

Response to safer journeys

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March 2014



Safer Journey key actions

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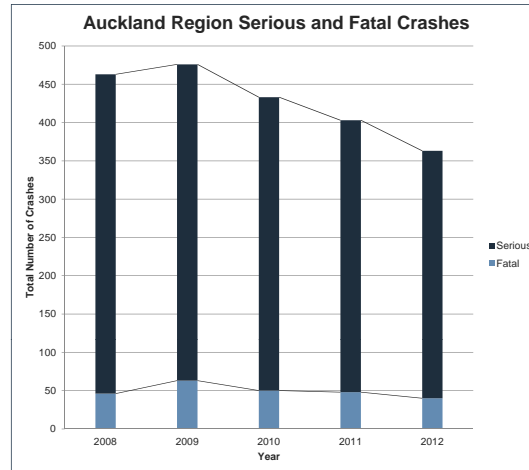
- advance the Safe System approach
- address speed as a cause of road death and serious injury
- improve roads and roadsides
- improve the safety of the New Zealand vehicle fleet
- reduce crashes caused by impaired road users



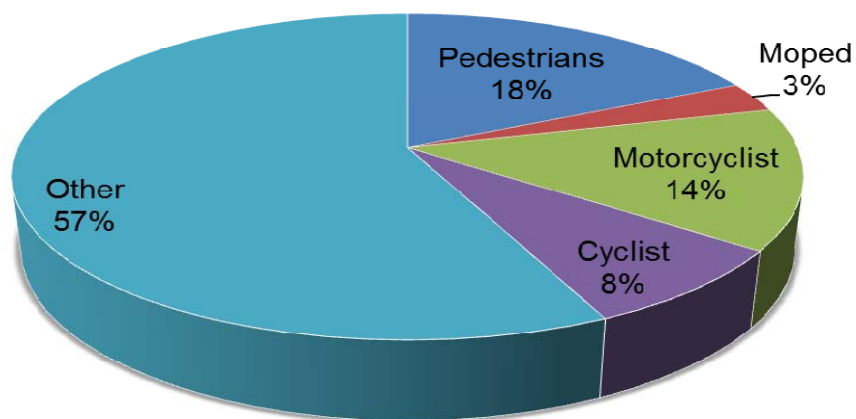
Auckland Transport – Road Safety

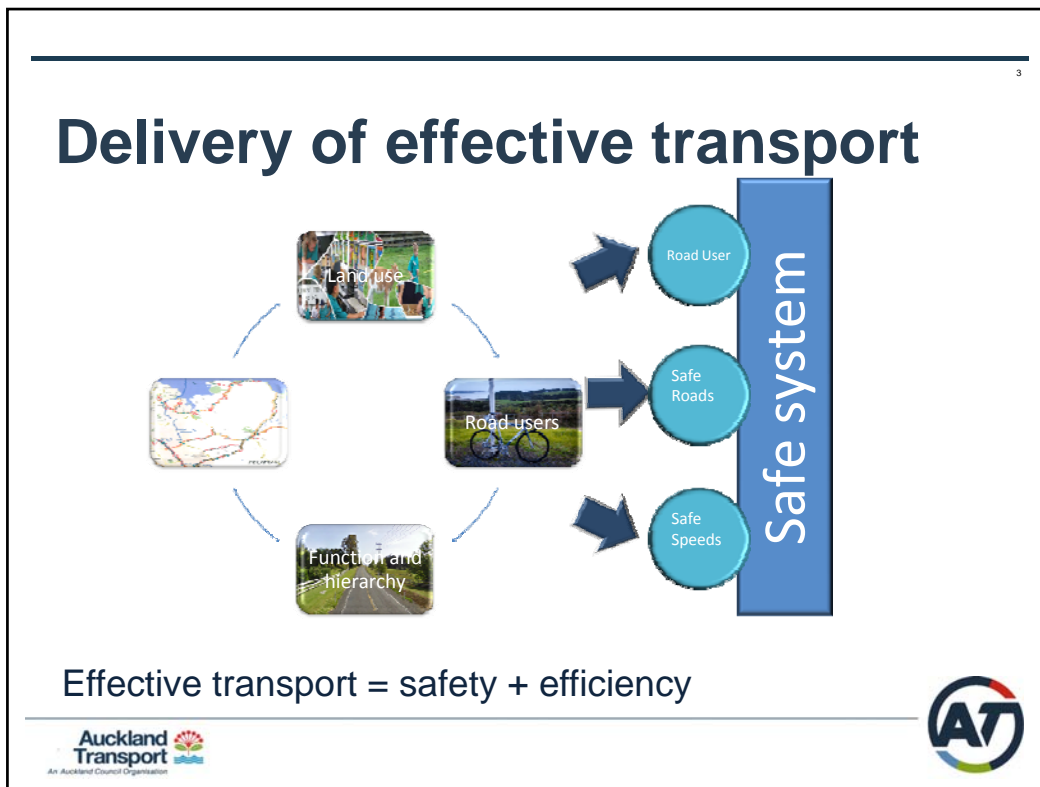
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- 257 fatalities
- 1,945 Serious Injuries
- Social cost of crashes amount to \$3.3 billion
 - Driver distraction
 - Speeding
 - Vulnerable road users
 - Intersections
 - Rural roads
 - Child safety



Fatal and Serious Casualties 2008 to 2012







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Safe roads and roadsides

- Improve high risk intersections
- High risk rural roads
- Risk management
- Reduce risk on high-risk motorcycling routes

And focus on Vulnerable Road users

Safety of Motorcycles and Mopeds

- Requires a higher level of both vehicle control and cognitive skills than car driving
- The risk of a motorcyclist being killed or seriously injured in a crash is about 18 times higher than for a car driver
- *Reduce the road fatality rate of motorcycle and moped riders of 12 per 100,000 population*
- *Victoria, Australia has a road fatality rate of 8 per 100,000 population*

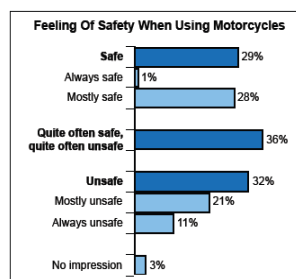
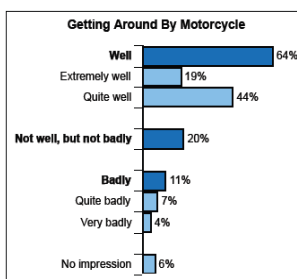
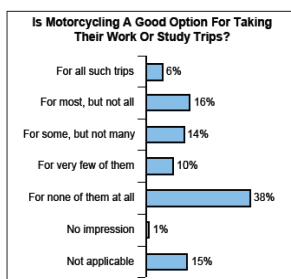


A motorcyclist has been killed in an accident on Auckland's Dominion Road



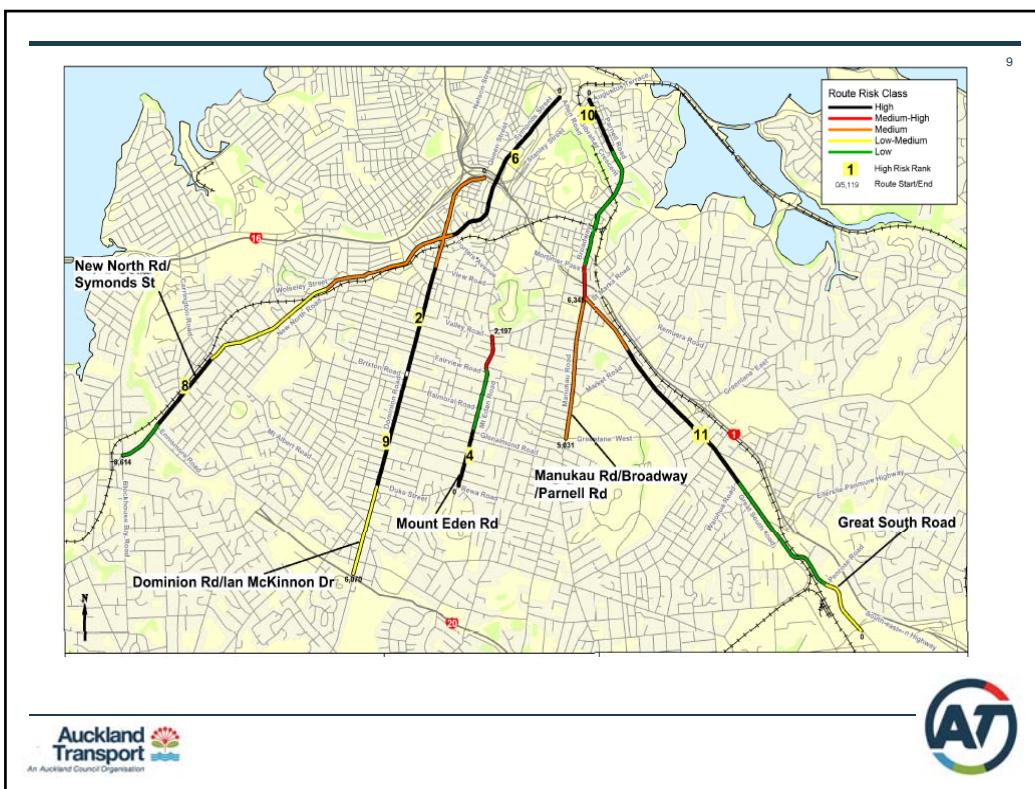
Motorcycling as a means of Transport

Auckland Council Transport Perceptions Report 2012





Results By Year	2012 %	2011 %	2010 %	2008 %	2006 %	2004 %	2002 %	2000 %
Safe	29	27	23	31	24	22	23	31
Always safe	1	3	2	2	1	1	2	2
Mostly safe, but not always	28	25	22	29	23	21	22	29
Quite often safe, but quite often unsafe	36	36	40	37	33	42	40	37
Unsafe	32	35	34	29	40	34	34	29
Mostly unsafe, but not always	21	24	25	21	25	26	25	21
Always unsafe	11	11	9	8	15	7	9	8
No impression	3	2	3	3	3	2	3	3
Unweighted Base	1006	1004	1000	1000	1002	1151	1005	1033





Safe System Urban Motorcycle Demonstration ? Project

- To keep the rider on the road
- If the rider does come off the road, minimise the impact of surrounding environment
- To ensure that the Crash/Injury Response is efficient (Golden Hour)
- Apply the safe system approach

Auckland Transport
An Auckland Council Organisation

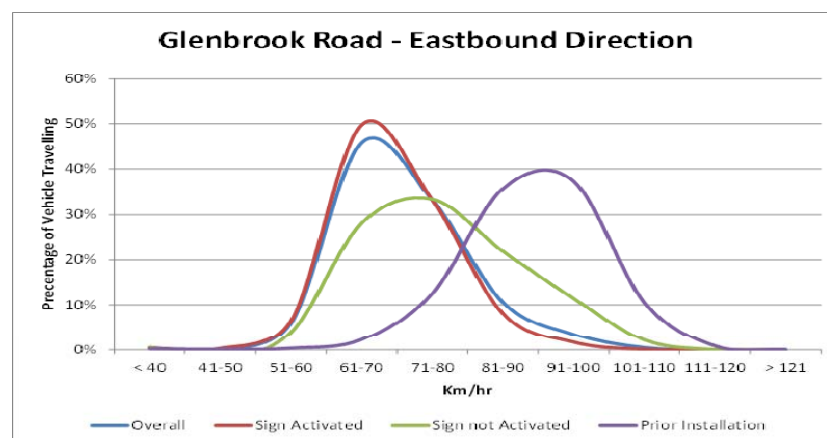
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Rural Intersection warning sign

- Sign 1 Alerts passing motorists of vehicle approaching on side road
- Sign 2 to reduces speed to 70km/h



Case Study 1: Results

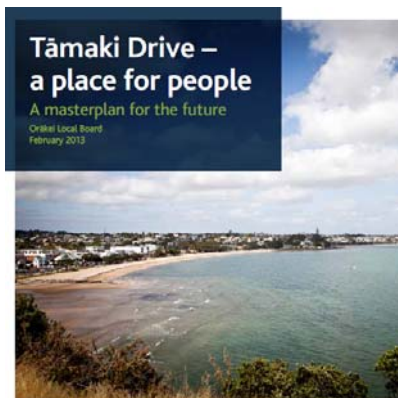


60km/h school speed zone trial

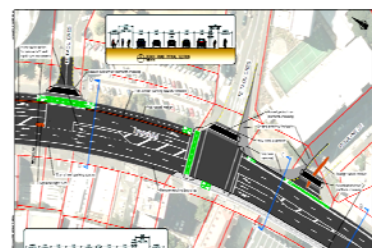
- Three schools selected
- Outcome:
 - Significant change in vehicle speed and reduction of the speed profile during sign operation times
 - Crossing/turning crash risk reduced due to slower and consistent speed of approaching vehicles for drivers pulling in/out of school entrances
 - No change in vehicle speeds outside sign operation times



Transformational change is on the horizon



Use of materials appropriate to the special location can help to reflect and improve the sense of place (San Sebastian, Spain).



Slower speed areas



Working together to make our roads safer

Auckland Transport is rolling out a regional road safety plan to introduce safer speeds where existing speed limits are too high for the safety of the community.

A safer speed limit of 30km/h is proposed for Wynnard Quarter and the Viaduct Basin.

Auckland Transport would like to hear your views on its safer speed proposal for this area and welcome your feedback by [date].

To have your say go to www.aucklandtransport.govt.nz



Safe System Initiatives for Child Safety

Safe Roads & Roadside

Safety engineering to create safer journey to and from school
Improved land-use planning for pedestrianized areas

Safe Speeds

Speed limit programme e.g. 40k speed zones
Advanced Warning Signage (Urban & Rural trials)

Safe Vehicles

Child restraint improvements /regulations

Safe Road Users

Cycling & walking safety training/education
Promote Child travel on Public Transport
Targeting road safety in high-risk communities
Enforcement of road user regulations by Police e.g. Back to School Campaign



Child safety

- Children aged 0-14 years remain at most risk of hospitalisation, with a rate of 33.5 per 100,000 head of population.
- Followed by 15-24 years olds at a rate of 26.5 per 100,000.
- Children in the Auckland region (29% of the nation's children) account for 44% of the nation's child pedestrian hospitalisations
- Their rate of pedestrian injury hospitalisation is 49.5 per 100,000.



Congestion busters

- 12,000 cars taken off the road every day
- Reduction in car travel of 135,000 kilometres a year
- Annual congestion benefit of more than \$20 million



