

# Pedestrians

## Fact Sheet

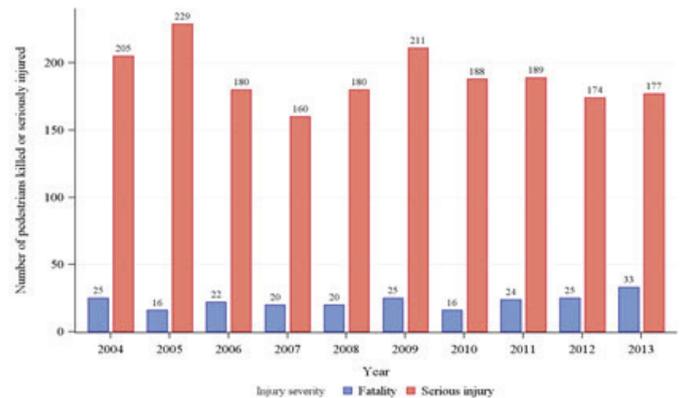
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While in the 10 years to 2013 the number of pedestrians killed on Western Australian roads averaged 22 per year, 33 people were killed in 2013. The number of pedestrians seriously injured on WA roads has averaged 189 per year over the same period with 177 killed in 2013.<sup>1</sup>

Pedestrians are vulnerable when they are around motor vehicle traffic because of their small size, in comparison to other road users, their potential for being unpredictable and their lack of physical protection.

Of all the people injured on WA's roads between 2004 and 2013, pedestrians made up 12 per cent killed and seven per cent of those seriously injured.<sup>1</sup>

**Figure 1** Pedestrians killed or seriously injured by year, Police reported crashes, WA 2004 to 2013.<sup>1</sup>



## Crash Statistics

Police road crash data for 2004 to 2013 for crashes where pedestrians were killed or seriously injured on WA roads reveal the following statistics:

- *Lighting conditions* – just over half (54 per cent) of the crashes which resulted in the serious injury or death of a pedestrian (i.e. serious pedestrian crashes) occurred during daylight. Approximately 33 per cent occurred in dark conditions with operating street lighting and three per cent of serious crashes occurred at dawn or dusk.
- *Day of the week and time of day* – most serious pedestrian occurred on a Thursday, Friday or Saturday, with Sundays recording the least number of crashes. More than a third of WA's serious pedestrian crashes occurred between 2:00pm and 7:00pm.
- *Location of the crashes* – The majority (86 per cent) of serious pedestrian crashes occurred within the Perth metropolitan area. Approximately 75 per cent of crashes occurred on local roads and nearly 22 per cent on highways.
- *Crash type*– serious pedestrian crashes reported to police were most often single-vehicle crashes, where the pedestrian was hit by a vehicle (97 per cent). The most common multiple-vehicle crash type was being hit from behind (19 per cent), followed by being hit at a right angle (four per cent).
- *Gender and age distribution counts and rates* – nearly two out of three (60 per cent) pedestrians killed or seriously injured were male. More than 85 per cent of those who were killed or seriously injured were aged between 15 and 54 years. When grouped together by age and gender, males aged between 15 and 54 years were the largest group of pedestrians killed or seriously injured.

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- *Speed* – approximately four per cent of serious pedestrian crashes recorded speed as a contributing factor. Around a quarter (26 per cent) of serious pedestrian crashes occurred on roads with a 60 km/h speed limit and a third (33 per cent) occurred on roads with a 50 km/h speed limit.
- *Alcohol* – approximately 37 per cent of the pedestrians killed in road crashes had a blood alcohol concentration (BAC) of 0.05g/100ml or higher. Around 45 percent had nil BAC and in about 17 per cent of cases, the BAC was unknown.
- *National comparison* – WA's pedestrian fatality rate for 2004 to 2013 was 1.0 per 100,000 population, similar to Victoria (0.9) and New South Wales (0.9). It was higher than Queensland (0.8), South Australia (0.8), Tasmania (0.7), and the ACT (0.6), though lower than the Northern Territory (4.6). The Australian pedestrian fatality rate for 2004 to 2013 was 0.9 per 100,000 population.

## Safe System Approach

Towards Zero, WA's Road Safety Strategy for 2008-2020, employs a 'safe system' approach which aims to eliminate death and serious injury from road crashes in the state by endeavouring to manage the interaction between the road user, the road, travel speeds and the vehicle. The safe system approach, which has been widely adopted by road safety agencies around the world, embraces the notion of 'shared responsibility' among various road users and those that design, maintain and operate the transport system. It also aims to accommodate human error through better management of crash energies so that no individual road user is exposed to crash forces likely to result in a serious or fatal injury.

The four cornerstones of the strategy are Safe Road Use, Safe Roads and Roadsides, Safe Speeds and Safe Vehicles. When applying these cornerstones to pedestrian crashes, examples of Safe Road Use initiatives might include; public education, which in WA is offered to pedestrians through school education programs, newspaper articles, local media and community activities. Safe Roads and Roadsides initiatives have included providing upgraded footpaths, improving lighting and the provision of overpasses and underpasses. Safe Vehicles initiatives include the promotion of purchasing vehicles which include advanced safety features, such as pedestrian and cyclist detection, electronic stability control and other features that improve vehicle braking (e.g. autonomous emergency braking). Safe Speeds initiatives include reducing speed limits in areas of high pedestrian traffic. More information on the strategy can be found here <http://www.ors.wa.gov.au/Towards-Zero>.

## Summary

People are vulnerable as pedestrians around motor vehicles as they have little protection in the event of a crash. Pedestrians can reduce the dangers of being killed or seriously injured on WA roads by being conspicuous, maintaining situational awareness and obeying all relevant road rules. Motor vehicle drivers need to be aware and respectful of pedestrians on or around roads and to comply with road rules, particularly those relating to giving way to pedestrians.

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### References

1. The source of these statistics is the crash data recorded in the Main Roads Western Australia Integrated Road Information System database (IRIS). The crash data stored in IRIS is based on information recorded from crashes reported to Police or via the Online Crash Reporting Facility (OCRF). Crash data extracted from IRIS will be referred to as "police" data



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TOWARDS ZERO  
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