

*10 Years to Change our World  
Trafinz Conference, Wellington, September 2010*

## **New Zealand Transport Safety into the Future and What We Can Learn from 2010**

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### **Introduction**

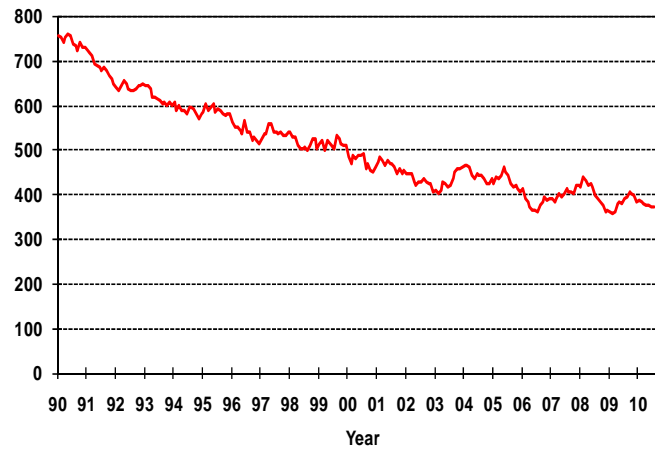
This presentation will cover 30 years of road safety in New Zealand:

- 1<sup>st</sup> decade: the National Road Safety Plan
- 2<sup>nd</sup> decade: Road Safety to 2010 strategy
- 3<sup>rd</sup> decade: Safer Journeys 2020

It will provide a selective, strategic perspective, with a focus on the *Safe System* approach.

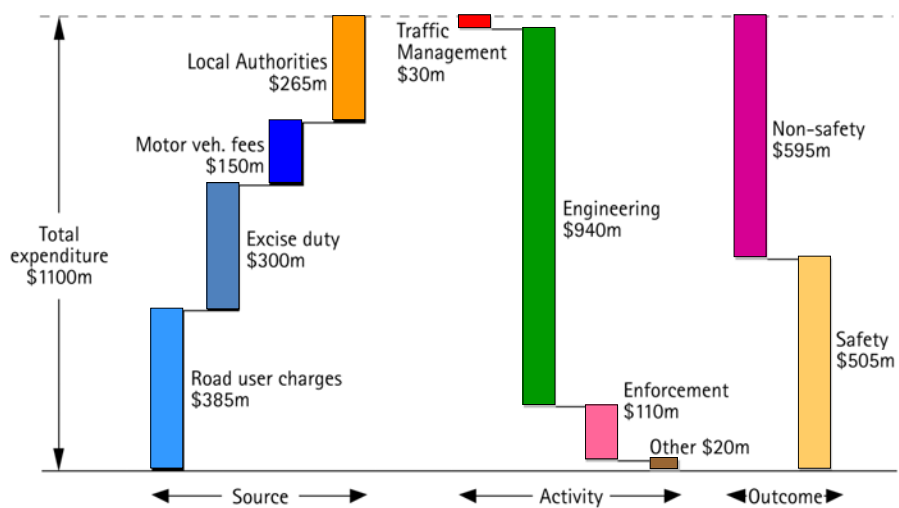
## Performance to 2010

### Road deaths

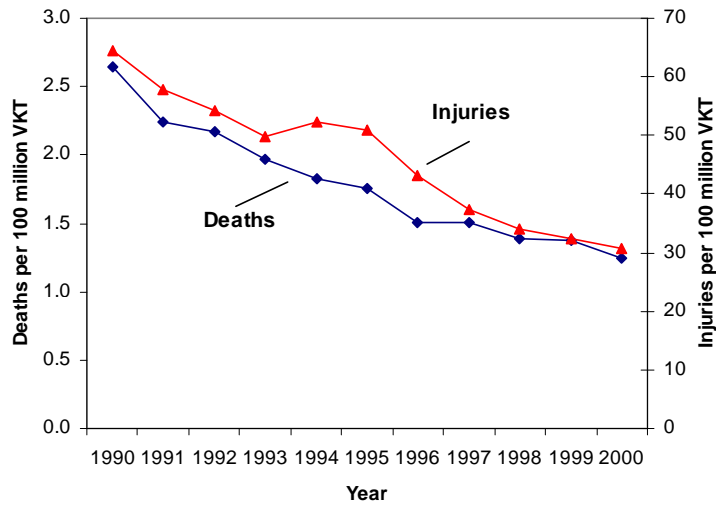


Each point shows the number of deaths in the preceding 12 months

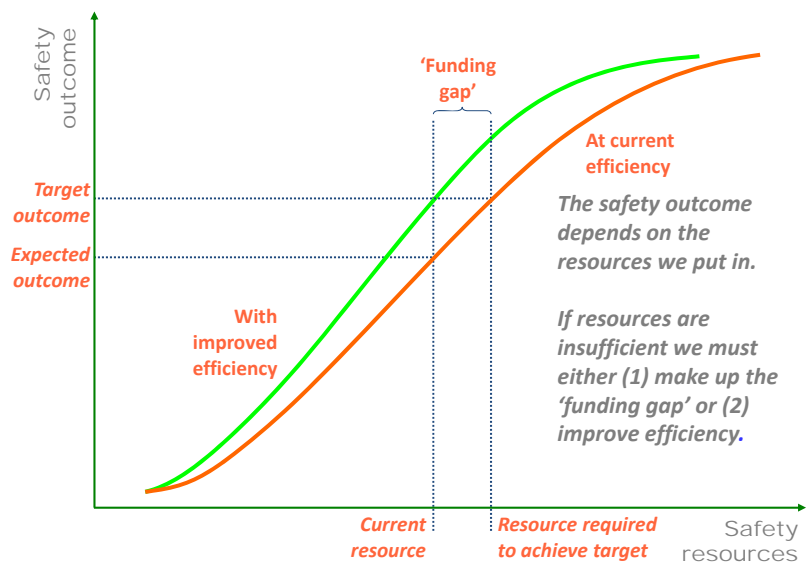
## Partnership effectiveness & efficiency



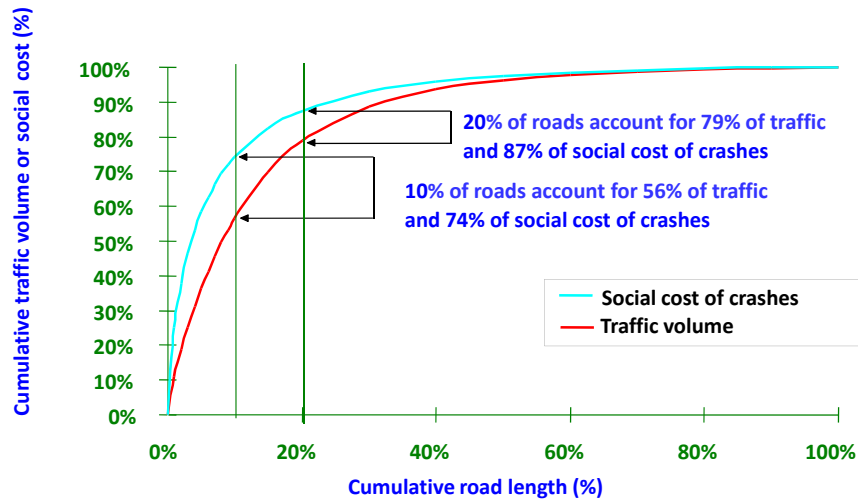
## Reading the trends



## Funding gap



## Targeting the network

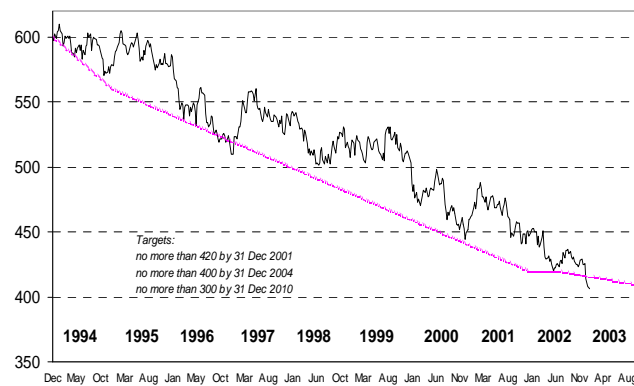


Source: National Road Safety Committee (2000), *Road Safety Strategy 2010*, Wellington, New Zealand.

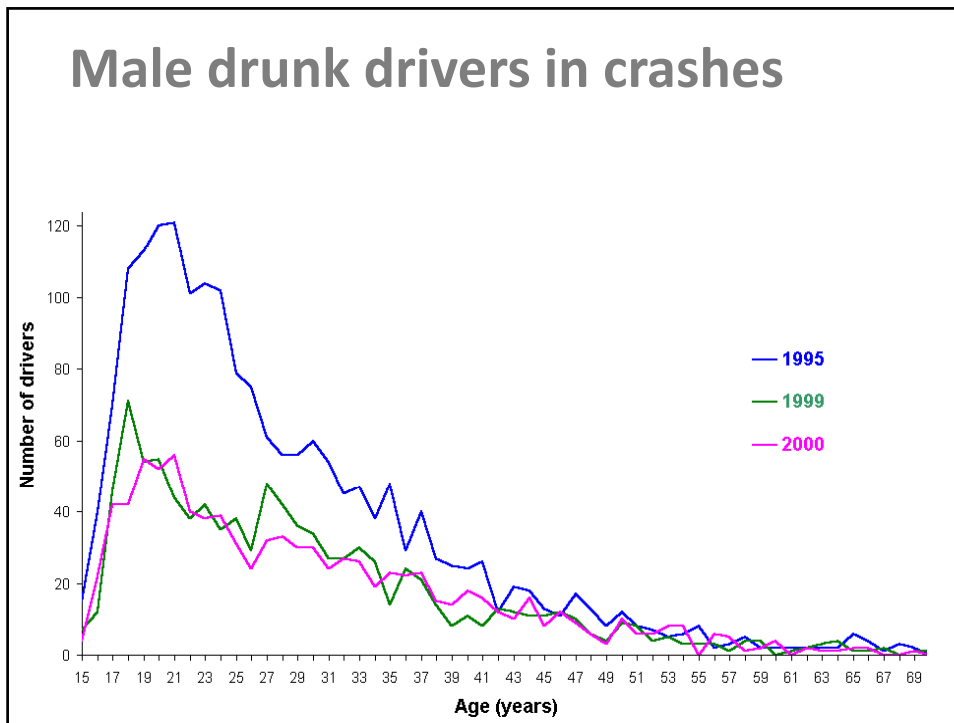
## Tracking the NRSP targets

### 12 month Road Toll

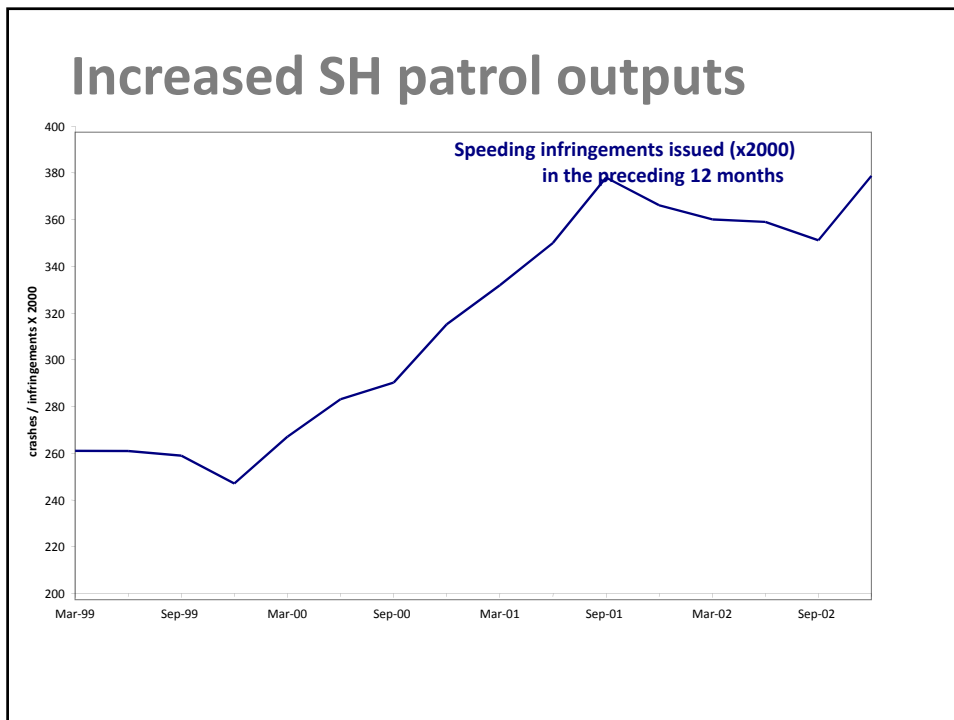
Weekly total for preceding 12 months



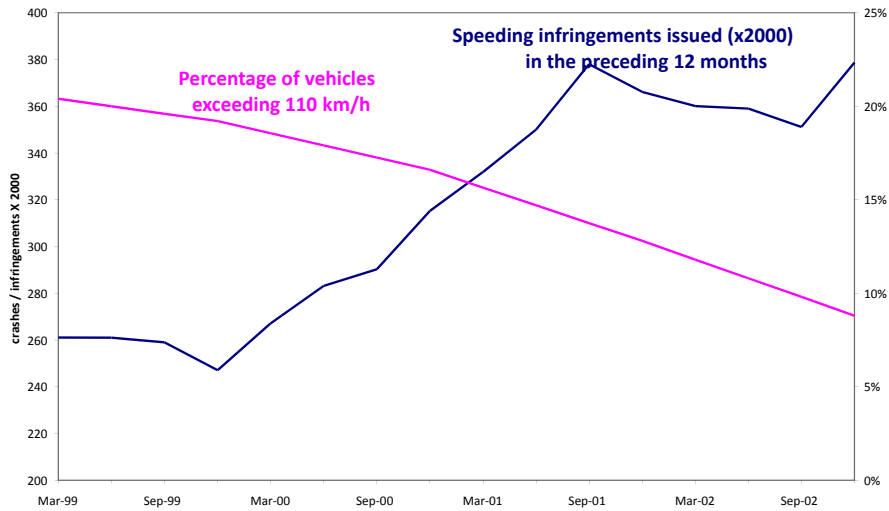
## Male drunk drivers in crashes



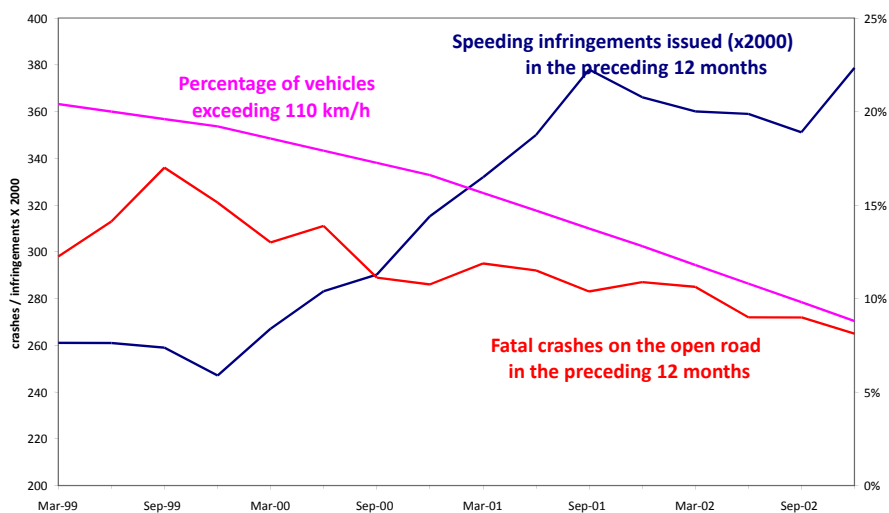
## Increased SH patrol outputs

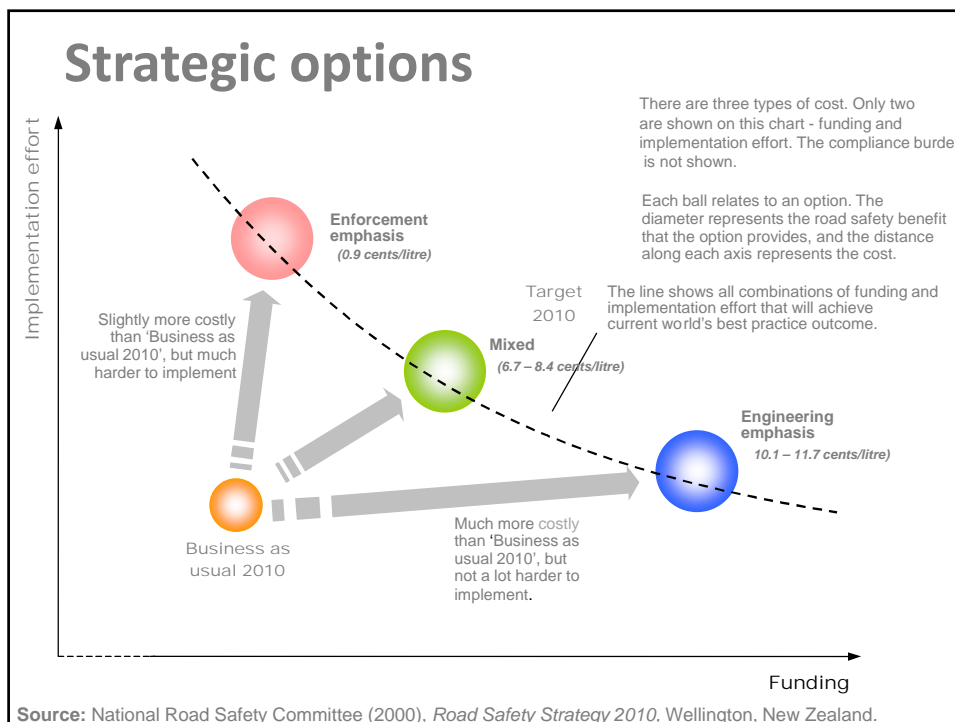
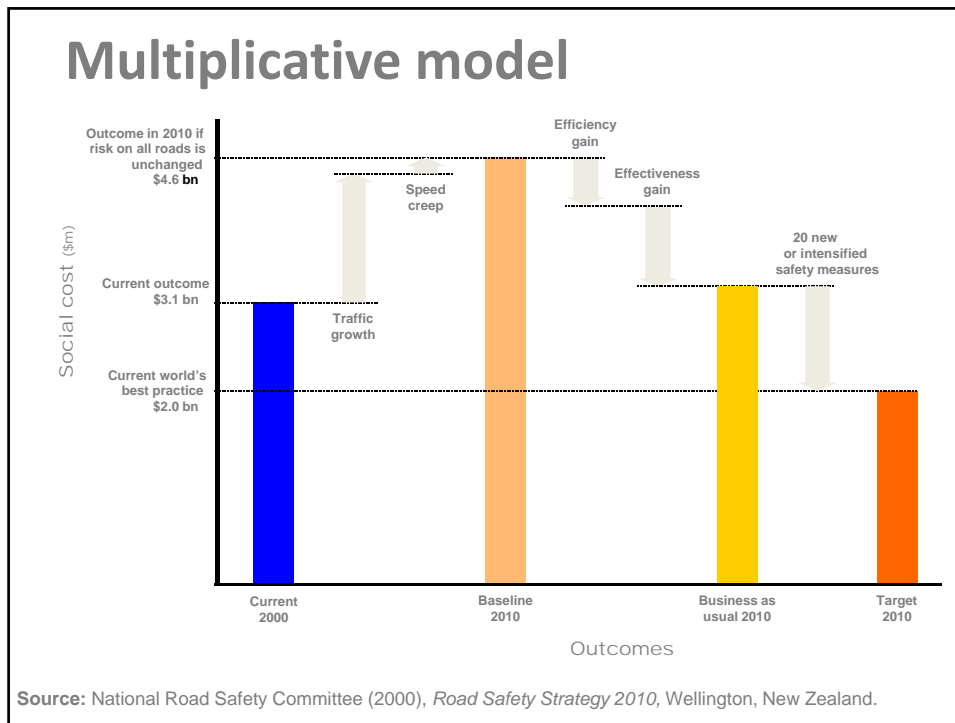


## Improved intermediate outcomes

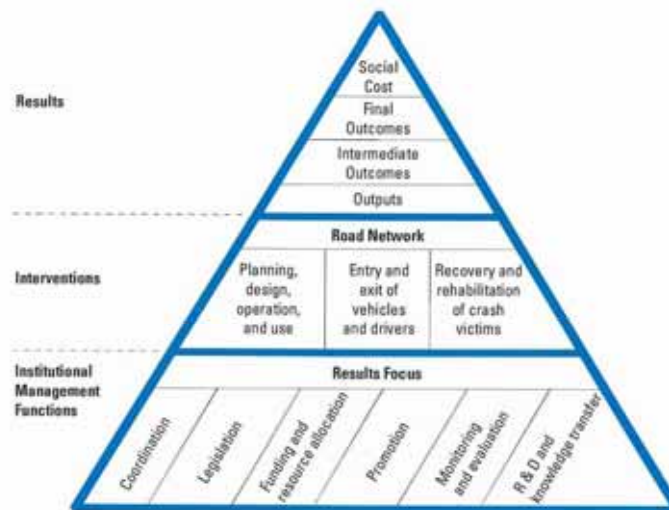


## Improved final outcomes





## Road safety management system

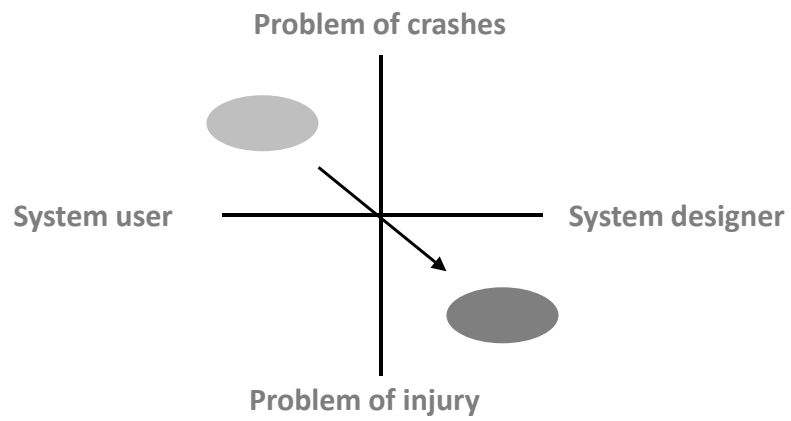


Source: Bliss and Green, building on the frameworks of Land Transport Safety Authority, 2000; Wegman, 2001; Koornstra et al, 2002; Bliss, 2004.

## Evolution of results focus

1950s	the road user – <i>blame the victim</i> .
1960 – 70s	systemic interventions – <i>the 'Haddon matrix'</i> .
1980 – 90s	targeted national plans – <i>agency accountability</i> .
1990s onwards	<i>Safe System</i> approach – <i>shared responsibility</i> .

## From crash reduction to injury prevention



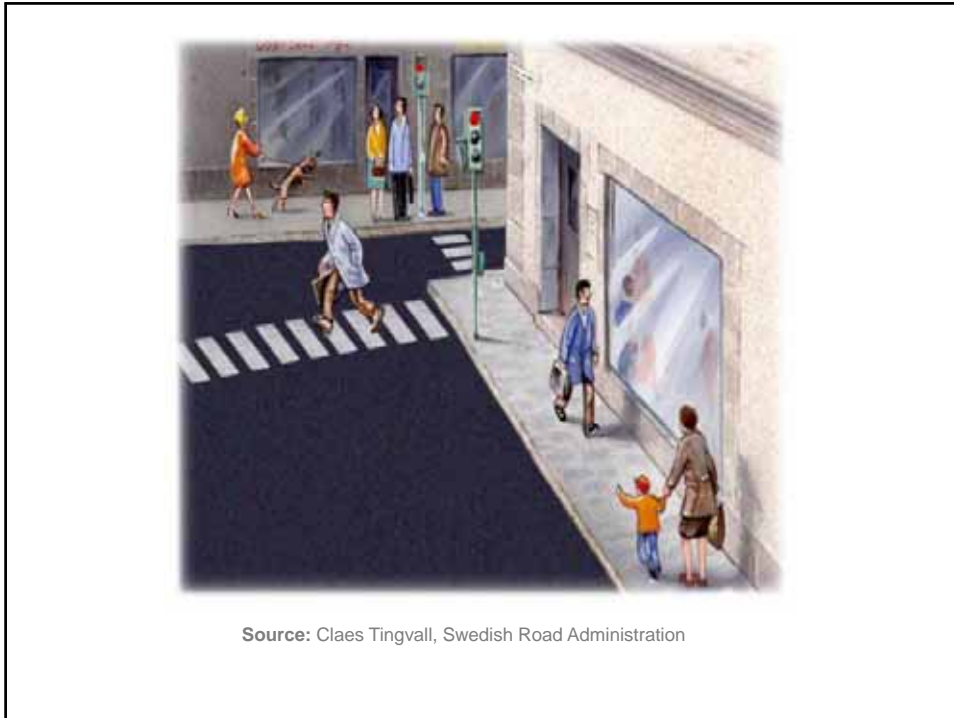
Source: Claes Tingvall, Swedish Road Administration



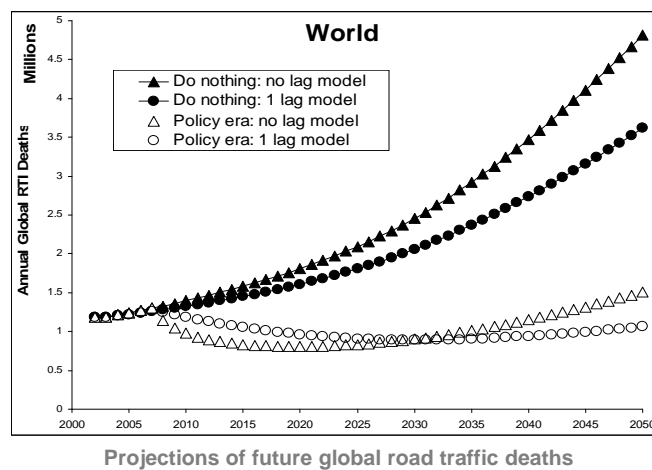
Source: Claes Tingvall, Swedish Road Administration



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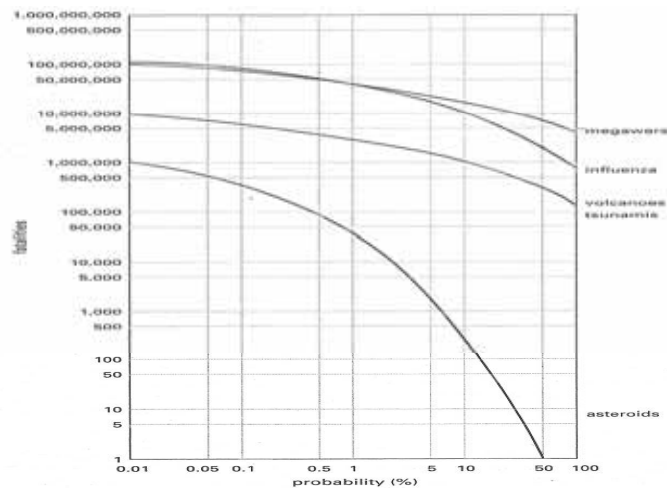


## Projected global road deaths



Source: GRSF work in progress. Refer also to Bhalla, K, Shahraz, S, Naghavi, M, and Murray, C (2008). *Estimating the potential impact of safety policies on road traffic death rates in developing countries*, poster presented at 9th World Conference on Injury Prevention and Safety Promotion, Merida, Mexico, March 2008.

## Fatal discontinuities



Probabilities of fatal discontinuities during the first half of the 21<sup>st</sup> century

Source: Smil, V (2008). *Global Catastrophes and Trends: The Next Fifty Years*, MIT Press.

## Four 'messages'

1. Take long-term view, but get moving quickly.
2. Conduct road safety management capacity review.
3. Implement *Safe System* engineering demonstration programs, supported by intensive social marketing, communications and community engagement.
4. Establish *Safe System* investment priorities for the other categories of intervention (entry and exit services relating to vehicles, drivers and commercial operators; and post-crash services).

## ***Safe System engineering priorities***

The state highway network accounts for 11% of the network and 40% of the social cost of crashes.

33% of traffic on rural state highways travels on 2 star roads and another 40% travels on 3 star roads

5% are median divided, 20% have safe roadsides, 13% have good sealed shoulders and all average 1 intersection every 2 kilometers.

Three regions alone (Waikato, Bay of Plenty and Canterbury) account for more than 50% of the rural state highway traffic and have more than 90% of their travel on 2 star and 3 star roads.

Major urban roads and motorways comprise just 2% of the network and 20% of the social cost of crashes.

Demonstration programs targeting these key urban arterial roads and the rural state highway network could address up to 13% of the network and 60% of the social cost of crashes.

**Thank you**