

Safer Journeys Update



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2013-15 Action plan - update on the four strategic actions November 2013

This update looks at the progress on the four strategic actions outlined in the 2013-2015 Safer Journeys Action Plan. These are the actions at the top of the triangle. It is designed to provide an overview of the current status of the actions. Updates will be released every couple of months via www.saferjourneys.govt.nz

Vision: A safe road system increasingly free of death and serious injury

Strategic actions

- Develop and implement a safer speed programme
- Undertake Safe System signature projects
- Ensure that BAC limits reflect risk
- Accelerate the exit of less safe vehicles

Cross sector enablers

- Establish Safe System partnership programme
- Reframe the road safety conversation
- Improve and sustain improvements to high risk roads, intersections and motorcycling routes
- Enhance automated enforcement
- Improve the safety of new and existing vehicles
- Expand the voluntary use of technology across all elements of the system (Intelligent Speed Adaptation), alcohol interlocks etc)

Foundation work to strengthen the system

- Completion of the first action plan
- Enhance and align core business: continue work on Safer Journeys high, medium and on-going areas of concern

Monitoring

- NRSC will have overall responsibility for ensuring that agreed actions are implemented and evaluated. Progress reports will be provided to the NRSC

Strategic actions

- Develop and implement a safer speed programme
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Background

The four strategic actions aim to address the greatest challenges to creating a truly safe road system and are intended to be transformative. These are areas where progress has been slow, or where long standing barriers need to be removed. They require joint will, cross agency collaboration, reprioritisation of effort and investment and wider partnerships to be successful.

The four strategic actions are:

- Develop and implement a safer speed programme
- Undertake Safe System signature projects
- Ensure that BAC limits reflect risk
- Accelerating the exit of less safe vehicles

The National Road Safety Committee is leading the four strategic actions with assistance from partner agencies.

Safer speed programme

Our 2020 goal

Managing speed on the road network is crucial to reducing deaths and serious injuries because the consequences of all crashes are strongly influenced by impact speed. Achieving safer speeds across the entire road network with an emphasis on high-risk routes, speed limits appropriate to a road's characteristics, and fewer drivers and riders exceeding those speed limits, are powerful ways to reduce deaths and serious injuries.

Our Safe System goal is to reduce the number of speed-related crashes and the severity of all crashes if they do occur. Safer travel speeds that also support economic productivity will help achieve that goal. This leads to three-long term objectives:

1. people will increasingly understand what travelling at safer speeds means
2. speed limits will better reflect the use, function and safety of the network
3. travel speed will support both safety and economic productivity

Programme outline

A national speed management programme to achieve the agreed long-term objectives will be developed. This will move us toward speed limits that support safety and economic objectives.

The programme will increase national consistency in setting and managing speed limits and identify other changes that are required to the way we design and manage roads, especially where higher speeds are desired for economic productivity.

The programme will include a partnership-based communication strategy that increases system designer and road user understanding of what travelling at a safe speed means and will build a groundswell of support for a changed approach to speed management.

November 2013 update

Creating optimal travel speeds that are right for road function, design and use, and levels of safety is the long-term goal of the Safer Speeds programme. By recognising that not all roads are equal, and that speeds need to suit the road and conditions, safer speeds can ultimately support both safety and economic productivity.

During August and September this concept of optimal travel speeds was tested by joint project leads from the NZ Transport Agency and the Ministry of Transport at 'safer speeds' discussions across the country. These involved workshops with experts from the Transport Agency, road controlling authorities (RCAs) and NZ Police.

The next stage is to develop an evidence-based set of optimal travel speeds for different types of roads for the National Road Safety Committee (NRSC).

Optimal travel speeds will be based on geospatial analysis of our network, taking into account the proposed road classifications to reflect function, and the geometry (curviness) of rural roads, as it affects safety, fuel consumption and travel time. Inputs to the calculation will also include the safety record, actual travel speeds and vehicle operating costs on different types of road.

This work should identify the optimal travel speeds. They are not proposed speed limits but could inform and provide interim guidance for RCAs in interim speed limit setting or speed management on some roads. They could also inform which roads need more investment over the next few years to be safer at higher speeds, taking into account the road classification.

The programme team will work with the sector in 2014 to develop a National Speed Management Plan to move New Zealand toward a more consistent way of managing speed in a way that takes the public with us.

Work has also commenced on a brief for a public communications campaign about Safer Speeds. There was a lot of interest in this within the regions and the workshop feedback has been really helpful to inform the brief.

Next steps:

- Optimal travel speeds discussion with the NRSC
- Working with the sector to develop National Speed Management Plan
- Develop public communications campaign on safer speeds

How can I be involved?

If you have any questions or would like further information please contact the Safer Journey's Programme Coordinator at saferjourneys@transport.govt.nz with *Safer Speeds* in the subject line

Signature programme

Our 2020 goal

By 2020 New Zealand will have made demonstrable progress in creating a safe road system. The signature programme fits into the overarching goal of advancing the Safe System because it is expected to show the benefits of the overall Safe System approach.

Strategic action outline

We will identify signature projects that have the potential to make demonstrable advances in reducing road trauma for all road users (riders, drivers, and pedestrians) by implementing the Safe System approach within regions and communities (examples include addressing high-risk corridors, communities and regions with proven treatments and innovative trials).

These signature projects will be well resourced initiatives that demonstrate innovation, give effect to Safe System principles and reduce road casualties.

Not all of them will strengthen every element of the system, but each project will aim to showcase the benefits of the overall Safe System approach. They will be advanced in partnership with a range of stakeholders and the community. These projects will take lessons from current projects and showcase the successful introduction of innovative ideas to reduce road casualties.

November 2013 update

A group of experts who will play an integral part in developing and supporting the signature programme was called together. The group includes global road safety advisor Tony Bliss, Dr Sam Charlton from the University of Waikato and from the NZ Transport Agency - Colin Brodie, Chief Advisor Safety and Dr Paul Graham, Principal Scientist. We will call on other experts as we need them to help keep things relevant. The purpose of the expert group is to work alongside the signature project teams to help guide, mentor and challenge. The signature programme is about thinking innovatively so having experts to talk to and discuss any issues with is really important.

We have started to explore some additional signature projects to include in the programme. The National Road Safety Committee is keen to have a pipeline of projects on the go and want to be kept abreast of progress.



Eastern Bay of Plenty signature project

The Eastern Bay of Plenty project is moving along nicely. A multi-agency project steering group has been formed and is led by Kevin Taylor (NZ Police), Richard Coway (ACC) and Brett Gliddon (NZ Transport Agency).

The project team has started to talk to various stakeholders about the signature project and why we are focusing on the Eastern Bay of Plenty area. Kevin Taylor is leading the charge in this area and has already presented to the Trafanz conference.

The project is still in the initiation stage and focussing on data collection so we understand the problems before shifting the focus to solutions.

As part of the data collection we are completing a stock-take of what road safety services, products and initiatives are already available in the Eastern Bay of Plenty area. Completing this is critical to the project as it allows us to make connections, understand what already exists, where there are gaps and who we can work with to develop potential interventions and solutions to the road safety issues. It also starts to raise the profile of the Eastern Bay of Plenty signature project. We expect to have completed the stock-take by December 2013.

The other part of the data collection is working with the Centre for Road Safety Intelligence. We want to dive deeply into the road safety, health, social and NZ Police data to understand what the risks and issues are in the area.

We are also completing a safety audit of the road network. We know we have unforgiving roads in the area and we are keen to better understand the extent of this and the areas of the network where we should focus our attention.

Once we have completed the data collection and analysis, we will start thinking about the area and focus for the project, and start the really fun part of thinking about how we might tackle the issues.

If you would like further information about this project please contact the Safer Journey's Programme Coordinator at saferjourneys@transport.govt.nz with *Signature programme* in the subject line.

Accelerate the exit of less safe vehicles programme

Our 2020 goal

The Safe System vehicle goal is to have a forgiving vehicle fleet that helps to reduce or avoid error, recover from error, and absorb crash forces. This means we will have more vehicles in the fleet that help prevent crashes from occurring and which better protect drivers, riders, passengers and other road users in the event of a crash.

One medium term aim (by 2016) is to adopt a whole-of-vehicle lifecycle approach to improving the safety of vehicles.

Strategic action outline

In 2013 we are focussed on identifying options to accelerate the exit of less-safe vehicles from the fleet. The Ministry of Transport, Transport Agency, NZ Police and ACC are working together to identify innovative vehicle-exiting initiatives that are targeted and sustainable.

November 2013 update

The project team has completed its initial investigation work. For the purpose of this project we are focussed on identifying options to accelerate the exit of vehicles manufactured in the 1990s with a one or two stars used car safety rating.

The project team recently held stakeholder workshops in Auckland (16 October) and Wellington (18 October) where we tested our problem definition and explored barriers to and options for accelerating the exit of less-safe vehicles.

Next steps

We are now concentrating on developing options through engagement with key stakeholders to identify opportunities to accelerate the exit of less safe vehicles from the New Zealand fleet.

Our aim is to have initial advice to the Minister on options to accelerate the exit of less-safe vehicles by December 2013.

How can I be involved?

If you would like further information about this project please contact the Safer Journey's Programme Coordinator at saferjourneys@transport.govt.nz with *Safer Vehicles* in the subject line.

Ensure that blood alcohol concentration (BAC) levels reflect risk

Our 2020 goal

The Safe System goal is road users who are skilled, competent, alert and unimpaired; they comply with road rules, take steps to improve road safety and expect safety improvements.

Strategic action outline

The main issue is whether the current BAC limits reflect risk. The action plan outlined that when current research is completed we will incorporate the results into the road safety conversation, and recommend for BAC default limits that better reflect the actual risk that alcohol poses to adult drivers and riders.

Crash data will also be used to identify groups with greater risk of alcohol-related death and serious injury or of particular responsibility for the safety of others, so that limits lower than the default can be considered as part of a safety package.

November 2013 update

The government announced on 4 November that it will lower the adult drink-driving limit from 80mg of alcohol per 100ml of blood, to 50mg. The breath alcohol limit will reduce from 400mcg of alcohol per litre of breath, to 250mcg.

Drivers who commit an offence between 51 and 80mg (251-400mcg of breath) will face a \$200 infringement fee and will receive 50 demerit points. Drivers who accumulate 100 or more demerit points within two years receive a three month drivers' licence suspension.

Next steps

The government is expected to introduce a Land Transport Amendment Bill to give effect to the changes before the end of 2013, with changes to come into force in 2014.

How you can be involved?

If you would like further information about this project please contact the Safer Journey's Programme Coordinator at saferjourneys@transport.govt.nz with BAC in the subject line.