YOU ARE DOWN HERE SOMEWHERE

WE ARE UP HERE

YOU ARE DOWN HERE SOMEWHERE
Some Facts About New Zealand

• It is NOT part of Australia
• 268,680 KM² – A bit smaller than Finland
• Approximately 100,000 km or roads
• Population: 4.7 Million Humans
  30 Million Sheep
  7 Million cows
• New Zealanders are called Kiwis
Our Places...
THAT’S HOW WE SAY HELLO!
New Zealand’s Road Safety Performance

Source: Global Status Report on Road Safety (WHO 2015)

Source: IRTAD Road Safety Annual Report (2016)
Safer Journeys: New Zealand’s Road Safety Strategy 2010–2020

• Adopted Safe System approach
• Shift away from blaming the driver
• Whole of system approach
New Zealand’s Safe System principles

1. People make mistakes
2. People are vulnerable
3. We need to share responsibility
4. We need to strengthen all parts of the system

Accept we are human
Manage the system
New Zealand’s Safe System Elements

A SAFE ROAD SYSTEM INCREASINGLY FREE OF DEATH AND SERIOUS INJURY

- Safe Roads and Roadsides
- Safe Vehicles
- Safe Speeds
- Legislation and Enforcement

- Innovation
- Understanding Crashes and Risks
- Education and Information
- Leadership and Capability

Safer Journeys
Change Management Process

• Communicate: International Experts
  Develop Resources

• Embed: Technical Guides

• Build Capacity: Training courses

• Enact: Demonstration Projects
Comunicate: International Expert Visits

Torsten Bergh (Sweden)

Rural traffic safety - a Swedish perspective
- problems
- solutions
- outcomes
- innovations
- research areas

Bruce Corben (Australia)

Trafinz Conference 2011: “Action”
16–18 November, Hamilton NZ

Towards a Safe System
the Challenge of Implementation

Bruce Corben
Associate Director
Research Translation & Partnerships
Monash University Accident Research Centre

Eric Howard (Australia)

Implementing the Safe System approach

What's happening?
Eric Howard, lead-nurse expert and Principal of Whiting Bryce, a strategic road safety advisory consultancy, will visit NZ Transport Agency offices in April 2013 to speak about the Safe System approach to road safety. After the seminar, the team will begin planning the implementation process.

What will the seminar cover?
This seminar will cover key aspects of the Safe System approach, including:
- What the Safe System approach is
- Why the Safe System approach is important
- How to implement the Safe System approach in New Zealand
- The benefits of implementing the Safe System approach

How to register
If you are interested in attending the seminar in your region, please see the details below:

Region
Date
Time
Venue
RSVP details
www.saferjourneys.gov nz
Communicate: Safe System Resources

We produced a range of simple resources to help explain what Safe System means for various groups.
Communicate: Mistakes advertisement

“Other people make mistakes .....”

https://www.youtube.com/watch?feature=player_embedded&v=bvLaTupw-hk
Communicate: Video

The difference between life and death

THE SAFE SYSTEM
High-risk rural roads guide

High-risk intersections guide

Safer journeys for motorcycling on New Zealand roads
Build Capacity: Training Courses

Safe System in Practice

2 day course

Over 1200 people
Enact: Demonstration Projects

From This

BEFORE

Safer Journeys
Enact: Demonstration Projects
To This

AFTER
Evaluate: Before and after results

Deaths and serious injuries from all crash types before & after installation of wire rope barrier

- 65% reduction in all deaths and serious injuries
- 100% reduction in head-on deaths and serious injuries

1999-2003
10 deaths, 9 serious injuries

2006-2011
1 death, 7 serious injuries
## Austroads Safe System Assessment Framework

<table>
<thead>
<tr>
<th>Exposure</th>
<th>ROR</th>
<th>HO</th>
<th>INT</th>
<th>OTHER</th>
<th>PED</th>
<th>CYC</th>
<th>M/C</th>
</tr>
</thead>
<tbody>
<tr>
<td>High volume ×</td>
<td>High volume ×</td>
<td>High vol. on Burwood Hwy ×</td>
<td>High volume ×</td>
<td>Low pedestrian volumes ✓</td>
<td>Low cyclist volumes ✓</td>
<td>Low motorcyclist volumes ✓</td>
<td></td>
</tr>
<tr>
<td>4/4</td>
<td>4/4</td>
<td>4/4</td>
<td>4/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td></td>
</tr>
<tr>
<td>Likelihood</td>
<td>Steep grade × Deceleration lane ✓</td>
<td>Divided, wide/raised median ✓</td>
<td>% turning movements ×</td>
<td>High no. of lanes ×</td>
<td>Service lane with footpath ✓</td>
<td>Service lane – some separation ✓</td>
<td>No delineation × Well surfaced ✓ Straight road ✓</td>
</tr>
<tr>
<td></td>
<td>Presence of intersection ×</td>
<td>Intersection movements/conflict points minimal for HO crash ✓</td>
<td>No of lanes and conflict points ×</td>
<td>Protected turn lanes ✓</td>
<td>No crossing facilities at intersection ×</td>
<td>No crossing facilities at intersection ×</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No shoulders ×</td>
<td></td>
<td>High speed ×</td>
<td>Short decel. lanes ×</td>
<td>Many lanes to cross ×</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Moderate clear zone –</td>
<td></td>
<td>Poor sight distance ×</td>
<td>Buses stopping ×</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No barriers ×</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Severity</td>
<td>High speed ×</td>
<td>High speed ×</td>
<td>High speed ×</td>
<td>High speed ×</td>
<td>High speed ×</td>
<td>High speed ×</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>No barriers ×</td>
<td>Low speed in side road ✓</td>
<td>Bad conflict angles ×</td>
<td>No crossing facilities ×</td>
<td>Some roadside hazards ×</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Steep grade × Poles and trees to hit ×</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Product</td>
<td>4 × 3 × 3 = 36/64</td>
<td>4 × 1 × 3 = 12/64</td>
<td>4 × 3 × 4 = 48/64</td>
<td>4 × 3 × 3 = 36/64</td>
<td>1 × 4 × 4 = 16/64</td>
<td>1 × 4 × 4 = 16/64</td>
<td>1 × 3 × 4 = 12/64</td>
</tr>
</tbody>
</table>