

TECHNICAL PAPER

THE ROLE OF PARTNERSHIP BUILDING IN IMPROVED CASUALTY REDUCTION PERFORMANCE

A UNITED KINGDOM LOCAL AUTHORITY PERSPECTIVE

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ABSTRACT:

This paper describes how one of the United Kingdom's largest local highway authorities achieved effective road safety service delivery partnerships with central Government and key local public sector partners, in order to maximise its road casualty reduction performance.

The New Zealand Ministry of Transport's 2009 "Safer Journeys" Road Safety Strategy to 2020 discussion document promotes a "safe system" approach to improving national road safety performance over the coming decade. It highlights that improved performance will likely be achieved through a combination of safer roads and roadsides, safer speeds, safer road users and safer vehicles.

The paper will draw parallels between these desired outcomes for New Zealand and the experience the author's UK authority, Hampshire County Council, gained in maximising the effectiveness of its multi - dimensional and multi - agency approaches to partnership working in road casualty reduction. It will discuss in turn the parts that the UK national Safety Camera Partnerships cost recovery system and the UK Government promoted Local Public Service Agreement contracts played in stimulating improved casualty reduction performance through partnership initiatives on the County Council's roads – helping gain it an inaugural European Road Safety Award for Excellence in Partnership Working in 2004.

INTRODUCTION

The United Kingdom Government through the Department for Transport has, similarly to the New Zealand Ministry of Transport, recently published proposals for a new national Road Safety Strategy for the coming decade to 2020^{1,2}. As in the previous two ten year UK national strategies, a wide range of continued and new strategy actions and initiatives to further improve safety on Britain's roads, have been accompanied by clear national outcome targets for road casualty reduction. In turn, these outcome targets have been supported by a range of performance indices believed helpful for the Government, local authorities and other government and non government organisations alike, to chart progress towards the key 2020 goals. An underpinning principle of the new Strategy, and again reflecting earlier strategies, is the active engagement of all key organisations and the community at large in improving road safety on UK roads. This is supported by an acknowledgement of the importance of effective partnership building and the sharing of objectives and activities between central and local government, other public service providers and key non – government organisations.

This paper reviews some of the key mechanisms used by the UK Government to support effective partnership building in road safety in recent times, how these have been effectively deployed to achieve improved casualty reduction performance across the UK road network, and reflections on the effectiveness of these approaches in the author's own local authority – Hampshire County Council in southern England. Where appropriate, it highlights some measures that may be worthy of consideration in helping to further improve the safety performance of New Zealand's roads over the coming decade, in line with the new *Safer Journeys* strategy².

CHARTING PROGRESS – THE ROLE OF OUTCOME OBJECTIVE AND TARGET SETTING IN CASUALTY REDUCTION

There has been considerable debate in New Zealand in recent times, as to the merits of supporting a clear national road safety strategy for the coming decade with time bound outcome targets, supported, in turn, with key performance indices. The performance management initiatives discussed in this paper addressed the UK Government's national road casualty reduction targets to 2010 from a baseline average of the years 1994-98. They were:

- A 40% reduction in all fatal and serious road casualties
- A 50% reduction in fatal and serious child casualties
- A 10% reduction in the slight casualty rate (i.e. related to distance travelled)

These are broadly similar in nature to the New Zealand suite of targets due to close in 2010, here with targets to reduce road deaths to no more than 300 and serious injuries to no more than 2,200 annually by then. The focus in both countries has therefore been towards tackling the most serious road trauma injuries.

The UK targets in turn underpinned agreed central and local government core performance measures for integrated transportation services to be delivered by local authorities through five year funded Local Transport Plans. Thus, the national road safety targets in themselves represented a key Government performance measure of overall transportation performance efficiency for UK roads.

Each local authority in turn was required to set out those five year Local Transport Plans as guiding documents for the direction of transportation policy, strategy and programming at the local level. The national road safety targets, although not mandatory at the local level, were adopted by many local authorities and reflected in their Local Transport Plans. In the author's

own authority, the national casualty reduction targets were adopted in full, but the authority went on to agree with Government yet more stretching local targets under new Local Public Service Agreement frameworks, which this paper discusses subsequently.

The County Council's road safety strategy published under its Local Transport Plan was based upon the following key priorities and programmes:

- data led casualty reduction programmes across engineering, education, enforcement and encouragement, with a strong emphasis on road safety engineering, supported in turn by road safety and road user auditing.
- a leading role for speed management and enforcement on both urban and rural roads, with a particular emphasis on tackling crashes caused by excessive speed and driver error;
- achieving best value in safety programmes through prudent asset management, focusing on the benefits of gaining maximum safety returns from ongoing asset management and maintenance programmes.
- a strong focus on child safety, including awareness and education campaigns, supported in turn by travel planning and by Safer Routes to Schools programmes.

Many of the above objectives closely match both the existing New Zealand road safety strategy objectives to 2010 and the core priorities of the New Zealand "Safe System" approach currently proposed under *Safer Journeys* – that of achieving safer road users, safer vehicles, safer speeds and safer roads and roadsides.

The County Council's overarching approach was to also seek implementation of the above programmes and activities through active supporting partnerships in road casualty reduction with central and local Government agencies, along with the Police, emergency services and the health sector. Again, this is a similar approach taken by many local road safety partnerships across New Zealand. A key partnership in the author's area was the highly successful Safety Camera Partnership, which again is discussed in this paper.

LOCAL PUBLIC SERVICE AGREEMENTS

The UK Government have set out to deliver core national performance targets for a wide range of public services, often in partnership with local and regional Government agencies. To support this approach, in 2001 the Government promoted the establishment of formal contracts between it and local authorities to set more stretching voluntary local targets for chosen areas of public service. These contracts, signed between Government Ministers and Local Authority Leaders, were known as Local Public Service Agreements. The principles were founded upon local authorities formally agreeing more stretching time – bound performance targets in chosen areas of activity, than any national (or regional targets) already existing. In return for those targets being met or exceeded at the local level, the local authority would earn additional government reward grant funding for its services. To support innovation and continuous improvement in locally delivered services, an authority could also seek limited non refundable "pump priming" grants to support those service changes and enhancements directly associated with enacting agreements, as well as negotiated "freedoms and flexibilities". In the latter case, these were where improved performance looked possible with the Government permitting additional licenses for authorities to introduce innovative practices with specific Government support for those pilot initiatives. Put simply, "freedoms and flexibilities" enabled central and local government to "think outside of

the box” and experiment with different and unusual regulatory and delivery regimes that might be later usefully promulgated and deployed elsewhere.

THE HAMPSHIRE LOCAL PUBLIC SERVICE AGREEMENTS FOR CASUALTY REDUCTION

During the author’s time with the authority, Hampshire County Council entered into two separate wide ranging sets of Local Public Service Agreements with Government in order to underpin more rapid improvements to a wide range of key public services that both it and Government believed to be important. It further chose to feature in those two Agreements, targets to improve road safety on its network. This was principally because road safety was seen to be a core local performance indicator in support of the County Council’s Corporate Strategy objectives of “improving the quality of life, protecting the environment and securing economic prosperity”. Improving road safety on the County’s roads was specifically identified as a key quality of life measure and also one of directly supporting improved economic prosperity.

In the first Agreement covering the period 2002-05, the County Council committed itself to achieving more demanding local reductions than nationally in all fatal and serious casualties on Hampshire’s roads - of some 26% by the end of 2004 from the 1994-98 baseline position. This was a very challenging target compared to that required nationally (of a 40% reduction by 2010), and is shown in Figure 1.

Accepting this target contract necessitated a substantial reappraisal of the County Council’s range of road safety programmes across the areas of public education and awareness, but particularly the quantum and nature of work programmes being undertaken in road safety engineering and partnership investigations with the local police force. The County Council significantly increased its budget and expanded its range of programmes for casualty reduction engineering measures from the 2003/04 financial year, in order to support a targeted improvement in the rate of casualty reduction. It is a quantum shift of priority towards such programmes of safety engineering activity that has been contemplated as one of the leading options in the *Safer Journeys* strategy for New Zealand.

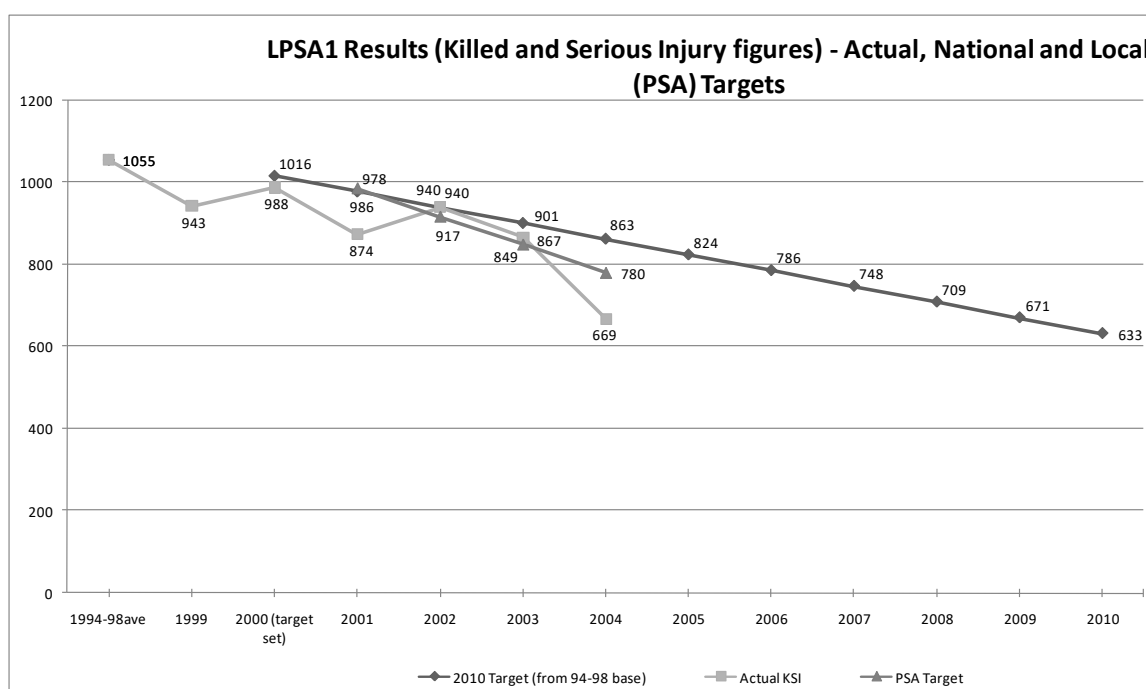


Figure 1 – Road Casualty Performance Targets Locally, Nationally and Actual Performance Achieved in Hampshire

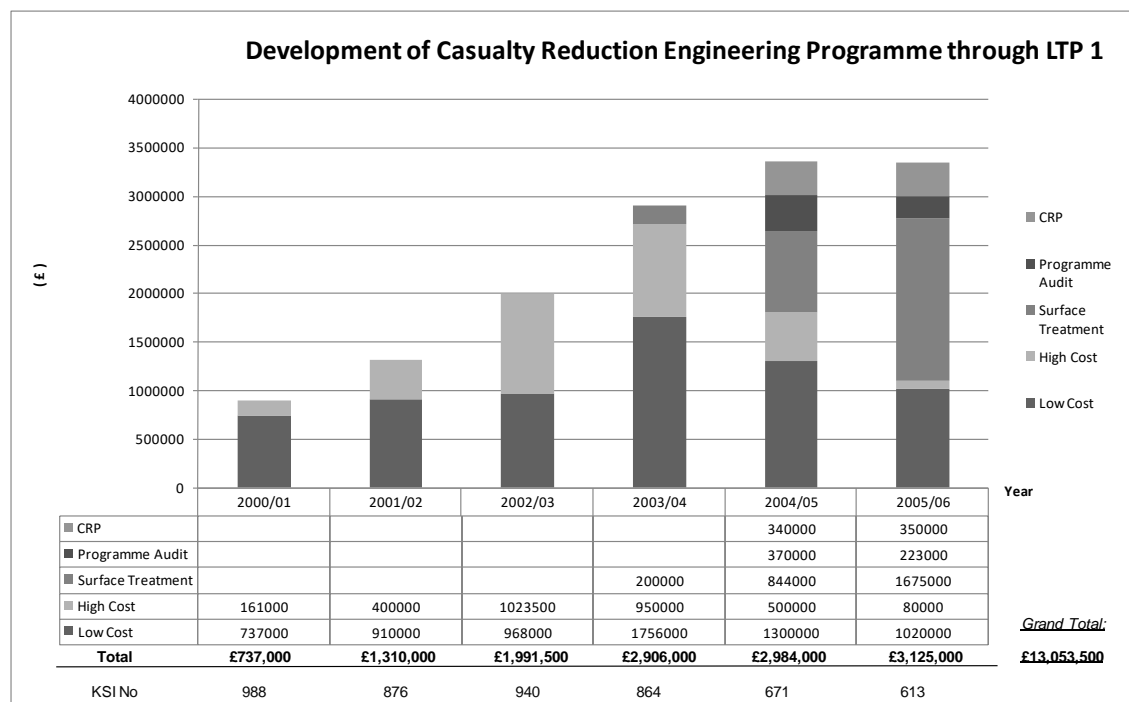


Figure 2 – Re-shaped road safety engineering programme and sub programme budgets, as associated with the first Hampshire Local Public Service Agreement

Figure 2 shows the growth of the safety engineering programme from the 2003/04 financial year and the introduction of innovative new sub programmes of measures. The basis of each of these programmes is summarised below.

Casualty Reduction (Engineering) Programme

As part of its LPSA1 programme review, the County Council budgeted an increased annual sum of some £3m of the Local Transport Plan integrated transport fund towards casualty reduction highway engineering measures. This in turn supported the following sub programmes:

Low Cost / High Yield Programmes

Each year, in the order of £1.0m or above was made available to support a long established broadly low cost/high yield casualty reduction engineering programme, that remained the core of the County Council’s engineering led casualty reduction strategy. The programme, derived annually in close partnership with the local Roads Policing Unit, was expected to treat upwards of 70 locations throughout the county with a higher than expected rate of casualties, or with a predominant pattern of injury crashes thought likely to be treatable with engineering remedial measures. The programme itself consisted of single site treatments at cluster locations, but had already been supplemented each year with “mass action” programme measures at sites demonstrating a clear predominance of common crash causes, such as junction overshoot, rural bend loss of control and the like. Further measures funded from this programme block consisted of identifying (often rural) routes with above expected casualty rates - either per unit road length or distance travelled. This led to measures intended to improve the consistency of engineering treatment or “self enforcing” speed management throughout the routes. There are similar options under consideration for safety engineering measures and rural route safety under the *Safer Journeys* strategy.

Casualty Reduction Partnership with the Police (CRP)

This new sub - programme provided in the order of £350,000 per annum to support the implementation of measures to treat sites identified through newly initiated Casualty Reduction Partnership investigations with Hampshire Constabulary's Roads Policing Unit. The new Partnership was established to investigate, and where necessary, treat locations where there had recently been high severity injury collisions, often involving fatalities. The treatments typically installed were often directed to rural locations with little obvious prior patterning of casualties, and frequently entailed measures such as improved signing, carriageway markings, carriageway surface retexturing or resurfacing. The pattern that emerged, was of problematic locations and sections of routes, especially on rural networks, that would have previously been unlikely to be detected by traditional safety investigations. The partnership provided a much improved way to fully harness the local knowledge of police officers from an existing proactive relationship. Again, there may be potential benefits here for improved targeting of crash reduction measures jointly with the police on New Zealand's rural road networks.

Carriageway Surfacing for Loss of Control (Surface Treatment)

The new programme provided a budget for casualty history led surface treatment works to be undertaken across the network – directed to routes with a higher than expected occurrence of loss of control injury crashes. These were often whole routes or sections of routes, where the carriageway condition was otherwise structurally sound and would not have attracted renewal investment in the short term. However, the emerging pattern of loss of control crashes was revealing a need to treat a greater proportion of the network earlier from a safety objective. This proved a particularly effective programme in reducing the rate of serious crashes very quickly on those mostly rural routes, and again may prove beneficial for some rural authorities' reviews of their Safety Management Systems here in NZ.

Safety Renewals Programme

A further sub programme allocation enabled a new annual network "audit" process to re - investigate the ongoing effectiveness of previously installed casualty reduction engineering schemes. In the decade or more prior to the programme review, the County Council had installed in excess of 1000 such schemes over the network. These re – studied locations revealed the potential achieve both further casualty savings with new technology or improved treatments. It also addressed recent increases in casualty occurrence at previously installed measures – especially refurbishments to signing, carriageway markings and surface treatment. This proved an excellent value for money theme within the new programme, maximising the value of the existing asset. It also tunes closely with the recent NZ Government Policy Statement for Land Transport Funding in seeking excellent value for money from all transportation investment.

FIRST LOCAL PUBLIC SERVICE AGREEMENT PROGRAMME EFFECTIVENESS

This fundamental restructuring of the County Council's safety engineering programme, supported by new partnership working in speed management with the local police force (discussed later), had a marked and early positive impact on the numbers of fatalities and serious injuries on Hampshire's roads from the 2003 calendar year. The link between the budget re – allocations (which also increased significantly in 2003/04) and the matching casualty results from that time are shown in Figure 1 and Figure 2. As a consequence, the Public Service Agreement target for the 2004 calendar year was met by some margin, resulting in the 2010 fatal and serious casualty reduction target being all but achieved locally

almost six years early. The authority as a consequence received the full performance reward grant from government associated with this target.

SECOND LOCAL PUBLIC SERVICE AGREEMENT FOR CASUALTY REDUCTION

Following the success of the first road safety related public service agreement, together with other stretched targets that were met or exceeded locally, the County Council commenced negotiations with central Government in 2005 for a second Local Public Service Agreement. This was negotiated against a backdrop of the UK Government wishing to create more robust local public service partnerships to improve services with a wide range of government and non government agencies.

In Hampshire, road safety was viewed as contributing to a group of community safety initiatives including crime prevention, and was intended to directly engage “second tier” Hampshire District Councils and other key stakeholders in increased road safety action. It also directly led to an innovative Hampshire and Isle of Wight Strategic Casualty Reduction Partnership. This notably included not only Hampshire Constabulary as the local police force, but also for the first time the local Strategic Health Authority, Ambulance and Fire and Rescue Services, together with the Highways Agency (who managed the local strategic motorway and trunk road network – the equivalent in New Zealand of the NZTA managed state highway network).

Again, a very demanding target for road casualty reduction was proposed for the Agreement target, but of a fundamentally different nature than any proposed elsewhere to that date. Due to the significant and largely unexpected scale of the gains made in the 2004 local road casualty results (the largest annual improvement of any English police force area that year), the radical proposal to Government was to locally achieve stability in those 2004 results and to broadly maintain this performance consistently throughout the LPSA2 period to 2008 (when the Agreement would conclude).

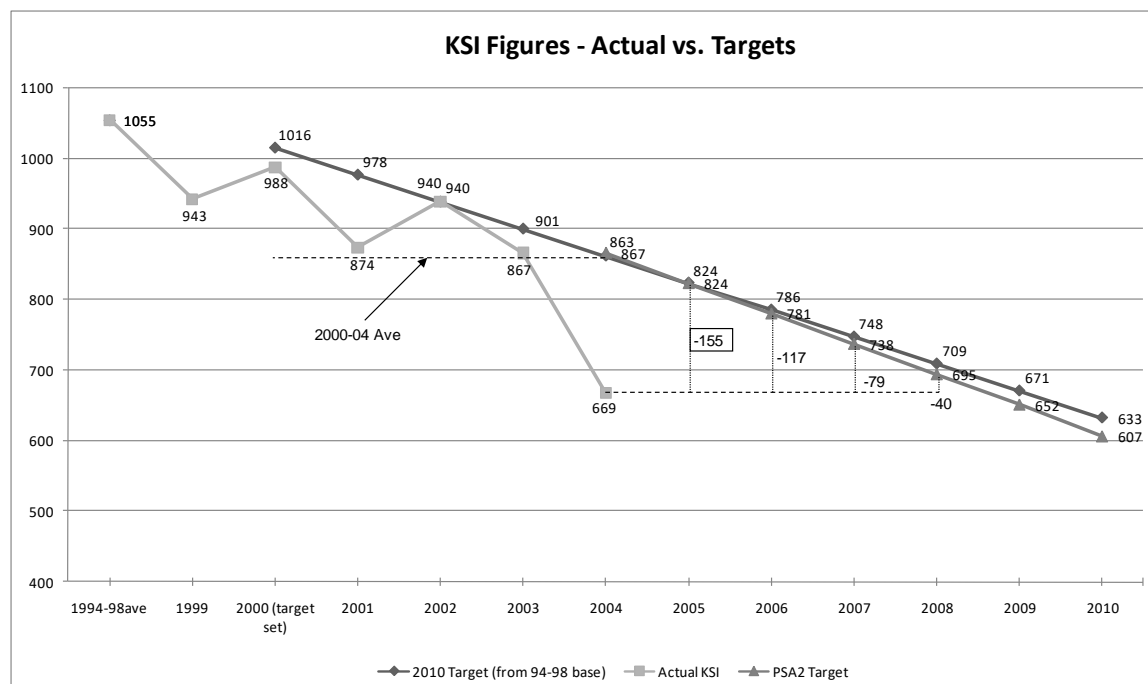


Figure 3 - Projected LPSA2 Target – for stabilisation of the 2004 Hampshire Casualty Results

For LPSA2 Agreements to be signed with local authorities, the Government required a robust value for money audit to be applied to all Agreements and integral targets – essentially to determine that the value to the public good or economy resulting from a target being met should markedly exceed the value of any negotiated additional performance reward grants. The value of stabilising the 2004 road casualty results to the Hampshire community over the subsequent four year period to the close of 2008 was projected to exceed some £40m, as based upon the Government's own valuations of road casualties to the UK community. The anticipated order of additional performance reward grant was expected to be in the order of £2m upon successful delivery in full. Hence this represented a very low risk to the Government therefore, and the Agreement was signed in 2005.

At the heart of the proposals and the activities to achieve continued service improvements, was the establishment of a Strategic Casualty Reduction Partnership, supported by the County Council and Chaired by the Police. This for the first time included the Strategic Health Authority, Ambulance and Fire and Rescue Services, the Highways Agency (for the local motorway and trunk road network) and the adjacent unitary city authorities of Portsmouth and Southampton. A further tier of partnership action, was the commitment of second tier District authorities to the Agreement, with a number deploying additional resources (such as speed awareness and community education campaigns) to achieve additional road safety actions within their own District areas. Key actions for the Strategic Casualty Reduction Partnership included the fresh deployment of speed awareness campaigns and signing to local communities and higher risk routes and areas. Alongside this were new and innovative actions to improve communications mechanisms at the scene of major crashes, where research suggested improved cooperative action between all the key emergency services had considerable potential to reduce the number of serious crashes that were resulting in fatalities – known as the “golden hour”. Improved response protocols among all involved can offer significant potential to reduce fatality numbers.

Again, the second round Local Public Service Agreement to achieve its target of broadly stabilising results over the period 2004-08 was successful. It resulted in the County Council's area achieving top quartile performance on a UK map of local authorities, as reported in the 2009 “A Safer Way” draft road safety strategy to 2020 report¹.

As in New Zealand, pro – active local partnerships to achieve improved road safety were not in themselves new. However, the added impetus of organisations coming together under a Local Public Service Agreement to formally share performance reward targets and jointly benefit from reward mechanisms from those targets being met, was new. The Local Public Service Agreement process largely provided the catalyst therefore for new, improved and innovative joint services and may offer a further way that the effectiveness of the *Safer Journeys* “safe system” could deliver improved road safety results on our roads over the coming decade.

SAFETY CAMERAS IN CASUALTY REDUCTION – THE “FOURTH DIMENSION”

Through the 1990's there was a growing body of United Kingdom and international evidence underpinning the view that excessive and inappropriate speed was having a disproportionate effect on both the numbers and resulting severity of personal injury crashes. A number of important UK reports including “*Killing Speed and Saving Lives*” (1992)³ and “*New Directions in Speed Management – A Review of Policy*” (2000)⁴ by the Department of Transport, and “*Speeding – The Continued Challenge*”(2000)⁵ by the Parliamentary Advisory Council for Transport Safety (PACTS) advocated speed management forming a greater part of Government and local casualty reduction policies, strategies and programmes of activity.

These reports prompted an exploration of the benefits of raising the profile of the safety consequences of speed with the community at large, and smarter mechanisms to manage speed, including efficient enforcement, including the relatively new concept of automated enforcement by camera. The profile of speed management as a key casualty reduction tool also features in *Safer Journeys* and a number of options to better manage speed through awareness, traffic management and engineering programmes, along with significantly increased automated enforcement by safety (speed) cameras, are under active consideration for New Zealand urban and rural roads.

By the late 1990's in the UK, safety (speed) camera enforcement had begun to be widely deployed across the London Metropolitan Police Force area and was being actively supported in one or two non – metropolitan Police Force areas, such as in the Thames Valley. Discussions between the Government, local authorities (represented by the Local Authorities Association and the County Surveyors Society) and the Association of Chief Police Officers (ACPO) achieved good consensus that early speed camera deployment results were delivering encouraging results in reduced speed related casualty numbers, but that new funding mechanisms needed to be found to support increased deployment nationwide. Until then, the cameras and housings had largely been purchased and operated by the Police Forces themselves. Other equipment, such as signing and fixed site installation was being funded primarily by affected local (highway) authorities. Fine revenue collected from the camera enforcement continued to pass to the Lord Chancellor's Office and HM Treasury, with no direct reimbursement to the investing local authorities or Police Forces.

Subsequent to these submissions and discussions, in 2000, the Government resolved to accept joint applications from local authorities and Police Forces to create new local "safety camera partnerships". These were required to be established between the local (highway) authorities, police forces, magistrates' courts and the Crown Prosecution Service. The new funding mechanism was known as "Cost Recovery" or "Netting Off". To establish those partnerships, an "operational case" submission was required from each partnership to the government, establishing the local casualty reduction need and likely benefits of new or additional camera enforcement, alongside the projected annual costs associated with camera deployment and management. In return, the Camera Partnerships were able to be reimbursed for those additional incurred costs (and only those costs) through a proportion of (mostly) speeding fine revenue collected within those Partnership areas.

DEPLOYING SAFETY CAMERAS ON THE HAMPSHIRE ROAD NETWORK

At the time of producing its first Local Transport Plan for 2001-06, the County Council, in close consultation with Hampshire Constabulary, had believed that the improved management of both inappropriate and excessive speed across its road network (on both urban and rural roads) was fundamental to the likely success or otherwise of any road casualty reduction strategy. The County Council and Hampshire Constabulary therefore agreed to form a *Hampshire Speed Management Partnership and Strategy* to underpin the Plan. This approach, if not unique, was certainly unusual at that time.

This action largely reflected the Government's view of both the importance of reducing inappropriate speed on the road network (where speed was identified as the largest single cause of UK road casualties), and that this was likely best tackled through proactive partnerships between local highway authorities and police forces.

This innovative Speed Management Partnership Strategy with Hampshire Constabulary thus formed the backbone to a Hampshire and Isle of Wight Safety Camera Partnership application to join the national cost recovery system for safety camera deployment in late

2001. In turn, the Government's acceptance of the application was cited by the County Council as a necessary "*freedom and flexibility*" clause under its parallel Local Public Service Agreement target for casualty reduction, signed with Government at much the same time (as discussed above).

The cost recovery funding application to Government had postulated that significant reductions in inappropriate speed and resultant fatal and serious casualties were likely to be achievable on the local road network with the right combination of engineering, education and supporting enforcement related measures. In February 2002, the Government accepted the Hampshire Safety Camera Cost Recovery Operational Case submission and approved early deployment of a combination of fixed and mobile safety cameras as the likely most effective means of reducing speed related casualties on Hampshire roads. This strategy was unusual, in that it had a higher than typical proportion of valid sites and routes in rural locations – lending themselves much better, it was believed, to mobile camera deployment.

SAFETY CAMERA RESULTS

The camera deployment produced excellent results, with marked casualty reductions on safety camera routes and sites becoming evident from the operational year 2003-04. These results were right across the Safety Camera Partnership area. On average, the number of fatal and serious collisions at fixed and mobile camera sites decreased by 59 percent against benchmark levels prior to camera presence. This represented a significant saving in both financial (trauma) costs and personal loss to the local communities. All injury accidents were also reduced by 35 percent against pre-enforcement levels.

This enforcement presence on high casualty routes and sites over the period was also believed to have contributed substantially to the local highways authorities' casualty reduction performance results over the latter period of the first Local Public Service Agreement, and over into the early part of the second Agreement.

Managed by a jointly appointed Safety Camera Partnership Team on behalf of the Partnership, a large part of the Partnership's activities were concerned with engaging the community at large over the benefits of camera deployment, allaying fears that camera enforcement in some way represented a revenue generating mechanism divorced from road safety; and regularly testing community perceptions of the system. In the 2004/05, Partnership's Annual Review report, it was notably reported that some 81% of the sample of the Hampshire public interviewed as to their attitudes to camera deployment, agreed that safety cameras should be supported as a means of reducing road casualties. Thus, a partnership to support cameras was emerging with the community at large.

CURRENT SAFETY CAMERA AND ROAD SAFETY FUNDING MECHANISMS

In December 2005 the UK Government announced significant changes to the arrangements for safety camera funding and governance arrangements, which were to take place from the 2007/08 financial year (commencing April 2007). This announcement was made at the same time the Government published the findings of its independently commissioned four year evaluation report into the effectiveness of the national safety camera programme (PA Consulting et al.) (2005)⁶. This report confirmed the undoubted effectiveness of the programme in reducing vehicle speeds, crashes and casualties at UK camera sites. The changes to governance arrangements resulted in all the established Safety Camera Partnerships ceasing to operate in that form from the end of March 2007. The Government's

intention was to absorb safety camera activities into wider programmes of casualty reduction action, principally based upon the existing Safety Camera Partnerships' operational areas.

With those changes, funding for those road safety programmes is now in the form of supplementary road safety funding to local Highway Authorities from government through the Local Transport Plan funding process. The direct link with safety camera operation fine revenue, previously known as the cost recovery system, ceased to operate in 2007.

Safer Journeys has considered the potential benefits of increased deployment of safety (speed) cameras on New Zealand's roads as a major contribution to one of the four safe system cornerstone objectives – that of “safer speeds”. The results in the author's own UK authority do demonstrate that correctly targeted additional camera enforcement presence to the highest risk rural and urban locations, supported by funding mechanisms that reduce the additional funding burden to local police forces and local authorities, can make a valuable contribution to improved casualty reduction performance. This reflects overall UK experience of safety camera effectiveness. Perhaps just as importantly however, is that the sometimes negative public perceptions of the value of cameras can also be turned around when the community can see obvious road safety benefits emerging.

CONCLUSIONS

The creation of Local Public Service Agreements in the UK as a mechanism to stimulate improved service performance, innovative thinking and particularly, creative partnerships to exceed Government headline targets, has proved a beneficial one to road casualty reduction performance. This has certainly been the case in at least one UK local highway authority. There, the changes made by signing two Agreements were of direct benefit, both for the performance of the local partnerships involved and for Government. More importantly however, the approach taken and the results of partnership building have been of direct benefit to the community the Agreements set out to serve.

Two of the Hampshire County Council's three key Corporate Strategy aims were “improving the quality of life and securing economic prosperity”. There will be many New Zealand local authorities with Long Term Council Community Plan community objectives very similar to these. From this particular UK experience, there is little doubt that the delivery of a road casualty trauma saving to the public purse of over £40m from a local stretched target being met, coupled with the enormous quality of life gains achieved, were of significant benefit to both quality of life and local economic objectives. These outcome goals match very closely those of the New Zealand Government through its 2009 Government Policy Statement on Land Transport Funding.

Importantly, and of relevance perhaps to the new *Safer Journeys* road safety strategy here in New Zealand, is that the Agreements also prompted a fundamental review by partners of the scale and range of casualty reduction engineering programmes to support increased casualty reduction performance. For a mixed rural and urban network, which that was, many of the new and amended programmes introduced did produce demonstrably quick and effective results. They also underpin the view taken by *Safer Journeys*, that a sharpened focus on such safety engineering programmes (the “safer roads and roadsides” cornerstone of the *Safer Journeys* system), may have much to offer in further improving the rate of casualty reduction progress on our New Zealand roads over the coming decade.

Delivery partnership approaches were further promoted by the UK Government in support of improved speed management (another of the four cornerstones of *Safer Journeys* – “safer speeds”). There, the Government committed itself to significantly increased deployment of safety cameras as a major public policy tool. Although initially unpopular with a not

insignificant proportion of the community, including the media, in the first four years of increased deployment the cameras have proved their worth on UK roads. Although the funding means through cost recovery (or netting off) were arguably not fully tuned to public opinion initially – that has certainly evolved into a current approach of supporting increased road safety funding at a local level in a way most members of the community can now support. The camera enforcement funding is also perhaps founded on a principle fundamental to the current financial climate of many countries – namely “*the user pays*”.

Throughout this paper, the key aims of the New Zealand Government’s *Safer Journeys* road safety strategy to 2020, underpinned by the principles of the “Safe System” approach to improved road safety – better informed road users, using safer vehicles, driving on safer roads and roadsides and at safer speeds, have been viewed in the context of re - shaped road safety practices for one fairly typical United Kingdom local authority’s road network.

Many of the fundamental challenges and approaches taken by that authority were very similar to the objectives here in *Safer Journeys*. The results achieved do hopefully offer but one example of how some of the leading options for road safety performance improvement *Safer Journeys* promotes, can indeed achieve demonstrable, early and sustainable results. *Safer Journeys* promotes a further “roll forward” of the excellent and ground breaking road safety work undertaken on New Zealand’s roads over recent decades, in a currently challenging environment of achieving improved safety performance in an increasingly difficult financial climate. As this paper has hopefully demonstrated, these are very similar issues to those faced in the UK in recent years and there may be merits therefore in adapting and tuning some of those approaches in support of the *Safer Journeys* strategy to 2020.

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