Safe Network Programme

Taranaki Regional Transport Committee

11 September 2019

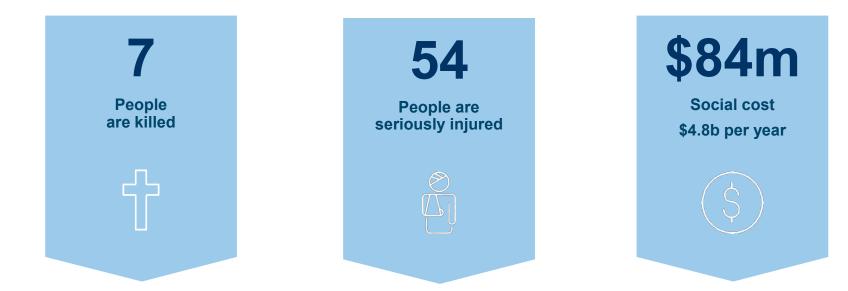NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Overview

› Our road safety problem

› Government expectations

› Safe Network Programme

› Safe System

› Funding pathways and TEFAR

› Standard Safety Intervention Toolkit

› Waikato Safe Network Programme
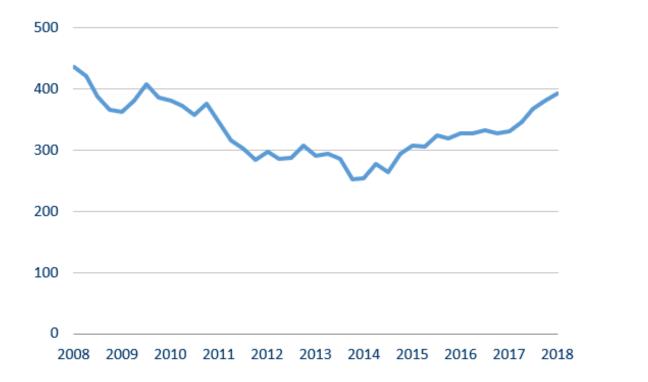
We have a road safety problem in New Zealand

Every week…
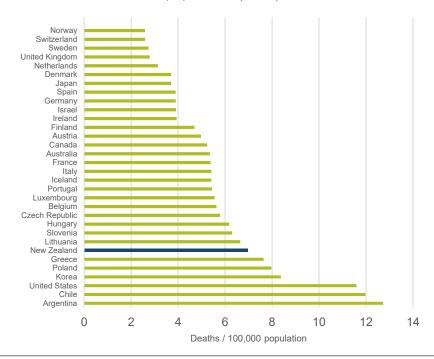
7

People
are killed

54

People are
seriously injured

$84m

Social cost
$4.8b per year

New Zealand road fatalities

We perform poorly internationally

International comparison of deaths per 100,000 population (2016)

Taranaki
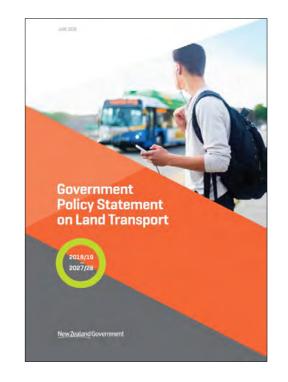
Over the last five years, on our state highways alone…

40	**284**
People were killed	People were seriously injured

Government investment and expectations

› $4.3 billion over the next three years to reduce deaths and serious injuries

› $1.3 billion in road policing and promotion of road safety – an increase of nearly $200 million

› $3.0 billion of investment across other activity classes contributes to safety especially local road and state highway improvements – an increase of $1.0 billion

› Targets DSIs by identifying and treating high risk corridors through safety projects and/or speed management

JUNE 2018

Government Policy Statement on Land Transport

2018/19
2027/28

New Zealand Government

Expectations of NZ Transport Agency

› Local government safety forum – April 2018

› What local government is looking to NZTA for:

  › Improve process for safety intervention funding

  › Support councils with expertise and data to assist with decision-making

  › Lead national speed campaign and accelerate implementation of Speed Management Guide

National priority programmes

› Transport Agency agreed five national priority programmes to support the government's transport objectives of:

  › Safety
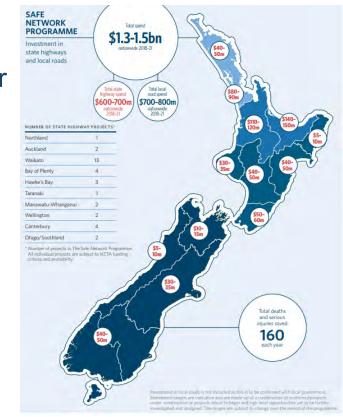
  › Mode shift

  › Resilience

  › Economic development

Priority programmes:

1. Safety on local roads

2. Improving the effectiveness of public transport

3. Walking and cycling improvements

4. Improving network resilience

5. Regional improvements

NZ **TRANSPORT** AGENCY
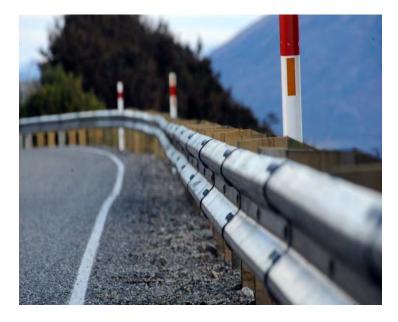WAKA KOTAHI

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Safe Network Programme

› Make the country's highest risk roads safer

› State highways and local roads

› Three-year programme costing $1.3-1.5 billion

› Three components:

   1. Safe roads and roadsides

   2. Safe and appropriate speeds

   3. Safe level crossings

› Announced by ministers in December 2018 at Dome Valley

SAFE NETWORK PROGRAMME
Investment in state highways and local roads

Total spend
$1.3-1.5bn
nationwide 2018-21

Total state highway spend
$600-700m
nationwide 2018-21

Total local road spend
$700-800m
nationwide 2018-21

NUMBER OF STATE HIGHWAY PROJECTS*

Region	Number
Northland	1
Auckland	2
Waikato	13
Bay of Plenty	4
Hawke's Bay	3
Taranaki	1
Manawatu-Whanganui	2
Wellington	2
Canterbury	4
Otago/Southland	2

* Number of projects in The Safe Network Programme. All individual projects are subject to NZTA funding criteria and availability.

$40-50m
$80-90m
$110-120m
$140-150m
$5-10m
$30-35m
$40-50m
$40-50m
$50-60m
$10-15m
$5-10m
$30-35m
$40-50m

Total deaths and serious injuries saved
160
each year

Investment in local roads is not included as this is to be confirmed with local government. Investment ranges are indicative and are made up of a combination of confirmed projects under construction or projects about to begin and high level opportunities yet to be further investigated and designed. The ranges are subject to change over the period of the programme.

Safe Network Programme

› Saving 160 DSIs per year

› Priority areas: Waikato, Auckland, Canterbury

› Delivered in partnership

› Delivered faster

› Streamlined investment pathway for standard safety interventions

› Based around the Safe System

Safe System – the four guiding principles

1 People make mistakes ⟶ **2** People are vulnerable

We need to recognise that people make mistakes and some crashes are inevitable.

Our bodies have a limited ability to withstand crash forces without being seriously injured or killed.

ACCEPT WE ARE HUMAN

3 We need to share responsibility ⟶ **4** We need to strengthen all parts of the system

Those who design the road system and those who use the roads must all share responsibility for creating a road system where crash forces don't result in death or serious injury.
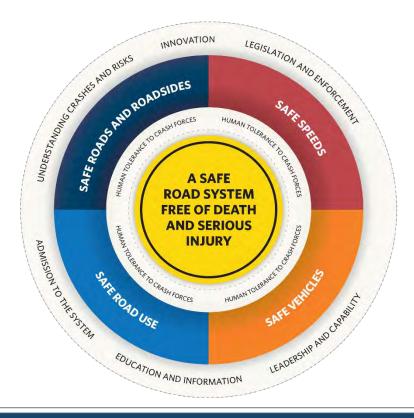
We need to improve the safety of all parts of the system - roads and roadsides, speeds, vehicles, and road use - so that if one part fails, other parts will still protect the people involved.
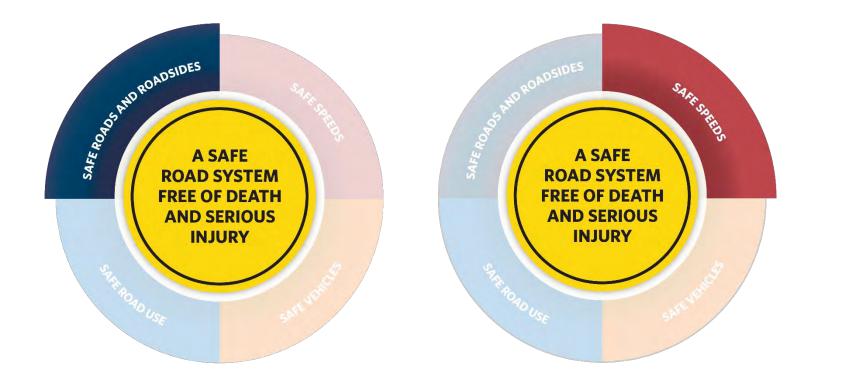
MANAGE THE SYSTEM

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Safe System – the four pillars

Safe System and the Safe Network Programme

Safe System internationally

› Underpins most international road safety strategies, including Vision Zero

› Specific application varies between countries as each responds to their different context and needs

› Examples are Vision Zero (Sweden), Sustainable Safety (Netherlands), Every Accident Is One Too Many (Denmark), Towards Zero (Australia)

› Fundamentally they are all based on the core principles that it is unacceptable for people to be killed or seriously injured on the road and that making a mistake should not result in death or injury

Standard Safety Intervention Toolkit

› For both state highways and local roads

› A 'living' document that will be updated regularly

› Provides guidance for road practitioners, including road safety and transport engineers, asset managers, town planners, civil designers and community road safety officers

STANDARD SAFETY INTERVENTION TOOLKIT

Version 1 – February 2019

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Standard Safety Intervention Toolkit

› Proven road safety countermeasures that deliver beneficial safety outcomes by improving the existing road infrasturue

› Not intended for offline or new road corridors

› Each standard safety intervention has a photographic example, supporting technical information, and web links to relevant technical guidance documents

› Breaks down assessed economics of interventions – cost range, assumed DSI savings, BCRs

Safe and appropriate speeds

› Map-based programme development

› 9,750km of road network classified as top 10% highest benefit for reducing risk:

  • 6,360km (65%) is state highways

  • 3,400km (35%) is local roads

› High benefit intervention have identified three categories for responses:

  1. Engineer up – reflect function and make safe at current speed or higher

  2. Challenging conversations – engineer up or set safe and appropriate speeds

  3. Self explaining – setting speed limits to current journey speeds