

# INCORPORATING ROAD SAFETY INTO VEHICLE ROUTING

HAMISH KINGSBURY

# BACKGROUND

- + Myself, BSc in Geography and PgDip GIS
- + Callaghan Innovation Student Research Grant
- + Safer Journeys Strategy



**KiwiRAP** URBAN  
NEW ZEALAND ROAD ASSESSMENT PROGRAMME

Brodie et al.

**VS**

# **Economic Evaluation Manual (EEM)**

(New Zealand Transport Agency, 2013)

New Zealand Transport Agency. (2013, January 21). *Economic Evaluation Manual*. Retrieved from NZ Transport Agency.

Brodie, C., Durdin, P., Fleet, J., Minnema, R., & Tate, F. (2013). Urban KiwiRAP: Road Safety Assessment Programme.





# URBAN KIWIRAP RISK METRICS

- Collective Risk
- Personal Risk



# URBAN KIWIRAP RISK METRICS

- Collective Risk
  - Fatal and Serious injury (FSi) casualty equivalents
  - Multiply each injury crash by **Severity Index** that reflects:
    - Crash location
    - Crash movement type
    - Speed environment
- Personal Risk

# URBAN KIWIRAP RISK METRICS

- Collective Risk
- Personal Risk
  - Exposure based calculation that takes traffic flow into account

$$\text{Corridor Personal Risk} = \frac{\text{Corridor Collective Risk} \times 10^8}{(Q_{\text{corridor}}) \times 5 \text{ years} \times 365 \text{ days}}$$

- $Q_{\text{corridor}}$  = weighted average daily traffic volume



## Collective Risk

## Personal Risk



# ECONOMIC EVALUATION MANUAL (EEM)

- Industry standard for the economic evaluation of land transport activities for New Zealand
- Includes procedures to calculate the safety benefits and costs of transport projects



# SAFETY RISK METRIC COMPARISON

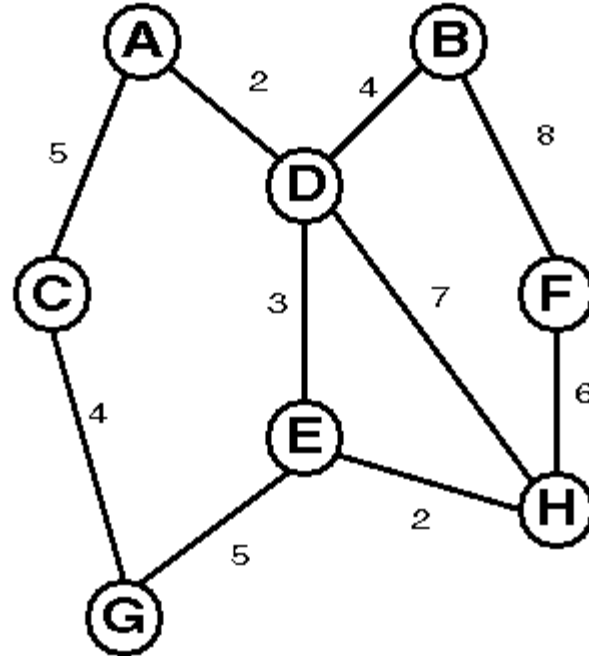
EEM

Personal Risk (Urban  
KiwiRAP)



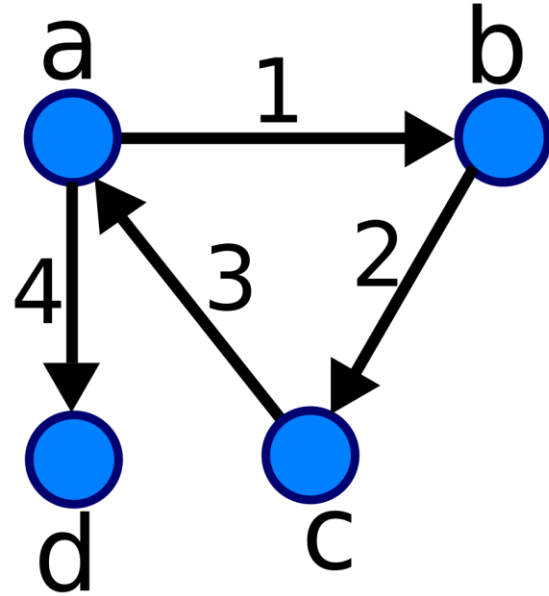
# NETWORK DEVELOPMENT

- + What is a network?
- + Flow directions
- + Hierarchies
- + Speed Limits



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+

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# ROUTING

- + Resource Constrained Shortest Path Problem (Irnich & Desaulniers, 2005)
- + System of weightings
- + Development of a matrix

	Very Important	Important	Less Important
Safety	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Distance	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

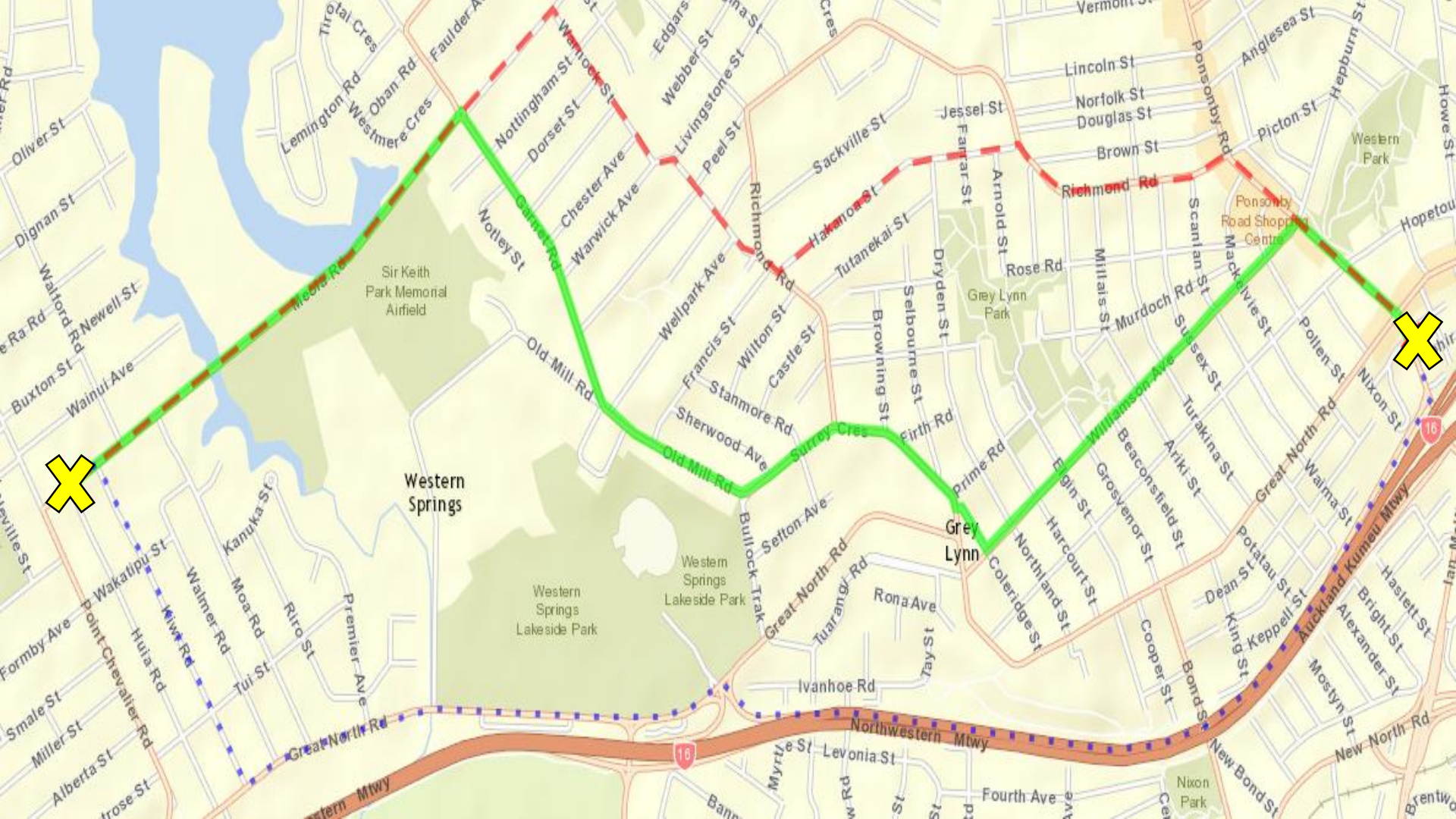
# SUITABILITY OF METRICS

- + Personal Risk provides a measure of risk for an individual
- + Using corridor data, so Personal Risk is available
- + Collective Risk provides a measure of risk for the section of road
- + EEM is designed to “calculate the benefits and costs associated with investments in the transport system”



# WEBSITE

- + Built using industry (GIS) leading technologies
  - + Proof of concept
  - + Limited to the Greater Auckland Region
  - + Provides quantifiable results
- 
- + [dev4.interpret.co.nz/safetyrouting](http://dev4.interpret.co.nz/safetyrouting)



# QUANTIFIABLE RESULTS

- + Allows for users to:
  - easily compare results
  - Make smarter and safer routing decisions

Based on your safety, distance and time priorities, the Safest Route (in green) is

Close

- 69% safer than the shortest route (in red)
- 88% safer than the quickest route (in blue)
- 6% longer than the shortest route
- 15% slower than the quickest route



# LIMITATIONS AND FUTURE DEVELOPMENT

- + Simple vehicle routing network
  - Partnership with commercial partners
- + Limited safety data
  - Look at combining datasets for wider coverage
  - KiwiRAP, EEM, Star Rating

# ACCOLADES

- + 2015 ESRI Young Scholars Award
- + 2015 New Zealand Geospatial Research Conference
- + Winner of Undergraduate of the Year at the NZSEA
- + Entry into the APSEA
- + 2015 ACRS Conference

# ANY QUESTIONS?



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