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 undertaken 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

• 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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