# Pedestrian Road Trauma in Aotearoa

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| Most people will be a pedestrian at least once a day and whilst walking for transport causes the least harm to other people, it is not always easy or safe. In 2019 in Aotearoa, pedestrians accounted for 7.9% (n=28) of all road fatalities and 9.3% (n=231) of serious injuries.[[1]](#footnote-1) In 2018 in Auckland, pedestrians accounted for 30% (n=13) of all road fatalities and 18% (n=100) of serious injuries.[[2]](#footnote-2) The aim of this research was to understand the range and pattern of Safe System factors present in pedestrian crashes across Aotearoa and Auckland, and how these factors connected to actual harm situations. In the national study, a random sample of NZ Police Traffic Crash Reports (TCR) from 100 randomly selected pedestrian fatality and 200 serious injury cases from 2013-2017 were analysed. In the Auckland study, TCRs from all 113 pedestrian deaths and serious injuries (DSI) that occurred in 2018 were analysed. The analysis protocol – adapted from previous research[[3]](#footnote-3),[[4]](#footnote-4) – ascertained the involvement of the Safe System pillars (Roads and Roadsides, Speed, Vehicle, User) in each crash case. The ‘User’ pillar was split to more equally represent drivers and pedestrians. Coded data were tested for inter-rater reliability. Results from both studies were compared. Both studies demonstrated that multiple Safe System factors are often implicated in pedestrian DSIs, more so in fatal crashes. Key factors associated with DSI crashes included: mid-block crossing movements; driver or pedestrian distraction or inattention; and young male drivers. Fatalities occurred more frequently in crashes where: vehicle speeds exceeded 40km/h; large mass vehicles were involved; and pedestrians were hit on a priority crossing that did not conform with Safe System principles. A Safe System approach to addressing pedestrian safety and working towards Vision Zero means a paradigm shift within the transport system so that policies give pedestrian safety and access higher priority in road safety planning, design, and investment. |

1. New Zealand Transport Agency (7 May 2020) Personal Correspondence. [↑](#footnote-ref-1)
2. Auckland Transport (2019) Monthly crash statistics – Road deaths and serious injuries. Retrieved from: https://at.govt.nz/driving-parking/road-safety/monthly-crash-statistics-road-deaths-and-serious-injuries/ [↑](#footnote-ref-2)
3. Mackie, H. W., P. Gulliver, R. A. Scott, L. Hirsch, S. Ameratunga and J. de Pont (2017). Serious injury crashes: How do they differ from fatal crashes? What is the nature of injuries resulting from them? Mackie Research, The University of Auckland, and TERNZ prepared for the AA Research Council [↑](#footnote-ref-3)
4. Stigson, H., M. Krafft and C. Tingvall (2008). "Use of fatal real-life crashes to analyze a safe road transport system model, including the road user, the vehicle, and the road." Traffic Injury Prevention 9(5): 463-471. [↑](#footnote-ref-4)