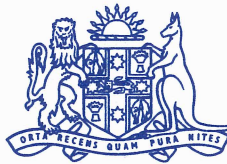


**INQUIRY INTO PEDESTRIAN SAFETY
(MINISTERIAL REFERENCE)**

Organisation: Motor Accidents Authority (MAA)
Name: The Hon Joe Tripodi
Position: Minister for Finance
Telephone: (02) 9228 5451
Date Received: 26/06/2009

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New South Wales

Joseph Tripodi

Minister for Finance Minister for Infrastructure Minister for Regulatory Reform
Minister for Ports & Waterways

Your Ref: STC 497
Our Ref: 09/524

Mr Geoff Corrigan MP
Chair
Parliamentary Joint Standing Committee
on Road Safety (Staysafe)
Parliament of New South Wales
Macquarie Street
SYDNEY NSW 2000

26/6/09
Noted

Dear Mr Corrigan,

I refer to your letter concerning the Inquiry into Pedestrian Safety being conducted by the Parliamentary Joint Standing Committee on Road Safety (Staysafe).

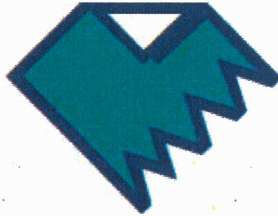
I am pleased to enclose the Motor Accidents Authority's submission to your Inquiry.

Any enquiries about this matter may be directed to Ms Dimitra Vlahomitros, Acting Manager, Injury Prevention Strategy, on telephone number 8267 1961 or by e-mail: dvlahomitros@maa.nsw.gov.au.

Yours sincerely

**JOE TRIPODI MP
MINISTER FOR FINANCE**

22 JUN 2009



**MOTOR ACCIDENTS
AUTHORITY**

Submission

to the

Inquiry into Pedestrian Safety

Conducted by the

**Parliamentary Joint Standing Committee on
Road Safety (Staysafe)**

June 2009

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1 Introduction

1.1 Motor Accidents Authority of New South Wales Perspective

The Motor Accidents Authority (MAA) is the regulator of the Compulsory Third Party (CTP) Insurance Scheme for New South Wales. The MAA has a statutory responsibility to fund activities to prevent or minimise injuries from road crashes and to provide safety education. MAA recognises that the Roads and Traffic Authority (RTA) is the lead road safety agency in New South Wales (NSW) and MAA is a key partner, collaborating with the RTA and other agencies in cross sectoral initiatives.

MAA's road safety activity aims to help reduce the frequency and severity of road crash injuries and gives priority to those areas that incur the greatest costs to the CTP scheme.

MAA has been concerned about pedestrian safety for many years and is pleased to present this submission to the Parliamentary Joint Standing Committee on Road Safety's Inquiry into Pedestrian Safety.

1.2 Terms of Reference

The Minister for Roads, the Hon Michael Daley, MP has asked the Parliamentary Joint Standing Committee on Road Safety (Staysafe) to investigate recent increases in pedestrian fatalities in NSW. Accordingly, the Committee with inquire into and report on pedestrian safety with particular reference to:

- a. short and long term trends in pedestrian injuries and fatalities in metropolitan and non-metropolitan areas;
- b. underlying causes of pedestrian injuries and fatalities;
- c. the incidence of drivers leaving the scene of the accident after hitting pedestrians;
- d. effectiveness of recent measures to address pedestrian safety;
- e. additional strategies to increase pedestrian safety;
- f. the current emphasis placed on pedestrian road users as part of land use policies and in the planning and management of the road system;
- g. pedestrian safety issues and strategies in other jurisdictions; and
- h. any other related matters.

The MAA's submission addresses the terms of reference by providing an overview of trends in CTP claims relevant to pedestrians and outlines relevant funded projects.

2 Compulsory Third Party Pedestrian Claims Data

The MAA collects data on the profile of road crash injuries that generate CTP claims. It is important to note that the CTP scheme is still largely fault based¹ and for the most part, claims and injury data presented exclude injuries to drivers of vehicles considered to be at

¹ As of 1 October 2007, catastrophically injured drivers are offered treatment under the Lifetime Care and Support Scheme.

fault in a road crash. Unless stated otherwise, claims refer to all notifications of a CTP claim including full claims and Accident Notification Forms (ANFs).

2.1 Claims Experience

Pedestrians account for 9% of claims and 19% of costs for all road user classes as shown in Figure 1. The median cost of pedestrian claims is \$25,000 however the incidence of a few expensive claims contributes largely to a relatively high mean cost of \$170,000.

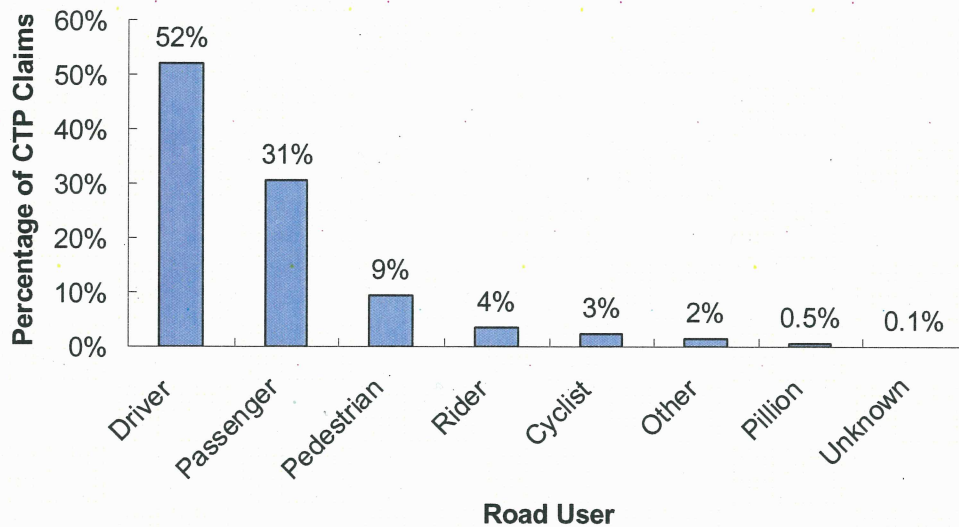


Figure 1. CTP claims experience by road user class.

Similar to the entire CTP Scheme there has been a marked decline in the number of pedestrian claims, 1,599 claims in 1999/00 compared to 1,049 in 2006/07. As the number of pedestrian claims has declined over this period the costs of claims has increased.

Since 2002/03, relative to other road user groups, the median cost of pedestrian claims has risen much faster than the median cost of the other road classes. The median cost of pedestrian claims is over five times the median cost for the total Scheme. This trend reflects a change in the type and severity of pedestrian injuries.

2.2 Age

Analysis of claims data identified three pedestrian age groups with poor claims experiences, children under the age of 16, pedestrians aged between 30 to 59 years and the elderly aged 70 years and over as shown in Figure 2.

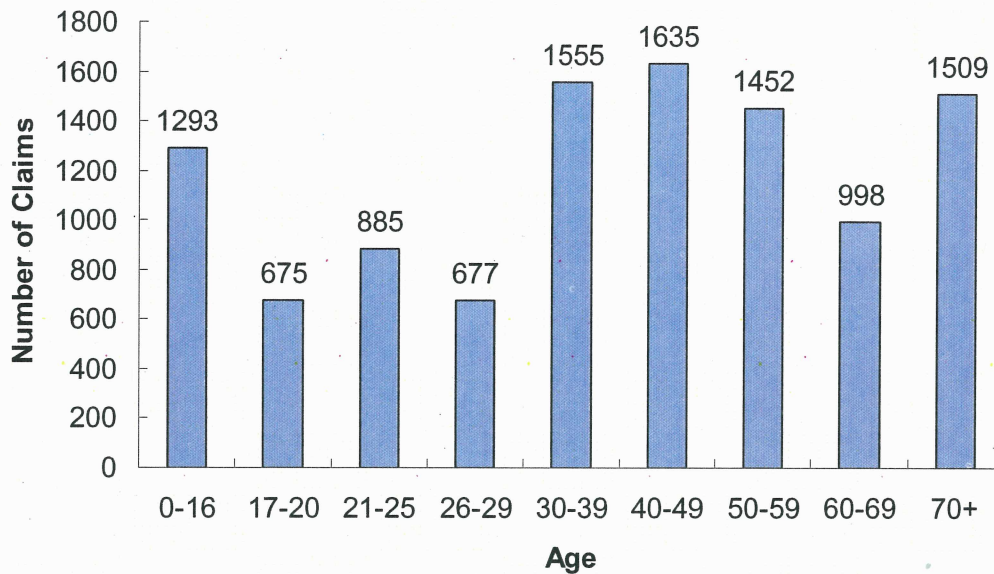


Figure 2. Distribution of Compulsory Third Party claims for pedestrians by age.

Children under 16 years account for 12% of claims and 16% of costs. Pedestrians aged between 30-59 years account for 43% of claims and 46% of costs. However the elderly aged 70 years and over account for 14% of claims but only 8% of costs. Generally young claimants have a much higher average claims cost probably due by the need for longer and more expensive care.

2.3 Location

The typical distribution of claims for pedestrians in metropolitan and regional New South Wales is shown in Figure 3. The graph highlights that the majority of claims occur in metropolitan New South Wales due to the population density of the area. The distribution of claims between both regions has been relatively stable over the 10 year period.

Analysis of claims cost however revealed that the mean and median costs are quite similar for both locations, \$24,200 median cost for Metropolitan Sydney compared to \$27,500 for regional New South Wales.

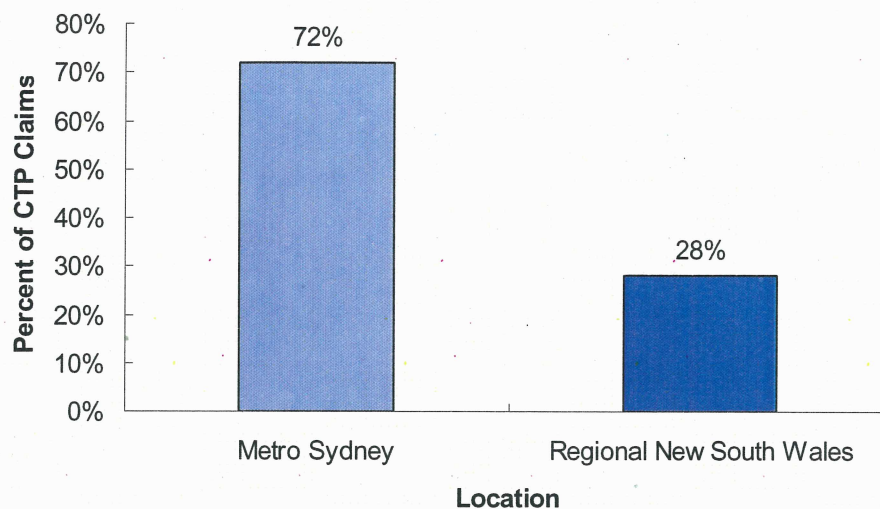


Figure 3. Distribution of CTP claims for pedestrians by location.

2.4 Injury Severity

In the period between 1999/2000 and 2007/08, over 50% of pedestrian claims were due to minor or moderate injuries such as whiplash, cuts and bruises or simple fractures. These accounted for 24% of pedestrian claims costs.

Median claims costs generally increase with injury severity. Minor injuries have a median cost of \$7,500 and critical injuries have a median cost over \$700,000. Over 70% of claims costs were due to serious, severe or critical injuries.

3 Lifetime Care and Support Scheme

With the introduction of the Lifetime Care and Support Scheme, it is anticipated that there will be some reduction in claims costs borne by the CTP scheme associated with very severe injuries. This is because the treatment and care of the most severely injured people will be funded by the Lifetime Care and Support Scheme.

The Lifetime Care and Support Scheme provides treatment, rehabilitation and attendant care services to people severely injured in motor vehicle crashes in New South Wales, regardless of who was at fault in the crash. People eligible for the Scheme may have a spinal cord injury, moderate to severe brain injury, multiple amputations, severe burns or blindness as a result of a crash. The Scheme began on 1 October 2006 for children under the age of 16 injured in motor vehicle crashes and was extended to include all injured people on 1 October 2007.

Currently there are 44 participants in the Lifetime Care and Support Scheme who were involved as a pedestrian in a road crash. Of these, nine are paediatric participants and 35 are adult participants. The MAA will be working closely with Lifetime Care and Support Scheme to monitor trends in very severe injuries.

4 Motor Accidents Authority Initiatives

The MAA has a statutory responsibility to fund activities to prevent or minimise injuries from road crashes and to provide safety education. MAA's road safety strategy recognises that the Roads and Traffic Authority is the lead agency for road safety in New South Wales and the MAA is a key partner, collaborating with the Roads and Traffic Authority and other agencies in cross sectoral initiatives.

MAA's road safety activity aims to help reduce the frequency and severity of road crash injuries and gives priority to those areas that incur the greatest costs to the CTP scheme. Pedestrians of all ages are one of the MAA's priority groups and the MAA conducts or contributes to a number of initiatives that target pedestrians.

4.1 Kidsafe/MAA Child Road Safety Initiative 2006-2009

The Kidsafe/MAA Child Road Safety Initiative aims to build the capacity of Kidsafe NSW to contribute to a reduction in child traffic related injuries. The initiative incorporates a road safety coordinator to develop, implement and evaluate well planned child road safety projects in priority areas and to further integrate child pedestrian, passenger and pedal cycle safety messages into Kidsafe communication mechanisms.

One of these projects was the successful *Kids Need a Hand in Traffic* child pedestrian safety campaign. A total of 23 grants were awarded to local organisations that utilised campaign resources such as photos, brochures, posters, pre-recorded radio advertisements and sample media releases to promote child pedestrian safety in their communities.

4.2 Child Driveway Safety Committee

In 1999 the NSW Parliament's Child Death Review Team (CDRT) reported concern about the prevalence of child pedestrian fatalities in home driveways and recommended that the MAA work in consultation with other agencies to develop strategies, including education programs, to address this issue.

The MAA continues to work with the steering committee comprising NSW Health, Kidsafe, the Children's Hospital at Westmead, RTA, Early Childhood Road Safety Education Program, NRMA Motoring & Services, IAG and the Injury Risk Management Research Centre to reduce the incidence of these tragic crashes.

5 Further Information

If the Committee would like further information, the MAA would welcome the opportunity to present to the Committee.