

NZTA Update

SASTA Development day 2010

Glenn Bunting (Network Manager)



DMCP funding

- 2010/12 allocations approved mid August
- All programmes requested by AOs and NZTA funded
- MoT to confirm changes GPS to reflect *Safer Journeys*
- Unallocated provision earmarked to fund *Safer Journeys* first actions

Refreshing RSAPing

- Focus is on reflecting Safe System approach
- Testing RSAP template exemplars
- Developing best practice guidelines
- Developing performance indicators for monitoring RSAPing

Reducing alcohol/drug impaired driving **(SJ 2020 High Concern)**

An increase % of community who believe that there is a high probability of being stopped and checked.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Budget \$
Safe road user	Activity 1					
Safe road user	Activity 2					
Safe vehicles	Activity 3					

**Safe Speeds
(SJ 2020 High Concern)**

Changed behaviours in regard to 'Its ok to speed"
Reduction in the mean of all vehicle speeds and the number of
drivers exceeding posted speed limits.

Local activities	Activity objectives/ outputs	Responsibility	Dates	Activity monitoring and evaluation	Budget \$	Comments
Activity 1						
Activity 2						
Activity 3						
Activity 4						

**Increasing the safety of motorcycling
(SJ 2020 High Concern)**

A reduction in the number of motorcyclists killed and
seriously injured.

Key RSAP Partners	Planned Activities (what is each RSAP partner undertaking)	Activity objectives/ outputs	Activity dates	Activity monitoring and evaluation (identified at beginning of activity and completed at conclusion of activity)	Activity Budget
NZTA RPP/HNO A&U					
Regional Council					
ACC					
District Council					
NZ Police					

District Road Safety Activity Overview

Safer Journeys 2020	Safe Roads and Roadside	Safe Speeds	Safe Vehicles	Safe Road use
Areas of high concern				
Reducing alcohol/drug impaired driving		Act 3-4 page 4		Act1-6 pg 4 Act172 pg 6
Increasing the safety of young drivers		Act 5 pg 6	Act3 pg 8 Act 4 pg 8	Act 2,5,6 pg 4 Act1-3 pg 8
Safe roads and roadsides	Act 6 pg 5 Act 6 pg 6	Act 1-4 pg 5	Act 2 pg 11	Act 1,2,4,5 pg 6
Safe speeds	Act 5&6 pg 5	Act 1&7 pg 5 Act 3 pg 11		Act 5 pg 6 Act 1-4 pg5
Increasing the safety of motorcycling		Act 1,2,4 pg 7	Act 3 pg 7	Act 1-4 pg 7
Areas of Medium concern				
Improving the safety of the light fleet			Act 2-6 pg 11 Act 8 pg 11	Act 1&7 pg 11
Safe walking and cycling		Act 1,4 pg 5	Act 3 pg 5 Act 3 pg 6	Act 1-4 Pg 9, Act 1-4 pg 10
Improving the safety of heavy vehicles		Act 3 pg 11 Act 5 pg 6	Act 2-6 pg 11	Act 1&7 pg 11

Nationally provided performance measures

Safer Journeys areas	Proposed intermediate outcome measure that the activity will address (indicators of success measured nationally for each region/cluster/area)
Speed (High concern)	<ul style="list-style-type: none"> reduction in number of speed-related fatal and injury road crashes reduction in % of respondents who believe the risk of being caught speeding is small increase in % of respondents who believe there is a high probability of detection of speeding reduction in % of drivers travelling over 100kph on open roads reduction in % of drivers travelling over 50kph on urban roads reduction in mean all vehicle speeds
Alcohol and drugs (High concern)	<ul style="list-style-type: none"> reduction in number per 10k population of drivers with excess alcohol killed reduction in number per 10k population of seriously injured driver where Police have indicated alcohol as a contributing factor to the crash (5 yr ave = xx) increase in % of respondents who believe there is a high probability of being stopped and tested at CBT checkpoints late at night increase in % of respondents who believe there is a high probability of being stopped and tested for drugs (proposed new survey prepared as part of the MoT annual survey)
Motorcycling (High Concern)	<ul style="list-style-type: none"> reduction in % of non-current motorcycle (excluding mopeds) WOFs out of all motorcycle WOFs, where status is known, involved in crashes reduction in number per 10k of population of motorcyclists killed reduction in number per 10k population of motorcyclists injured seriously enough to be hospitalised longer than one day reduction in number of medical only claims to ACC from motorcyclists for crash injuries reduction in % of motorcyclists travelling over 100kph on open roads reduction in % of motorcyclists travelling over 50kph on urban roads increase in % of motorcyclists who believe there is a high probability of being stopped and charged for road safety offending (proposed new survey prepared as part of the MoT annual survey)
Young drivers (High Concern)	<ul style="list-style-type: none"> reduction in number per 10k population of drivers aged 15-24 killed reduction* in number per 10k population of drivers aged 15-24 injured enough to be hospitalised longer than one day increase in % of 15-24 year olds who believe there is a high probability of being stopped and charged for road safety offending (proposed new survey prepared as part of the MoT annual survey) reduction in number of drivers on GDLs involved in crashes

Monitoring RSAPing?

- Leadership and management?
- Meeting attendance and participation?
- Providing evidence to inform selection of interventions?
- Quality of the objectives/outputs as they relate to safe system approach?
- Quality of the monitoring and evaluation processes?

Canberra 2010

Road Safety Research, Policing and Education Conference

'Safe System – from knowledge to action'

“Incremental knowledge has led us to the concept of a safe system, and that for this to be delivered effectively, it is imperative that there be strong leadership from top politicians”

Professor Ian Johnston (Monash University)

Canberra 2010

Road Safety Research, Policing and Education Conference

Tom Vanderbilt

- Author of "*Traffic: why we drive the way we do (and what it says about us)*"
 - 26% of pilots will answer yes to "I perform satisfactorily when fatigued" compared with 70% of drivers
 - "Traffic signs are an indication of a failure in imagination"

Canberra 2010

Road Safety Research, Policing and Education Conference

Nel Aland (Netherlands Ministry of Transport)

"What a small country can be good at (besides football)"

Areas of focus of new road safety strategy:

- cyclists (helmet wearing for children);
- young drivers (lower 0.2 BAC c.f. 0.5);
- drugs (new drug driving law in January 2011);
- speeding (looking at developing 'speed-lock' technology for vehicles)

Canberra 2010

Road Safety Research, Policing and Education Conference

Speed

- Largest proportion of fatal and serious injuries are aligned to 0-10 km/h over speed limit (low level speeding)
- Speed reduction results for advisory ISA – 6.5% reduction in 50km/h and 17.3% in 100km/h speed limit areas

Canberra 2010

Road Safety Research, Policing and Education Conference

Road users

- Risk model for objectively prioritizing school zone road environments

Roads

- Clear zones do not provide a safe system outcome
- Wide tactile centerline trials to separate oncoming traffic streams providing more room for error

Canberra 2010

Road Safety Research, Policing and Education Conference

Vehicles

- Cars are not only getting safer, they are getting heavier over time
- Drivers are 3.7 times more likely to be injured or killed in older (1990) cars than in newer (2008) cars

Canberra 2010

Road Safety Research, Policing and Education Conference

Motorcycles

- Motorcycle speed distribution different to, and faster than, car speed distribution (30% M/C speeds 10km/h over speed limit compared to 7% for cars)
- Motorcycle route audits using an instrumented motorcycle - dynamic output mapping identifies risks particular to motorcyclists

Canberra 2010

Road Safety Research, Policing and Education Conference

Policy and strategy

- **ISO39001**: a new tool for implementing Safe Systems
- Road Safety Management Systems build capability in organisations to implement best practice road safety initiatives and achieve good results
- Core elements based on World Bank framework (in turn based on NZ's 2010 strategy framework!)

Canberra 2010

Road Safety Research, Policing and Education Conference

Speed enforcement

- 2500 speed cameras now in use in France
- study of attitudes among both police and road users to automated enforcement:
 - more acceptance of enforcement where the risks are demonstrable
 - familiarity with the sheer number of cameras leads to an acceptance of automated enforcement

Canberra 2010

Road Safety Research, Policing and Education Conference

Workshop 3: Local Government and Safe System approach to road safety

Morning Peninsula Shire (Victoria)

- own 'Drivesafe' strategy
- focus on 5 star cars, roads and users
- **Vehicles** component - Shire has its own safe vehicles and driving policies so 'walks the talk'

Canberra 2010

Road Safety Research, Policing and Education Conference

- **Road user** components delivered by Shire include young driver and older driver programmes
- **Roads and Roadsides** component includes 'MPS-RAP'
 - based on ARRB NetRisk tool
 - delivers consistent road treatments according to road function
 - achieves a 30% reduction in crash risk

Canberra 2010

Road Safety Research, Policing and Education Conference

- **Safer speeds** component brings roads, users and vehicles components together
- Strong consultation with community on strategy development
- Ongoing community engagement through web, facebook and twitter