



Land Transport NZ
Ikiiki Whenua Aotearoa

Pedestrian and Cyclist Safety in New Zealand

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Introduction

- Walking and cycling in New Zealand
- Road Safety
- *Road Safety to 2010*
- Recent changes
- Future possibilities

Walking and Cycling in New Zealand



What percentage of trips?

Walking

- 18.7% of all trips (1.1 billion per annum)
- 25% of trips for 5–24 year olds
- 27% for those aged 80 plus
- 70% of journeys involving walking are under-taken solely on foot

What percentage of trips?

Cycling

- 1.8% of all trips (111 million per annum)
- 4.6% of trips for 5–24 year olds
- 8.5% for 10–14 year olds
- 97% of journeys involving cycling are undertaken solely by cycle

How has walking declined?

- dropped from 21 to 19% of household travel trips
- 'Walk only' journeys dropped from 36 to 26% of all school journeys
- approximately 400,000 fewer 'walk only' journeys

How has cycling declined?

- dropped from 3.6 to 1.8%
- trip numbers declined by 39%
- Trips among 5-20 year olds dropped by around 50%
- Trips among 20–24 year olds rose slightly, and trips among those aged 40-plus remained relatively stable

Road safety

New Zealand

- 461 deaths
- 14,372 injuries
- 11.5 deaths per 100,000 people

United States

- 42,643 deaths
- 2,889,000 injuries
- 14.7 deaths per 100,000 people

Road safety comparison

New Zealand

- 11.5 deaths per 100,000 people

Australia

- 8.7 deaths per 100,000 people

United States

- 14.7 deaths per 100,000 people

United Kingdom

- 6.0 deaths per 100,000 people

Pedestrian and cyclist safety

Pedestrian

- 10% of fatalities
- 8% of reported injuries
- 28% of deaths in urban areas
- 677 hospitalised

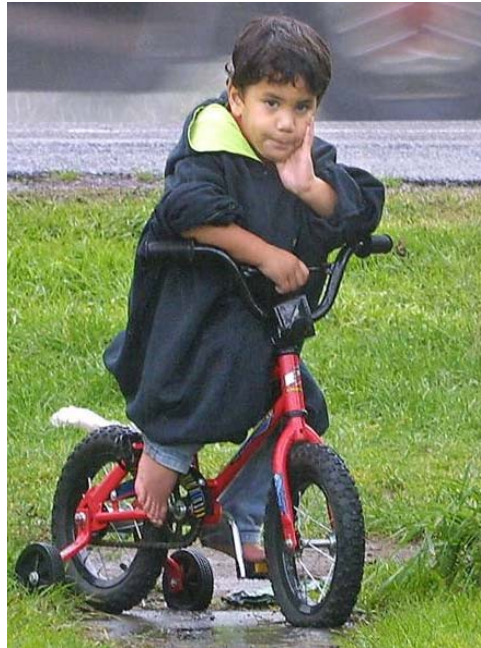
Cyclist

- 3% of fatalities
- 5% of reported injuries
- 5% of deaths in urban areas
- 233 hospitalised

Pedestrian and cyclist safety

- Most pedestrian casualties involve a motor vehicle
- Approximately 1,200–1,300 cyclists per year are admitted for 'cyclist only' accidents
- approximately \$350 million social cost per annum

Wider strategic context





New Zealand Transport Strategy

- *By 2010 New Zealand will have an affordable, integrated, safe, responsive, and sustainable transport system*
- *Five key objectives:*
 - to assist economic development
 - to assist safety and personal security
 - to improve access and mobility
 - to protect and promote public health
 - to ensure environmental sustainability.

Road Safety to 2010



- no more than 300 fatalities and 4,500 hospitalisations per annum by 2010
- utilises a mix of engineering, education and enforcement programmes
- National Road Safety Committee

Land Transport Safety Authority (LTSA)

- Established in 1993
- National safety agency
- Safety at reasonable cost
- Key role in developing and implementing the *Road Safety to 2010* Strategy

Road Safety to 2010 Implementation Schedule

- The LTSA managed walking and cycling projects were:
 - *the Pedestrian and Cyclist Safety Framework*
 - *Safer Routes*
 - *Pedestrian and Cyclist Best Practice Standards and Guidelines.*

Pedestrian and cyclist safety framework

- To provide a clear strategic platform for managing the safety of pedestrians and cyclists.
- Development and implementation of an integrated package of engineering, education and enforcement best practice safety interventions.

Safer Routes

- To provide Safer Routes in communities where all ages of pedestrians and cyclists are shown to be at high risk of injury.
- Targeted to specific 'at risk' areas

Safer Routes

- A process of issue identification for pedestrians and cyclists
- A plan of 'integrated' action and a co-ordination mechanism
- The provision of implementation capability

Pedestrian and cyclist best practice standards and guidelines

- To develop and promote best practice standards and guidelines for the planning of networks and the engineering of facilities for pedestrians and cyclists

Key project components

- Guidelines for installing facilities for blind & visually impaired pedestrians
- Cycling Network and Route Planning Guide
- Pedestrian Planning and Design Guide
- Ongoing Programme of Work

Guidelines for installing facilities for blind & visually impaired pedestrians

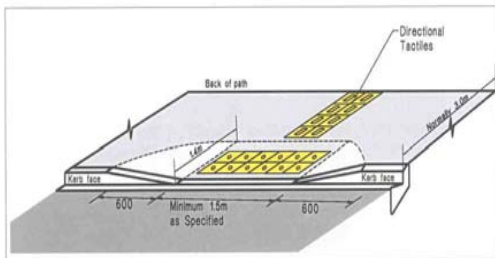


Figure 1: Standard kerb ramp design, assuming a full kerb height of 100mm.



- Revision and extension of existing document
- Two Key features
 - Tactile ground surface indicators
 - Audible tactile traffic signals
- Completed late 2003
- Training in May 2004

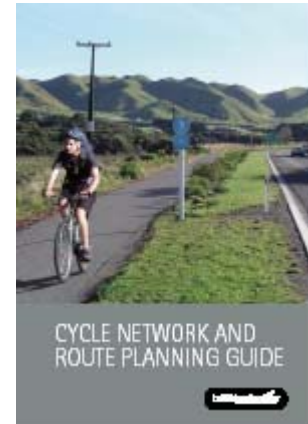
Cycling network & route planning guide



- To promote a consistent, world's best practice approach to cycle network and route planning throughout New Zealand.
- It sets out a process for deciding what cycle provision, if any, is desirable and where it is needed.
- a guide to the process, with tools that may help cycle planners and communities

Cycling guide – development

- Two stages
 - Literature review
 - Drafting the Guide
- 300 copies produced
- Recently re-branding & reprinting
- Cycle Advocates Network award and NZ Planning Institute award



Pedestrian planning and design guide



- Process – similar to cycle guide
 - Literature review
 - Guide development
- Wider brief – network planning AND design of facilities
- Includes crossing facility selection criteria
- Available August 2005



Ongoing programme of work



- Cycling environment perceptions research
- Pedestrian (walkability) tools
- Cyclist level of service
- Vulnerable road user audits
- Legal review

Recent changes



Transport Sector Review

- Formation of Land Transport New Zealand from:
 - Land Transport Safety Authority
 - Transfund New Zealand
- objective is to contribute to an integrated, safe, responsive and sustainable land transport system

Land Transport New Zealand

- Key Functions
 - To promote land transport safety
 - To promote land transport sustainability
- Removal of safety at reasonable cost
- Addition of a promotional role

Getting there - on foot, by cycle

- Released in February 2005
- Three Goals
 - Supportive environment
 - More walking and cycling
 - Improved safety
- Steering group planning implementation

Looking Forward - Conclusion

- Land Transport NZ is well placed to maintain and improve safety in the future
- multiple benefits packages when assessed against NZTS objectives
- Adjust and refocus on dual roles of promoting sustainability and safety



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