# Multi-user safety assessment (MUSA) for corridors

|  |
| --- |
| In many urban cities, road controlling authorities are successfully reducing motor vehicles crashes – particularly those resulting in death and serious injury. However, the number of vulnerable road user (pedestrians, cyclists, micro mobility) crashes has generally plateaued. Thus, vulnerable road user crashes (VRU) are becoming an increasing proportion of the number of trauma crashes.  One of the key challenges for addressing VRU risk in the network is the stochastic nature of reported crashes. Simply improving infrastructure where crashes have previously been recorded will never fully address the risks on a network level. Thus, a proactive approach is required. With limited resources, the framework must also allow for sites to be prioritised both within a corridor and within the network.  One tool the industry has for proactively identifying road safety risk is road safety auditing. However, road safety audits are inherently subjective and can vary significantly when conducted by different auditors. This is particularly true for issues facing VRU’s as auditors draw on their own experiences which may not reflect issues faced by all users e.g. tactile paving for visually impaired users.  Multi-user safety assessment (MUSA) is a framework which builds off road safety auditing practices. It is a field based assessment which focuses on behavioural and environmental factors. Unlike road safety audits, MUSA is highly structured to ensure multiple user types are considered; for example assessments are conducted separately for elderly pedestrians and able bodied pedestrians. A list of minimum assessment considerations are supplied to ensure there is consistency between assessments. The assessment allows for the identification of high risk sections on aggregate or to explore the changing risk profile for a single user.  This paper explores how the framework has been developed and provides examples of how it has been applied in Sydney. |