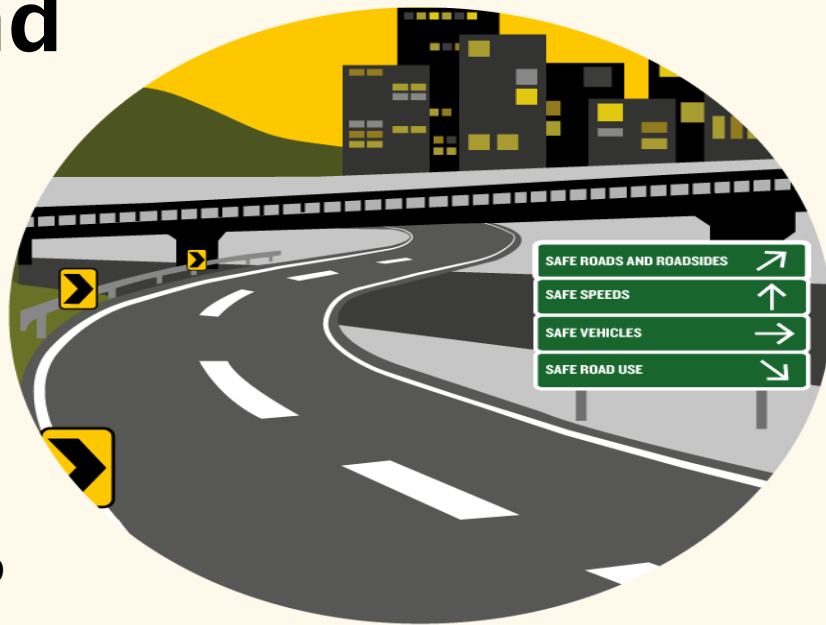


Delivering the second *Safer Journeys* Action Plan



National Road Safety Management Group
Leo Mortimer, Ministry of Transport
Lisa Rossiter, NZ Transport Agency
September 2014



We're challenging the belief that serious road trauma is inevitable

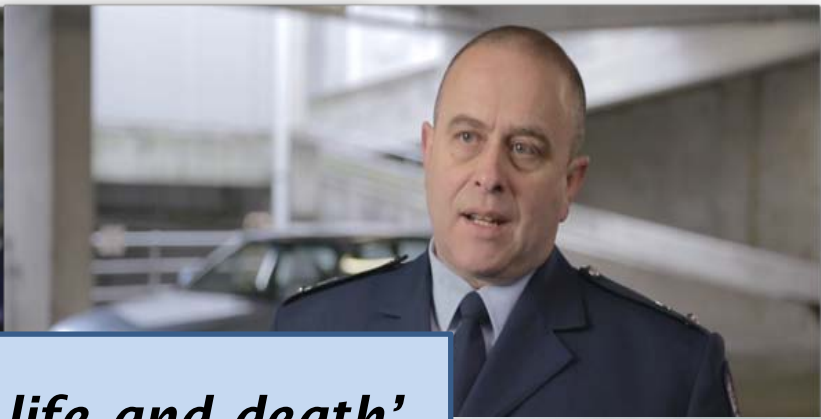
Safe System in Practice: 2012 – 2014
21 courses, 13 locations, 1100 people

A legacy of change



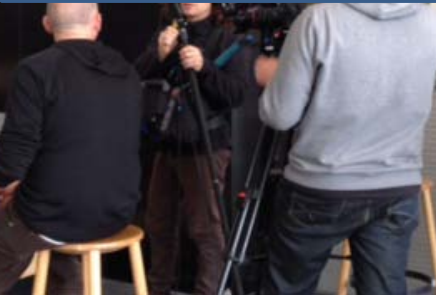
Safe System in Practice
Course book 2013





‘The difference between life and death’

A new resource to challenge community and business leaders to help us create a truly safe road system



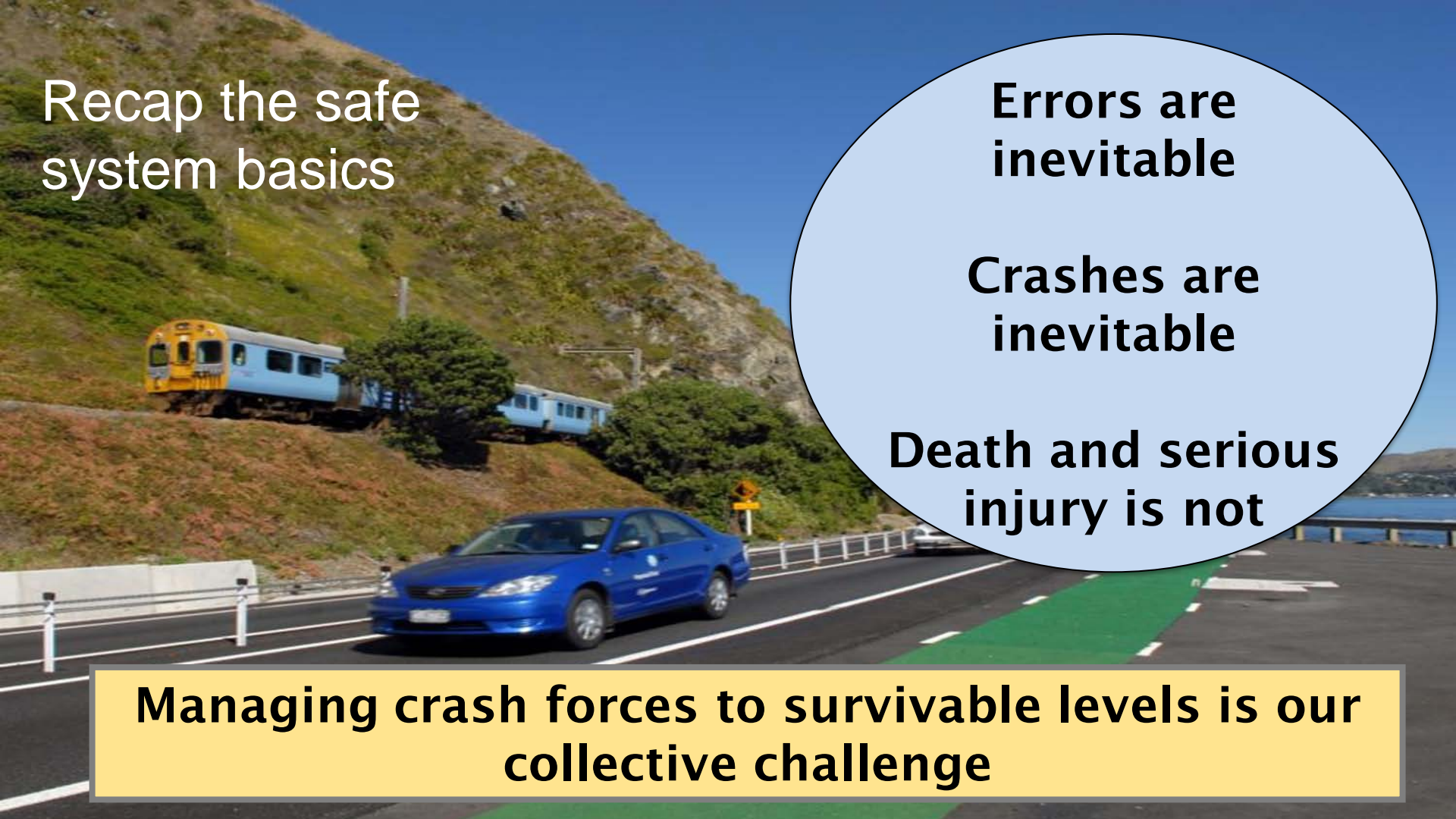
Recap the safe
system basics

**Errors are
inevitable**

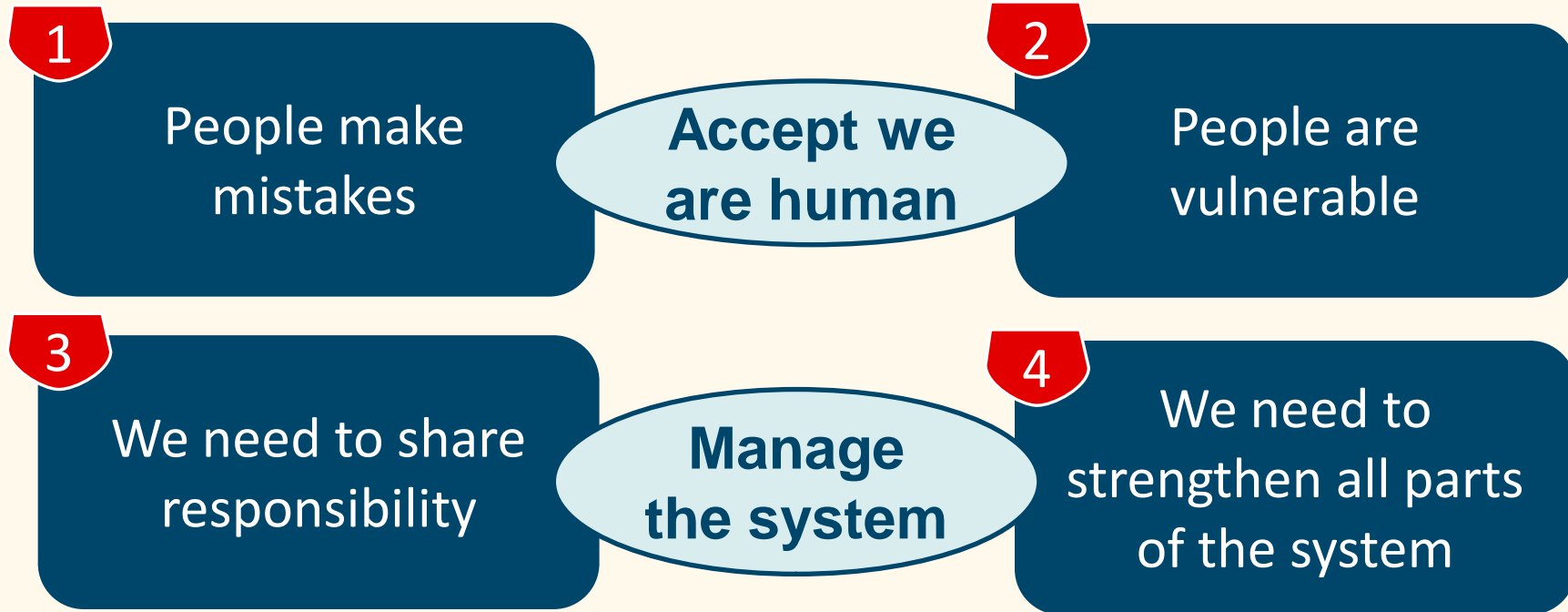
**Crashes are
inevitable**

**Death and serious
injury is not**

**Managing crash forces to survivable levels is our
collective challenge**



Transformational safe system principles



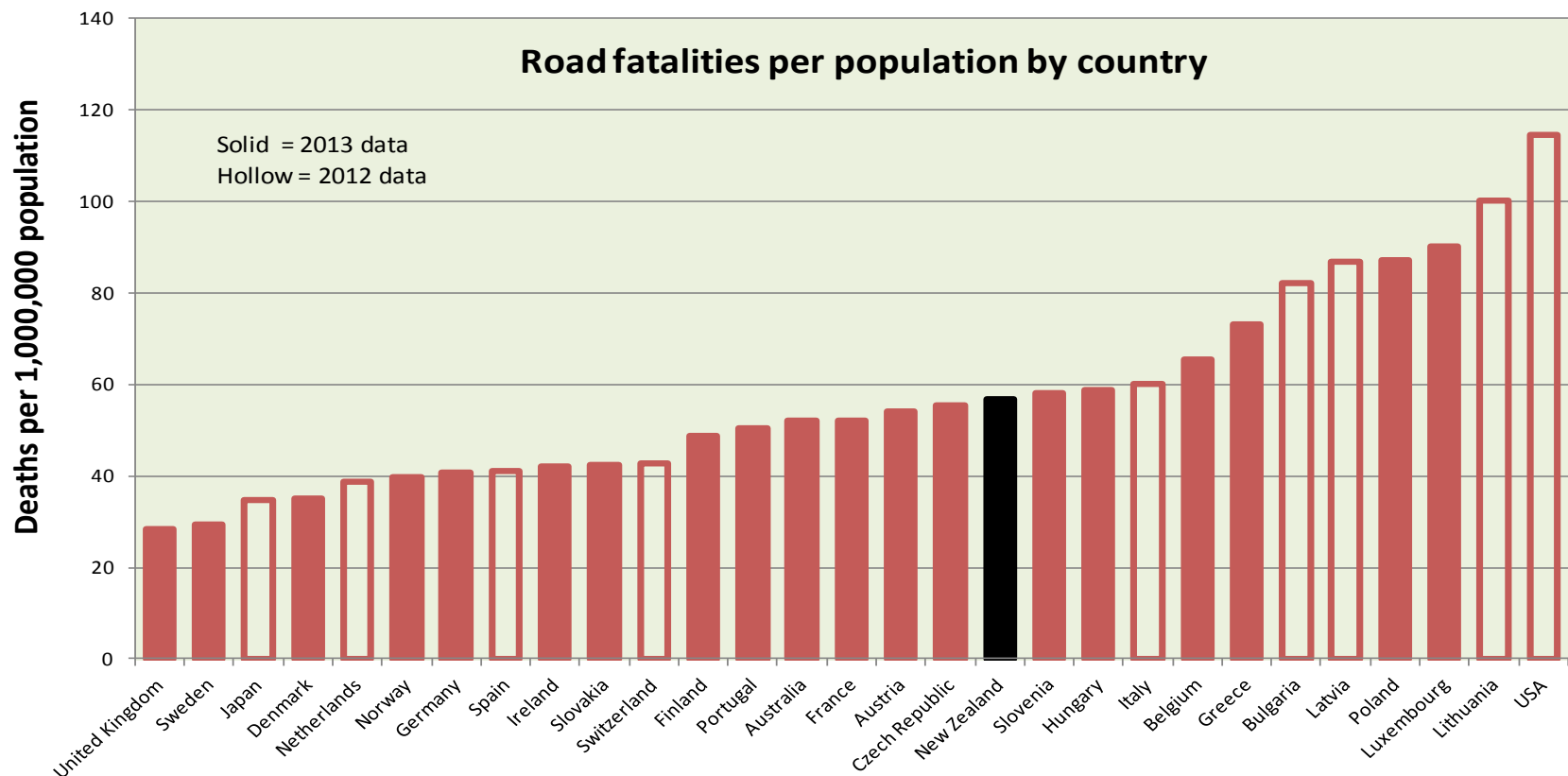
Presentation overview

Four years into *Safer Journeys* and the
Global Decade of Action - how are we
doing?

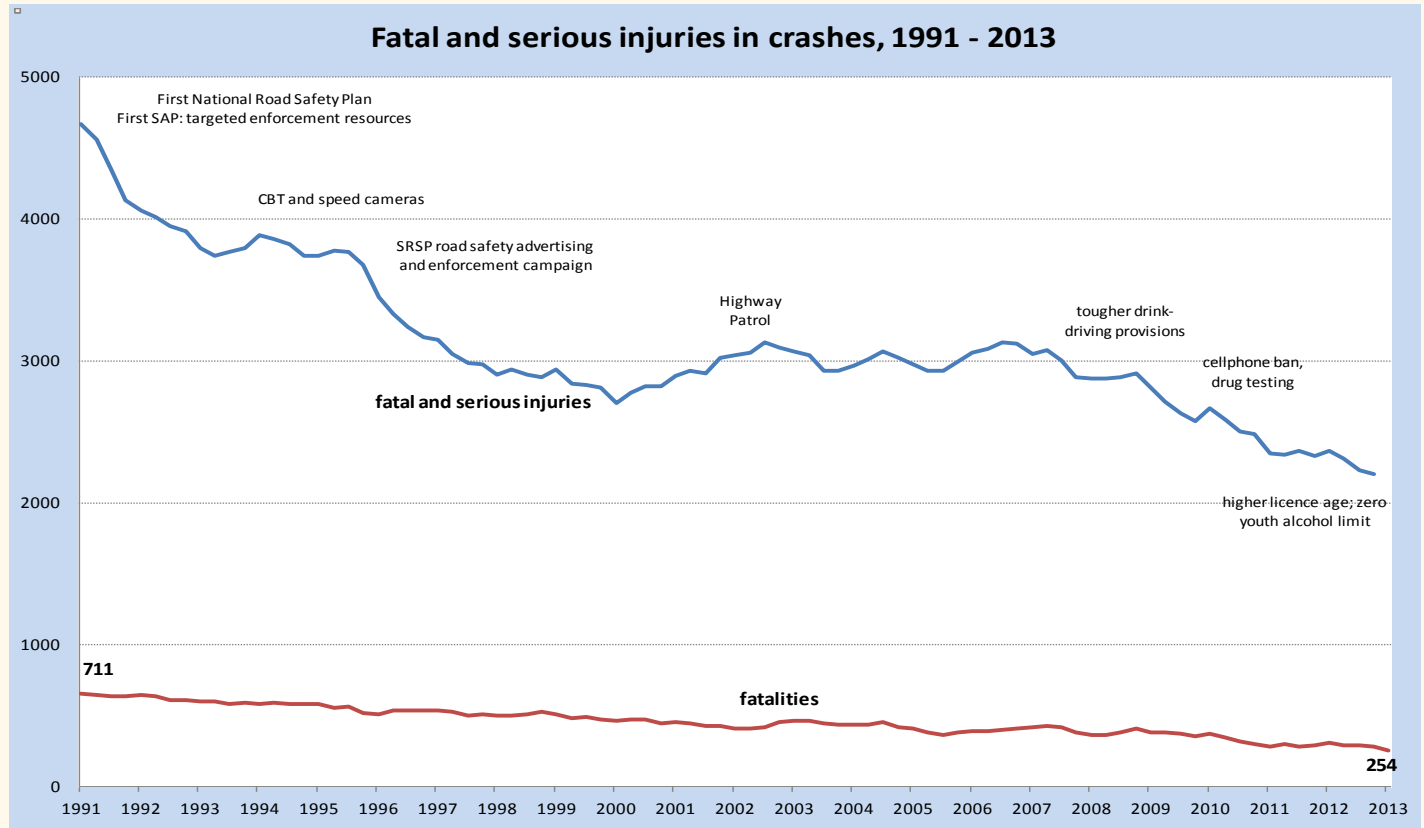
Recent progress

Looking ahead





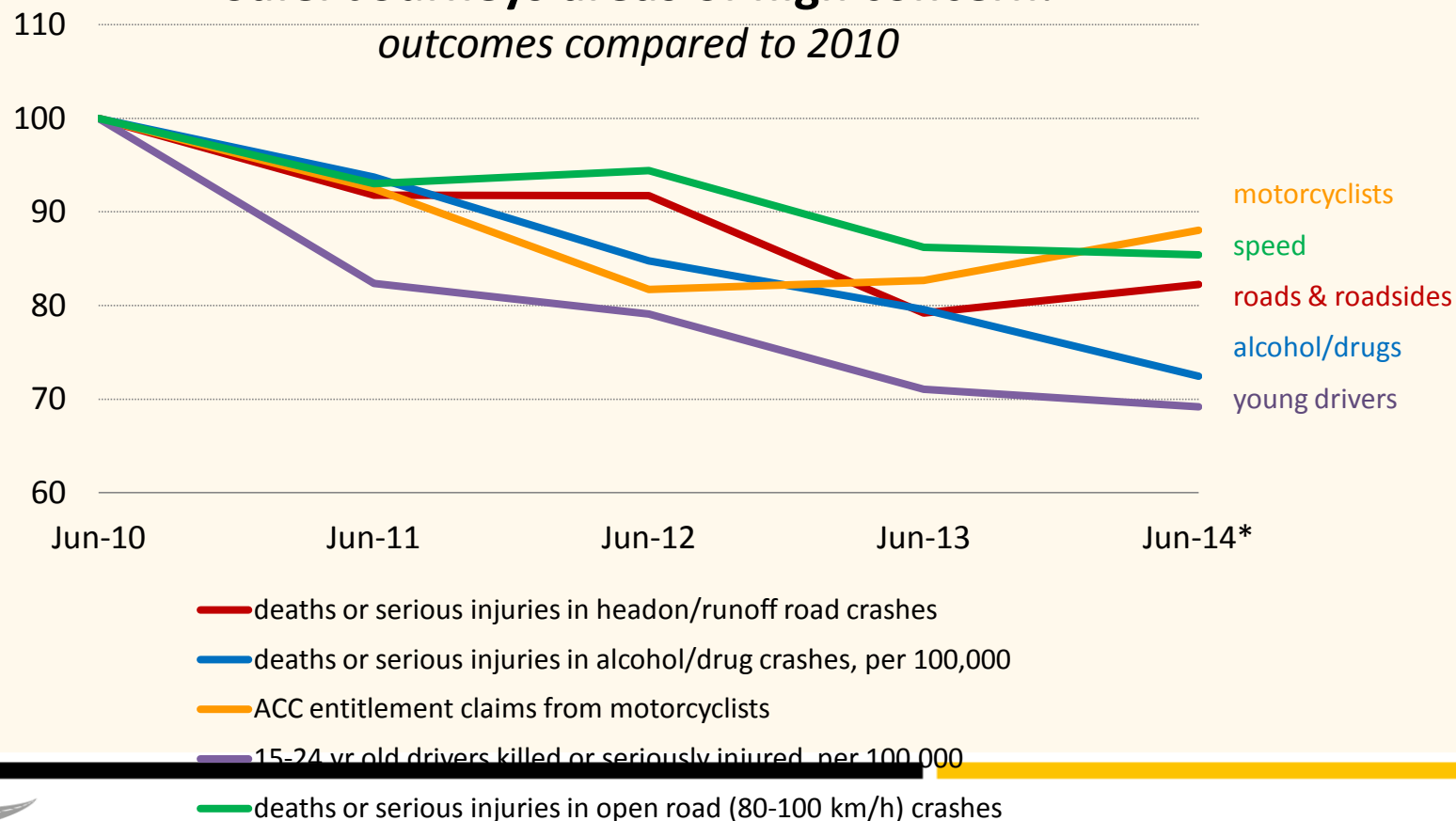
How are we doing?



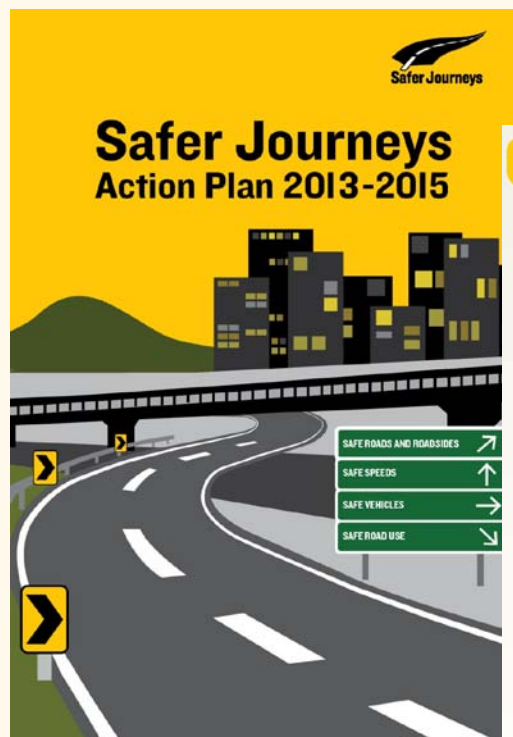
Figures shown are rolling 12 months totals

Safer Journeys areas of high concern:

outcomes compared to 2010



Recent progress



Vision: A safe road system increasingly free of death and serious injury

Strategic actions

- Develop and implement a safer speed programme
- Undertake Safe System signature projects
- Ensure that BAC limits reflect risk
- Accelerate the exit of unsafe vehicles

Cross sector enablers

- Establish Safe System partnership programme
- Reframe the road safety conversation
- Improve and sustain improvements to high risk roads, intersections and motorcycling routes
- Enhance automated enforcement
- Improve the safety of new and existing vehicles
- Expand the voluntary use of technology across all elements of the system (Intelligent Speed Adaptation, interlocks etc)
- Strengthen drug driving enforcement

Foundation work to strengthen the system

- Completion of the first action plan
- Enhance and align core business: continue work on Safer Journeys high, medium and on-going areas of concern

Monitoring

- NRSC will have overall responsibility for ensuring that agreed actions are implemented and evaluated. Progress reports will be provided to the NRSC



National **Safer Speeds Programme** developed so travel speeds will suit road function, design, safety and use:

Establishes a new framework for managing risk

Implementation underway:

- change the public conversation on speed
- develop a Speed Management Guide
- revise the Setting of Speed Limits Rule
- support better compliance (rebalance penalty regime and support reduced enforcement tolerances)

Policy results to be achieved (including when implemented)	Strategic speed limit function and tolerance	Current speed limit	Strategic speed limit	When and evidence of
Class 1: High volume national	500-550 Excludes all safety risk		500	5000+ vehicle safety risk e.g. heavy infrastructure
Class 2: National, Regional, Local	50-550 Excludes all safety risk and safety risk	50-50		50-50
Class 3: Access and secondary network	50-50 Excludes all safety risk and safety risk	50-50		50-50
Class 4: Access and non-access roads (including the Green)	50-50 Excludes all safety risk and safety risk	50-50		50-50

New speed camera expansion programme



Four ambitious **Signature Projects** underway:

- a) Rural road safety (Eastern Bay of Plenty)
- b) Visiting drivers (Lower South Island)
- c) Future streets – walking and cycling (Mangere)
- d) High risk young drivers (South Auckland)

Supported by a group of international safe system experts – who remind us just how challenging the safe system principles are to achieve on the ground!



Rural Road Safety (*Eastern Bay of Plenty*)

- Rural road safety issues underpinned by wider social issues
- Engagement with disenfranchised communities challenging

New Zealand law when driving



Everyone wears
SEATBELTS



Keep
LEFT



MAXIMUM
speed



NO overtaking
on yellow lines

Your trip may take longer than you expect
Allow extra time on New Zealand roads



Visiting Drivers (*Lower South Island*)

- Challenge to find the safe system solutions
- Collaboration with wider tourism industry key



High Risk Young Drivers (*South Auckland*)

- Young drivers identified as area of high concern in *Safer Journeys*
- Socially acceptable to drive unlicensed or in breach
- Partnership with education and employment agencies – linking licencing to employment

Future Streets – Te Ara Mua (*Mangere*)

- Mangere 4/275 communities in Auckland for fatal and serious crashes
- Project aims to make walking and cycling trips safer and easier
- Human-centred and collaborative design
- Strong evaluation





High risk rural roads and intersections being treated and investment targeted to risk
eg. draft State Highway Activity Management Plan for 2015 – 2018:

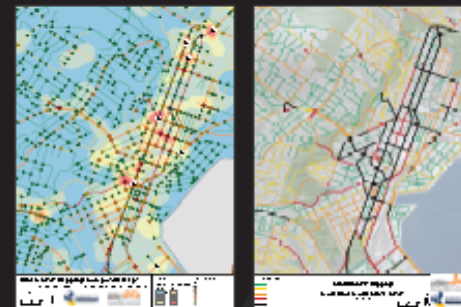
“we aim to investigate 24 intersections and 66 corridors and invest around \$750m with the aim of reducing deaths and serious injuries by around 1400 and improving KiwiRAP rating of over 400km of state highway”

Rural Intersection Active Warning System trials at 10 high risk intersections – very promising



High risk urban roads currently being identified

Urban KiwiRAP is a new innovation that will enable future investment to be better targeted to risk



The next evolution
in road assessment:
identifying our riskiest
urban roads



100 high risk intersections identified:

- work complete on 17 intersections
- agreed plans in place for 41 intersections
- 18 are behind in the planning process
- 24 have no work programmed

Current challenge is to ensure the identified intersections are given due consideration in the relevant RLTPs and the NLTP process



Reducing impairment

Lowered the Blood Alcohol Concentration (BAC) level from .08 to .05. In force from 1 December 2014

- .05 - .08 will be an infringement offence (fine and demerits)
- over .08 will still result in a court appearance

Reviewing sanctions for drink driving

- alcohol interlocks
- vehicle impoundment and confiscation
- rehabilitation treatment and assessment
- penalties (level of fines, demerits etc)



Reducing impairment

Reviewing drug driving

- drug testing technologies
- drug enforcement models
- recreational (illegal) / synthetic / prescription drugs

Researching drug-driving – NZ and overseas

- extent of drug-driving
- drug-driving impairment levels



Mandated **Electronic Stability Control (ESC)**

- new MA light passenger and goods vehicles - 1 July 2015
- used class MC (four-wheel-drive SUVs and off-road vehicles) 1 March 2016
- used class MA (passenger cars) with engine capacity greater than 2 litres - 1 March 2018
- all other used light passenger and goods vehicles - 1 March 2020

Developing a **Vehicle Standards Map**

- identify innovative interventions to improve the NZ vehicle fleet
- support a whole-of-vehicle lifecycle approach to improving vehicle safety and environmental standards



Accelerating the exit of less safe vehicles

- identify less-safe vehicles and potential options to accelerate their exit
- the targeted vehicle group is exiting the fleet at a high rate
- further engage with stakeholders to facilitate a shared understanding of where we are at
- develop a prioritised list of actions to support the market-led exit of less-safe vehicles



Looking ahead

Addressing cycle safety panel recommendations

Strong focus on motorcycling safety

More focus on workplace road safety

Creating more incentives in the system

Embedding and monitoring all recent initiatives

Mid point review of *Safer Journeys* to inform the focus of the final Action Plan (2016 – 2020)



www.saferjourneys.govt.nz



Together we can
save millions
of lives.



DECADE OF ACTION FOR ROAD SAFETY 2011-2020

www.decadeofaction.org