

# **Road Users Consultative Committee – Pedestrian Safety**

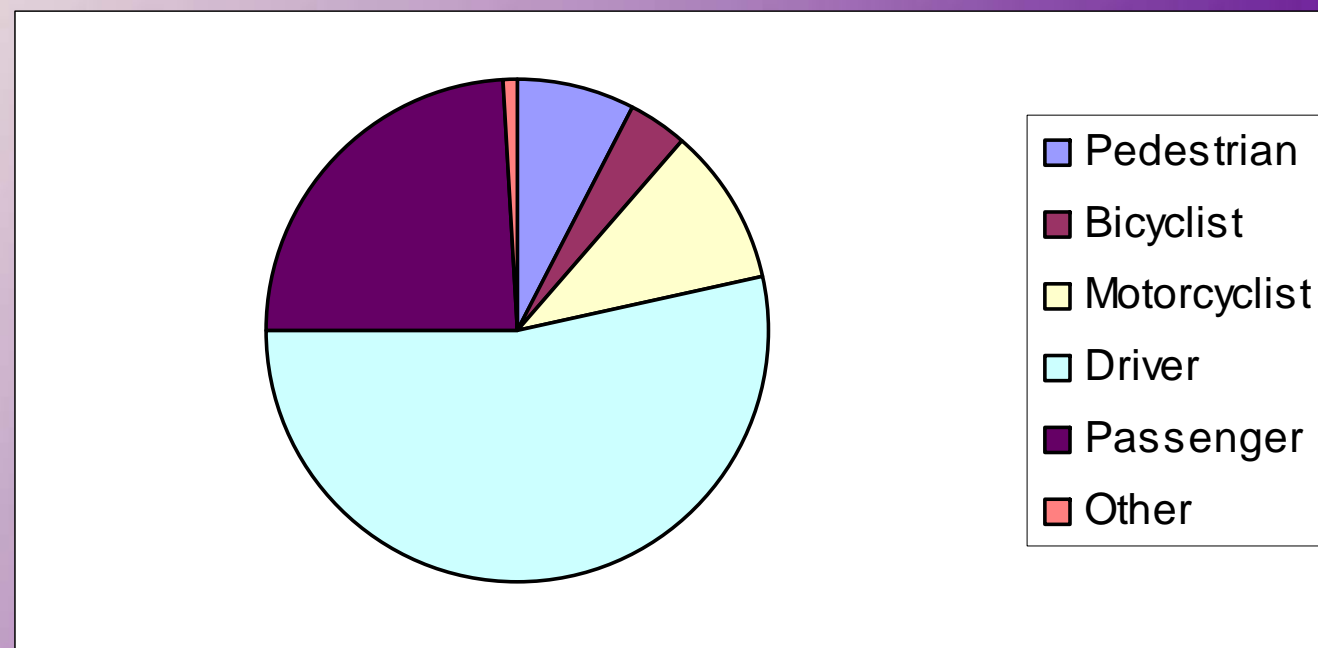
---

**Emma Hawkes  
Office of Road Safety**

# Pedestrian Safety

Year	Total Fatalities	Pedestrian Fatalities	Total Injuries	Pedestrian Injuries
1998	222	33 (14.8%)	3,147	287 (9.1%)
1998	218	24 (11%)	2,710	230 (8.4%)
2000	211	33 (15.6%)	2,311	206 (8.9%)
2001	165	20 (13.3%)	1,891	144 (7.6%)
2002	179	22 (12.2%)	2,832	190 (6.7%)

# Pedestrian Safety

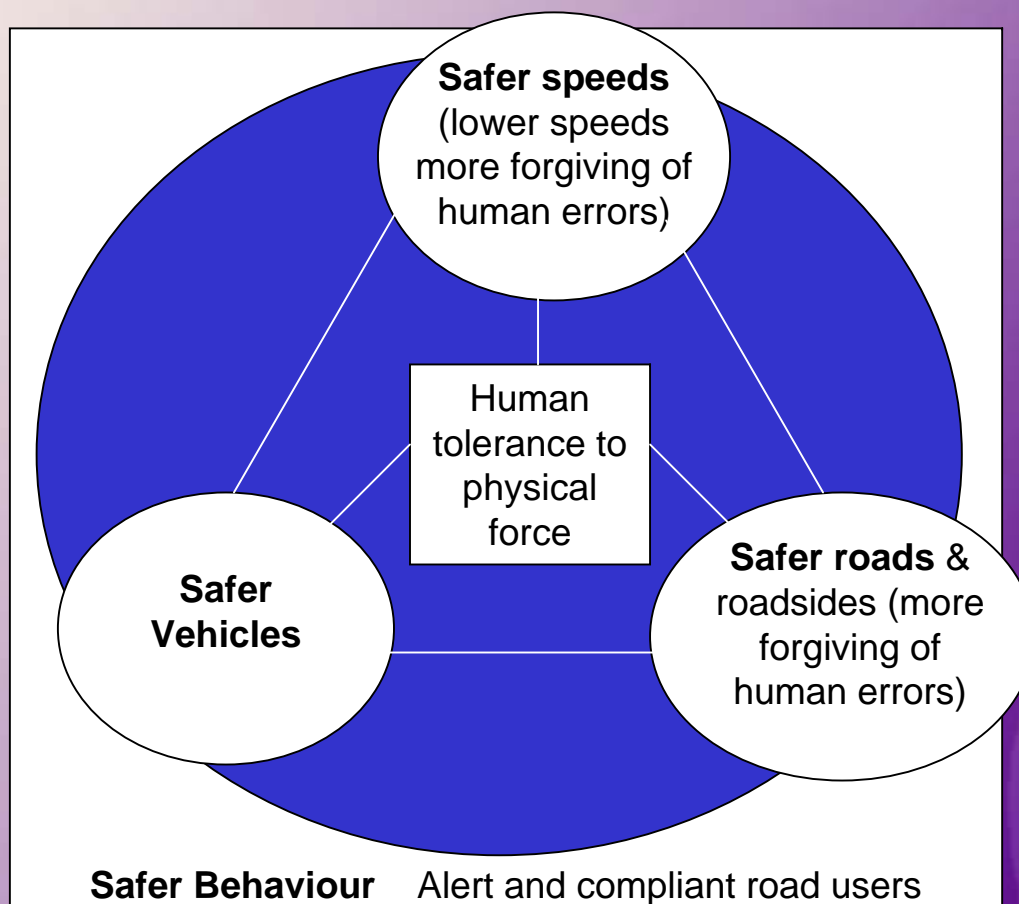


# Pedestrian Safety

---

- **Children – About a quarter of children under 16 killed on the roads are pedestrians. In 1999, 28 of 33 pedestrians aged under 16 killed in WA were assessed as solely responsible for the crashes.**
- **Seniors – One third of those killed as pedestrians are aged over 65. Deaths were predominantly attributed to unexplained, unintentional errors on the pedestrians' part.**
- **Men aged 15 to 54 – Men 15-54 made 38% of pedestrian fatalities between 1998 and 2002.**
- **Indigenous Australians made 14% of pedestrian fatalities 1998-2002 for which information on ethnic background was provided.**

# Safer Systems Approach



Safer systems approach – Road Safety Council approach to pedestrian safety.

# Safer Systems Approach

---

## Human tolerance to physical force

- Pedestrians are vulnerable road users, unprotected in the event of a crash.
- Pedestrians make up one seventh of those killed on the roads in Australia.



## Safer Behaviour

---

- In an Australia-wide study of data from 1998 to 2002, primary responsibility for crash was attributed fully to the pedestrian in 76% of cases and partly attributed in an additional 12% of cases.
- Most interactions between pedestrians and vehicles do not result from the activities of drivers.

## **Safer Behaviour**

---

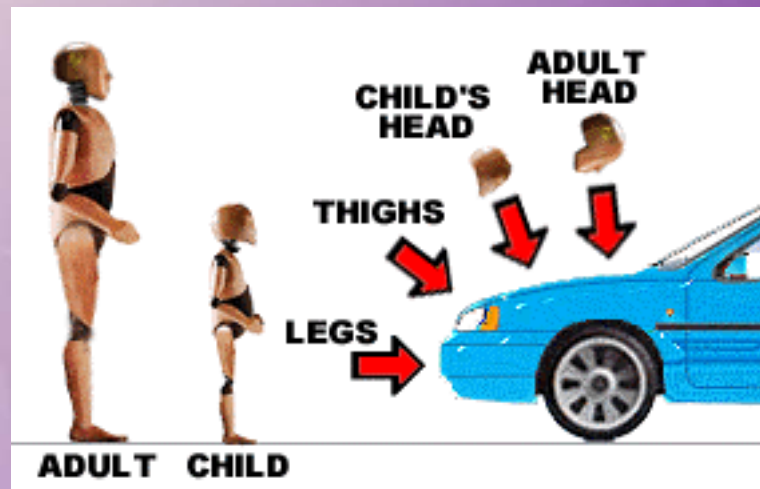
- **Education campaigns such as RoadAware's children's programs, newspaper advertising, safer schools programs.**
- **Targeted campaigns for particular groups – children, seniors, Aboriginal pedestrian safety.**

## Safer Cars

---

- **The Australian New Car Assessment Program includes pedestrian impact tests.**
- **These estimate head and leg injuries to pedestrians struck by the test vehicle travelling at 40 km/h.**

# Safer Cars



Pedestrian Impact Tests

## Safer Cars

---

**Bull bars should be avoided – for pedestrian safety**



## Safer Cars

---

**Any object or fitting, not technically essential to the vehicle, that protrudes from any part of the vehicle in a manner likely to increase the risk of bodily injury to a person is prohibited under the Road Traffic (Vehicle Standards) Regulations 1977.**

## Safer Roads

---

- **Regardless of other factors, improving the safety of roads has the potential to reduce the incidence and severity of crashes with benefits for all road users, including older road users.**
- **All the proceeds from speed and red light cameras go to road safety initiatives, including black spot programs.**

## Safer Speeds

---

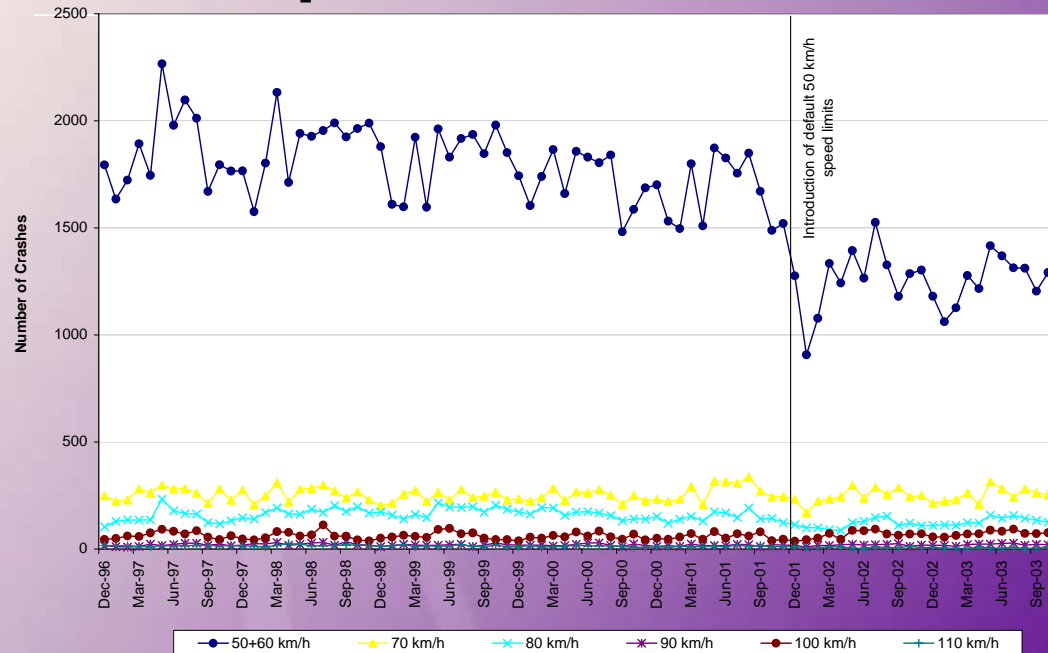
- **Even small reductions in travel speed can have a significant impact on road related harm, particularly for vulnerable road users such as cyclists and pedestrians.**
- **The default 50 km/h built-up area speed limit was introduced in Western Australia on 1 December 2001.**

## Safer Speeds

---

- **Pedestrians – a 51 per cent reduction, resulting in 432 fewer crashes involving pedestrians;**
- **Young drivers – a 19 per cent reduction, resulting in 3912 fewer crashes involving drivers aged between 17 and 25 years; and**
- **Older drivers - an 18 per cent reduction, resulting in 2176 fewer crashes involving drivers aged 55 years and over.**

# Safer Speeds



Distribution of ALL reported crashes in metropolitan Perth by speed zone – December 1996 to November 2003

## Safer Speeds

---

**50 km/h default urban speed limit has had a positive effect on speeding behaviour, achieving statistically significant reductions in excessive speeding in 50 km/h zones.**



# Road Users Consultative Committee – Pedestrian Safety

---

**Safer Road Users**

**Safer Roads**

**Safer Cars**

**Safer Speeds**

