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**Safe
Sustainable
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Overview of presentation (300 word maximum)

Include details of topic scope, key findings, and any issues for discussion or further investigation

The number of people killed or seriously injured on New Zealand's road network has fallen over recent decades. However, there has been no meaningful change in the number of pedestrian fatalities over the last ten years. Although the safe system approach to road safety recognises that people make mistakes and are vulnerable, the main causal factors in pedestrian crash reports essentially blame the pedestrian for crossing the road, with codes such as "poor observation" and "crossing heedless of traffic". In the context of motor vehicle crashes, human factors are leading to systemic changes in the way that we design safe and forgiving environments, with a particular emphasis on speed management. Unfortunately, there are not many initiatives to reduce the pedestrian death toll directly. This paper presents an investigation into and analysis of pedestrian deaths, serious injuries and hospitalisations between 2006 and 2015. It identifies underlying systemic issues with the way that we approach pedestrian safety; where it is similar to safety for people in motor vehicles and where differences warrant different approaches. The results suggest that pedestrian safety deserves more prominence within New Zealand's national road safety strategy. Practical prioritisation and analysis tools are presented that can help road controlling authorities improve safety and accessibility for all people on foot or using mobility aids, as we work towards safe sustainable environments to promote everyday walking..

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