles
 - speed



Speed management



Speed management

- 50km/h general urban speed limit
 - 51% reduction in pedestrian crashes
- 40km/h high pedestrian activity areas (currently over 150 such areas)
 - Evaluation to commence soon
- 40km/h school zones
 - 32% reduction in pedestrian casualties
- 10km/h shared zones
- Red-light speed cameras
 - 44% reduction in pedestrian casualties

Safer roads

1. Ensure that the shortest route is the safest
2. Increase sight distances
3. Protect pedestrians
4. Cater for vulnerable pedestrians

Safer roads

- Signalised pedestrian crossings and left and right hold arrows
 - shorter minimum wait times
 - extended walk time phasing
- Non-signalised pedestrian facilities
 - two staged pedestrian crossings
 - marked foot crossings
 - wombat crossings
 - pedestrian refuges and median islands
 - pedestrian safety barriers
 - kerb blisters
 - pedestrian bridges
- Traffic calming to support speed limits
- Safer Roads program funds pedestrian safety of \$ 2 million pa

Safer people

- School Road Safety Education Program
 - covers pedestrian safety (distraction, risk-taking and decision-making)
 - SAFETYTOWN resources online
- Police enforcement
 - Sydney and Parramatta CBD Motorcycle Response Teams
- Local Government Road Safety Officers develop tailored programs
 - pedestrian awareness campaigns
 - presentations to older road users

Safer vehicles

- Less aggressive fronts
- Australian New Car Assessment Program (ANCAP) pedestrian test
- Active safety features
 - autonomous braking
 - vehicle-based camera systems detect pedestrians, warn of potential collisions
 - reversing technologies
 - daytime running lights

Research in progress – Shared paths

- Research to inform best practice on shared paths
 - risk management approach rather than priority from crash data
 - analysis of police records (2009-2013) showed 28 crashes per annum between pedestrians and cyclists, zero fatalities and 39 injuries per annum
 - analysis of health records (2001-2011) showed 13 pedestrian injuries per annum in non-traffic crashes with a bicycle
- Observational study to try to understand the interactions better
- Considering path use and traffic volume
- Considering education and awareness campaigns for users



Research in progress – Countdown systems

- 15% of pedestrian fatalities and 30% of pedestrian injuries occur at signalised intersections
- Aim to reduce number crossing after “walk” phase has completed, thereby reducing potential for crashes involving pedestrians on the crossing

The future

- *Pedestrian Safety Action Plan 2014-2016*
 - 37 actions, focused on:
 - speed management
 - infrastructure treatments at high risk pedestrian locations
 - supported by school education programs
 - as well as:
 - enforcement activities
 - tailored local education programs
 - vehicle safety, particularly active safety features
- Improve pedestrian outcomes but also
 - increase liveability and viability of our metropolitan areas
 - improve our health
 - reduce pressure on traffic congestion
- Customer value proposition for walking
 - pedestrians value safety highly
 - enforcement of road rules, reduced speed and longer pedestrian phases