

Truck and Pedestrians

Road Safety Victoria, 19 April 2023

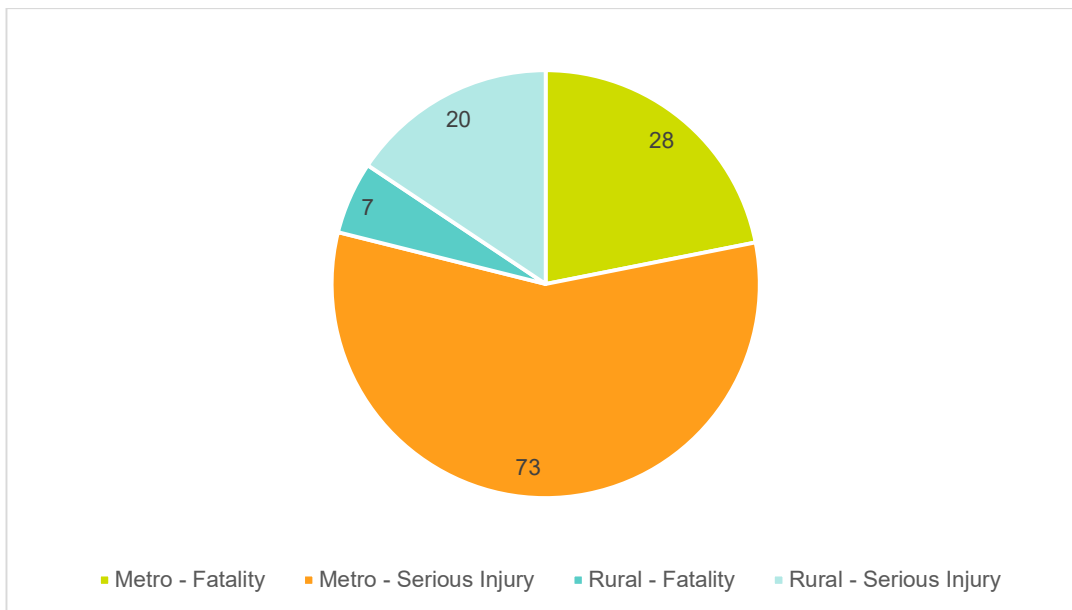


Department of Transport and Planning

Data Process and Limitations

- Data for this analysis was extracted from the Road Crash Information System (RCIS) in March 2023.
- Data is limited to fatal and serious injury crashes from 2014 – 2021. Data beyond 2021 is unavailable due to incompleteness of serious injury crashes in RCIS.
- These analyses were limited to crashes in which a pedestrian was killed or seriously injured in a collision with one of the following vehicle types:
 - Heavy Vehicle (Rigid) > 4.5 Tonnes
 - Prime Mover - Single Trailer
 - Prime Mover (No of Trailers Unknown)
 - Prime Mover B-Double
 - Prime Mover B-Triple
 - Prime Mover Only
 - Rigid Truck (Weight Unknown)
- Data is limited to ABS code A crashes whereby it meets the Australian Bureau of Statistics (ABS) criteria. This excludes:
 - crashes caused by deliberate intent (attempted or completed suicide or homicide)
 - crashes that occur outside the road reserve
 - fatalities where the primary cause of death or injury was medical or natural causes rather than the movement of a vehicle
 - fatalities that occur more than 30 days after the crash.

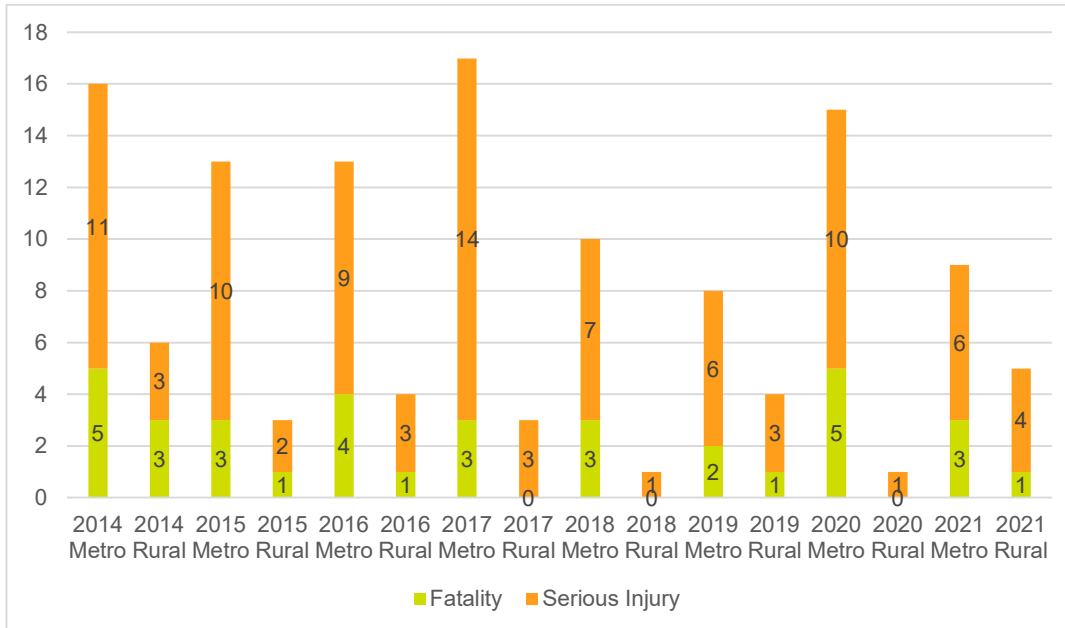
Pedestrians killed or seriously injured in crashes with a truck, by metro/rural



- Between 2014 – 2021, 73 pedestrians were seriously injured in a metro location, equating to 57% of the total
- Seven pedestrians were killed in a rural location, equating to 5% of the total

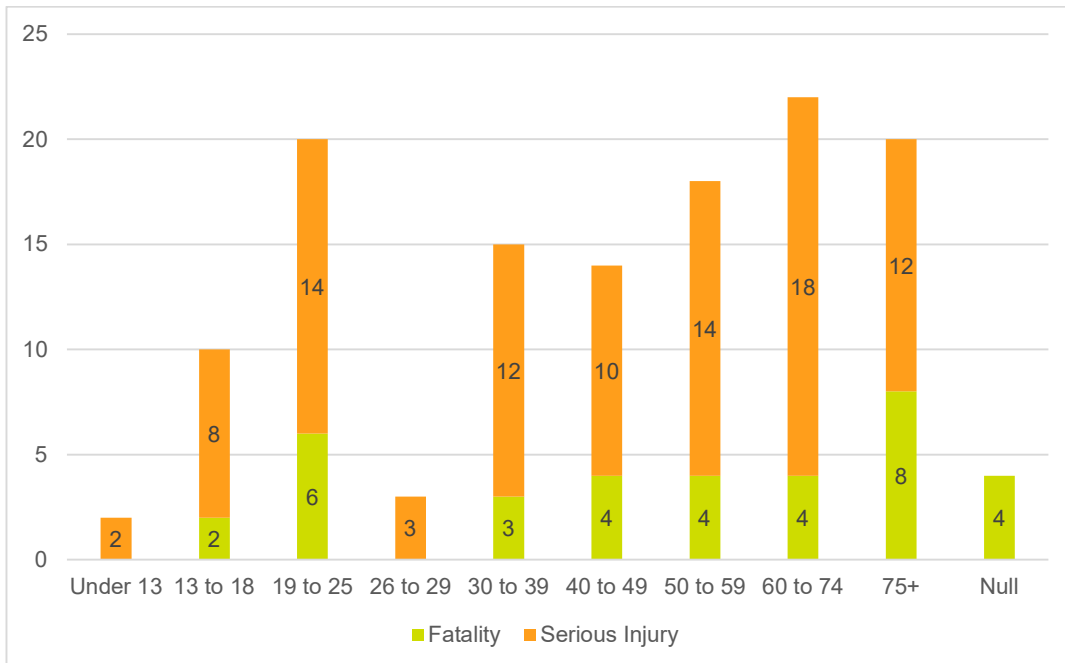


Pedestrians killed or seriously injured in crashes with a truck, by year, by metro/rural



- Between 2014 – 2021, pedestrian fatalities involving a collision with a truck have ranged between 3 and 8 a year and serious injuries have varied between 8 and 17 a year

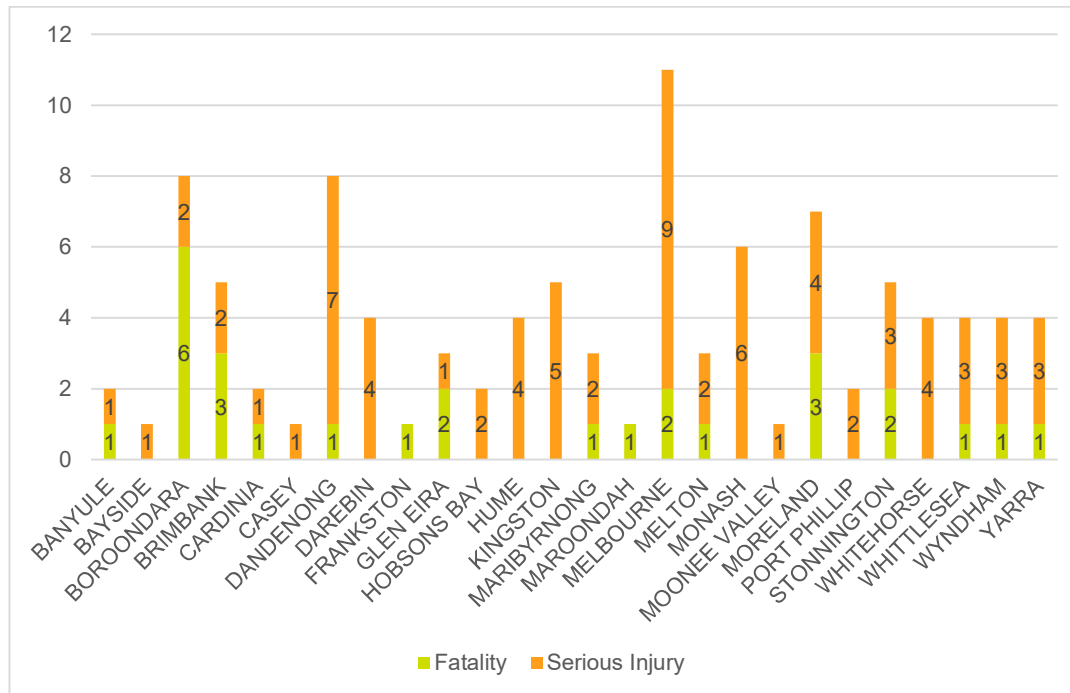
Pedestrians killed or seriously injured in crashes with a truck, by age range



- Between 2014 – 2021, pedestrians killed or seriously injured in a collision with a truck were most likely to be aged 60 to 74 years (17%), closely followed by those aged 19 to 25 years (16%) and 75+ years (16%)



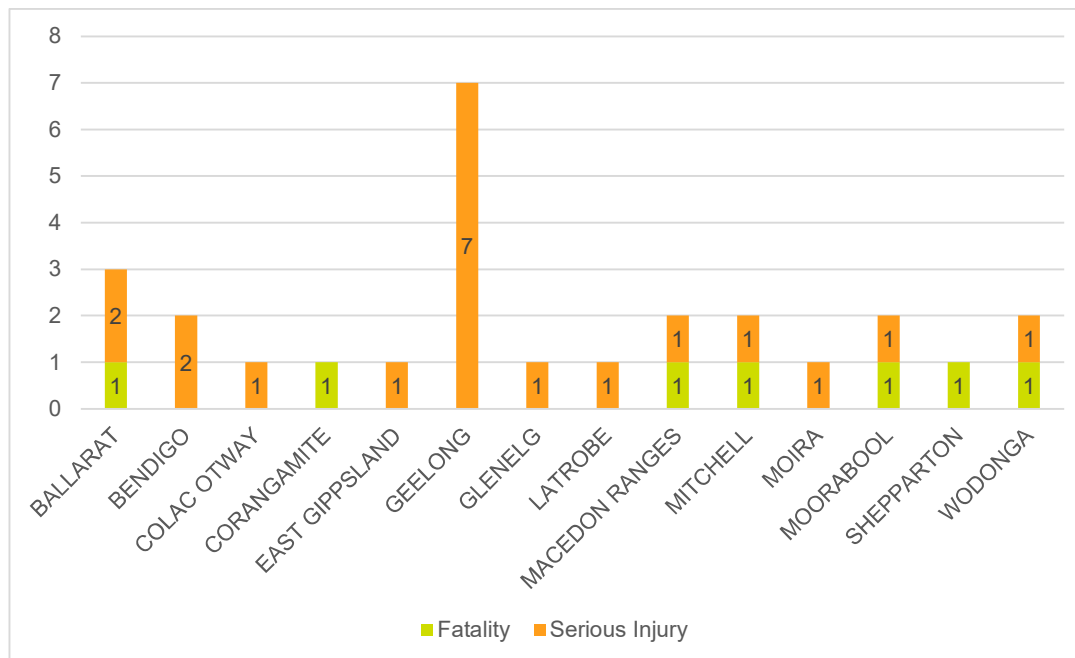
Pedestrians killed or seriously injured in crashes with a truck, by LGA (metro)



LGAs with no serious casualties are not shown

- Amongst the metro LGA's, the largest number of pedestrians killed or seriously injured occurred in Melbourne (11%)

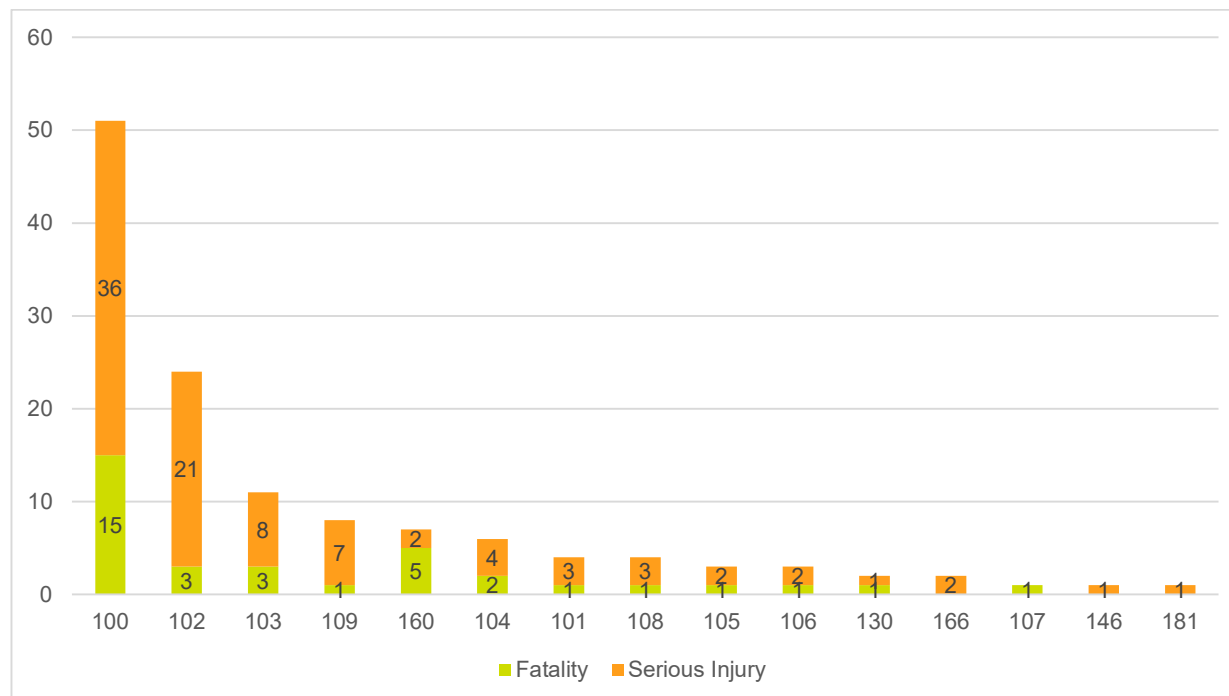
Pedestrians killed or seriously injured in crashes with a truck, by LGA (rural)



LGAs with no serious casualties are not shown

- Between 2014 – 2021, pedestrians killed or seriously injured ranged between 0 and 7 across the rural LGA's

Pedestrians killed or seriously injured in crashes with a truck, by DCA code



- DCA 100 (Pedestrian near side hit by vehicle from the right) was the most common crash type for pedestrian FSIs involving a collision with a truck (40%), followed by DCA 102 (Pedestrian far side hit by vehicle from the left) making up around 19%

Pedestrians killed or seriously injured in crashes with a truck, by DCA code (top 5)

DCA	Fatality	Serious Injury	Total
DCA 100 Pedestrian near side hit by vehicle from the right	15	36	51
DCA 102 Pedestrian far side hit by vehicle from the left	3	21	24
DCA 103 Pedestrian playing, lying, working, standing on carriageway	3	8	11
DCA 109 Miscellaneous - any manoeuvre involving Pedestrian not included in DCAs	1	7	8
DCA 160 Vehicle collides with vehicle parked on left of road*	5	2	7
DCA 104 Pedestrian walking with traffic	2	4	6
DCA 101 Pedestrian emerges from in front of parked or stationary vehicle	1	3	4
DCA 108 Pedestrian struck walking to/from or boarding/alighting vehicle	1	3	4



DCA 105 Pedestrian walking against traffic	1	2	3
DCA 106 Vehicle strikes pedestrian on footpath, median, traffic island	1	2	3
DCA 130 Rear end (vehicles in same lane)	1	1	2
DCA 166 Struck object on carriageway	0	2	2
DCA 107 Pedestrian on footpath struck by vehicle entering/leaving driveway	1	0	1
DCA 146 Reversing into fixed object/parked vehicle	0	1	1
DCA 181 Off right bend into object/parked vehicle	0	1	1
Total	35	93	128

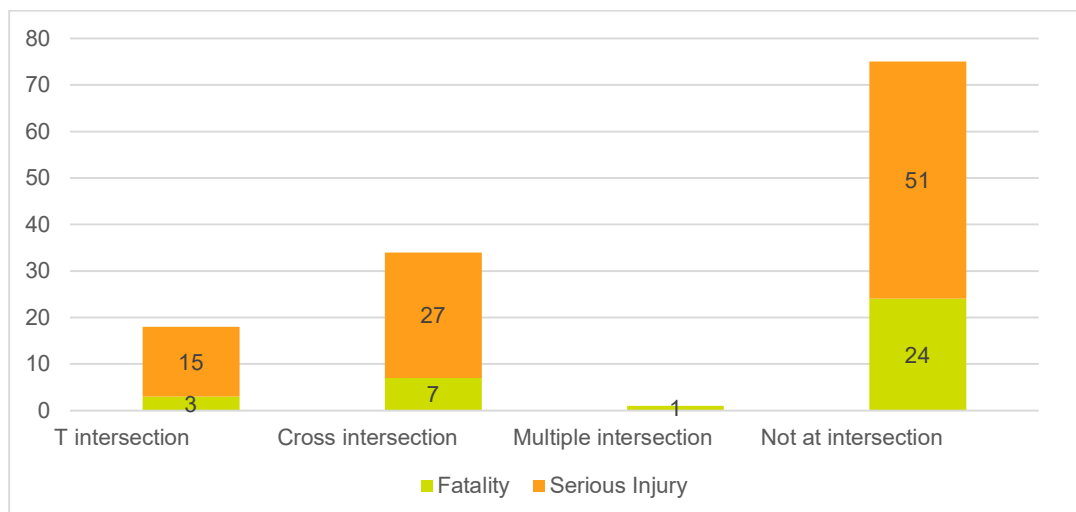
*Includes pedestrians involved in secondary impact

The above DCA codes are illustrated in the attached document:



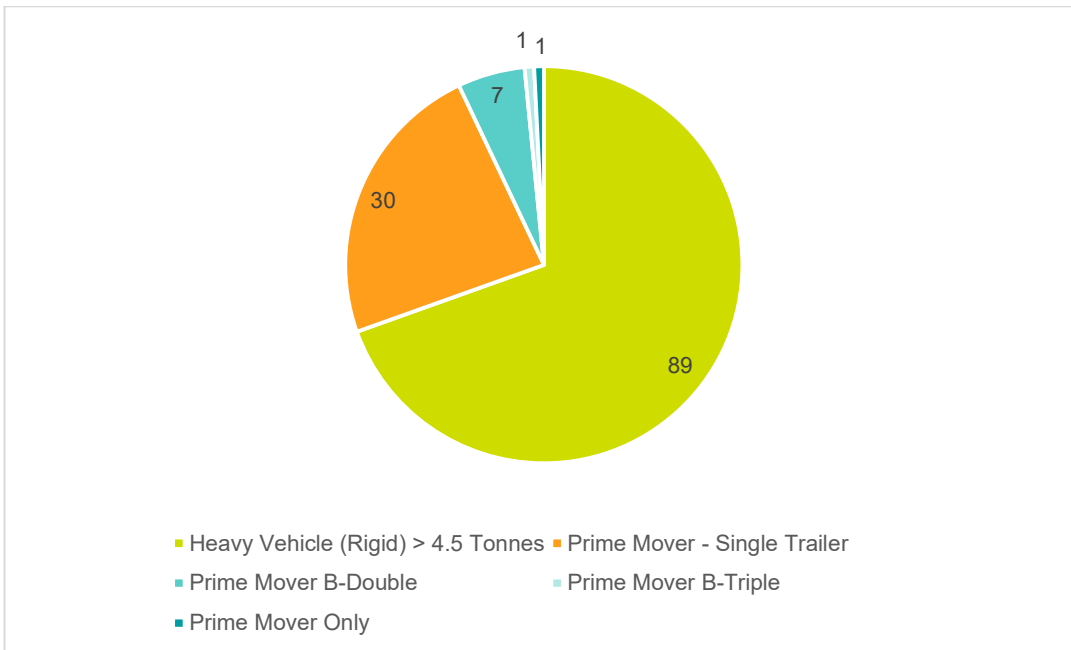
VicRoads DCA
Chart.doc

Pedestrians killed or seriously injured in crashes with a truck, by road geometry



- Over half (59%) of pedestrian FSIs involving a collision with a truck occurred at mid-block locations
- 27% of pedestrian FSIs involving a collision with a truck occurred at cross intersections

Breakdown of truck body types involved in crashes where a pedestrian was killed or seriously injured



- 70% of the truck body types involved in motorcycle FSIs were Heavy Vehicle (Rigid) > 4.5 Tonnes, followed by Prime Mover - Single Trailer type vehicles (23%)