



Ten Years to Change Our World
Safer Sustainable Transport

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The Cost of Road Injury in NZ

- Current 370 deaths in last year
- C 14,000 injuries per annum
- \$4.5 billion social cost (over \$1000 for every single New Zealander)
- 2.5% of GDP
- Far exceeds cost of congestion to economy let alone personal cost

NZ National Safety Strategy



- 2000 Target to reduce to 300 deaths and 4500 hospitalisations by 2010
- Currently deaths at 370 last 12 months and has generally been hovering around 400.
- Have we made permanent improvement to reduce below 400 ? (recession/energy prices ?)

United Kingdom 2000-2010 Strategy



- 2000 new strategy and targets for 2010.
- Target 40% reduction in killed or seriously injured compared with 1994-98 average - achieved 40% by 2008.
- 50% reduction in children killed or seriously injured – 59% achieved
- 10% reduction in minor casualties per 100 million vehicle kilometres - 36% achieved.

United Kingdom



- The number of people killed in road accidents fell 14 per cent from 2,946 in 2007 to 2,538 in 2008.
- In 2009 the number of deaths fell again to 2,222
- In accidents reported to the police 28,572 people were killed or seriously injured in 2008, 7 per cent fewer than in 2007.
- In 2009 it fell to 26,912

An Ugly Comparison



- NZ 4.3 million (2009) – 366 road deaths in 2008 = 1 in 11,749
- NZ 2009 – 384 deaths = 1 in 11,198
- UK 61.3 million population (2008) – 2,538 road deaths in 2008 = 1 in 24,153 (48.6% of NZ rate)
- 2009 = 1 in 27,587 (40.6% of NZ rate)
- Sweden 9.3 million (2009) – 397 deaths in 2008 = 1 in 23,425 (50% Of NZ rate)
- Was 541 when Vision Zero was adopted in 1996

2000-2010 Strategy – Open Road Speed Management



- Up to 19% saving in social costs
- Enforcement intensified
- Speed camera demerits
- Open road speed limit 90kph

Expanded road construction



- Up to 18% saving
- Retrofitting safety features (median barriers etc)
- Vast majority of increased investment spent on capacity

Light vehicle standards



- 15.5% reduction in social costs
- Improved quality of vehicle fleet.
- Impact standards
- 2007 – fleet purchase scheme
- 2007-8 – 'Right car' scheme

Other Recommendations inc.



- Urban speed management – 5.3%
- Better road construction – 5 %
- Reduced BAC - 4.5%
- Enforcement restraint wearing – 4.2%
- Compulsory breath testing – 3.3%
- Raising driving age to 17 – 2.6%
- Blackspots – 2.1%
- Safety Management Systems – 2%

What's going wrong in New Zealand?



- Limited political priority – doing all right
- Public resistance – speed, traffic calming, enforcement
- Government agencies limited capacity to advocate
- Politicians too comfortable with road toll – 'some death and injury is inevitable' –
- Is it ?

Sustainability Wellington City Transport



- High pedestrian volumes – 19% journey to work
- Relatively small but growing cycle numbers – various measurements. 2-2.5% journey to work
- Cycle cordon counts – up to 400% growth over the decade
- Recreational growth
- High PT use – almost 2/3rds of journey to work is by sustainable modes

Urban Form



- Containment since 1994
- Rapidly growing CBD – 12,000 people
- Population growth 2001 – 2006 almost 10% (16,000)
- 2006 – deliberate policy of intensification around suburban nodes and key PT routes
- Moving to implementation