

Safer Journeys Road Safety Strategy



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Superintendent Paula Rose
NZ Police



Road Safety Strategy to 2010

- Target-based and NZ will not achieve those targets
- Review of 2010 strategy available
- Much of the legislation proposed in 2010 was not implemented
- Reductions in mean speed has not translated to the level of trauma reduction predicted
- Performance lagging behind other countries

Our Road Safety Performance




New Zealand  8.6 deaths per 100,000 population

Australia  6.9 deaths per 100,000 population

United Kingdom  4.2 deaths per 100,000 population

Statistics are the same or worse on a vehicle km travelled basis

If we had Road Safety Performance similar to Australia or the United Kingdom:

Our 2009 Road Toll		384
With Australia's Road Safety level		298 (-86)
With the UK's Road Safety level		186 (-198)

Road safety strategy to 2020

- Safer Journeys
- Sector wide strategy
- Activities of all sector agencies should link into this as well as partner agencies ie TLA's
- Safe and efficient network



Safer Journeys' vision

- A safe road system increasingly free of death and serious injury
 - This recognises that while all road crashes can never be prevented from happening, we could ultimately stop many of them resulting in death and serious injury.



Safe System

- Built around 4 interrelated pillars
 - Safe roads and roadsides
 - Safe speeds
 - Safe vehicles
 - Safe road use
- Key part of the systems approach is taking a holistic approach to road safety
- Human error will happen but it should not cost someone their life or serious injury



Safer Journeys Development

- Utilised research and the experience in other countries such as Australia
- Undertook public consultation on possible actions through the *Safer Journeys* discussion document
- Feedback from submissions (1500+) has been used in developing the strategy, resulting in changes to proposals to reflect public opinion.



Key priorities

- **Young drivers**
 - **Alcohol and drug impaired drivers**
 - **Motorcyclists**
 - **Roads and roadsides**
- Targets in key priorities are linked to best practice overseas
 - Proposed first initiatives are the ones most likely to make the greatest impact on the road crash problem



Safer Journey's priority areas

High concern

- Increasing the safety of young drivers
- Reducing alcohol /drug impaired driving
- Safer roads and roadsides
- Increasing the safety of motorcycling
- Safer speeds



Safer Journey's priority areas

Medium concern

- Reducing the impact of high risk drivers
- Safer walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of fatigue
- Addressing distraction



Safer Journey's priority areas

Areas for continued focus or emerging issues

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Young Drivers (15-24)

- **105** Fatalities last year
- Represent **14.5%** of population, but **37%** of all fatal crashes
- **60%** higher than Australia (per capita basis)
- If we can match Australia, **25 lives could be saved annually**



Young Driver Proposed Initiatives

- 1. Raise the minimum driving age to 16.**
- 2. Make the restricted licence test more difficult to encourage 120 hours of supervised driving practice.**
- 3. Introduce a zero drink drive limit for drivers under 20.**
- 4. Raise public awareness of young driver risk**
- 5. Improve the road safety education available to young people and increase access to it.**
- 6. Investigate vehicle power restrictions for young drivers.**

Alcohol and Drug Impaired Drivers

- **31%** of fatal crashes
- **22 Australians die in alcohol-related road crashes** per one million population
- **28 New Zealanders die in alcohol-related road crashes** per one million population
- If we achieved a similar rate to Australia, this would save **25 lives annually**



Alcohol and Drug Impaired Driver Proposed Initiatives

1. **Compulsory alcohol interlocks** for recidivist drivers
2. **Zero BAC limit** for recidivist drivers
3. **Lower the adult drink driver limit to BAC 0.05** with infringement penalties between 0.05 and 0.08

OR

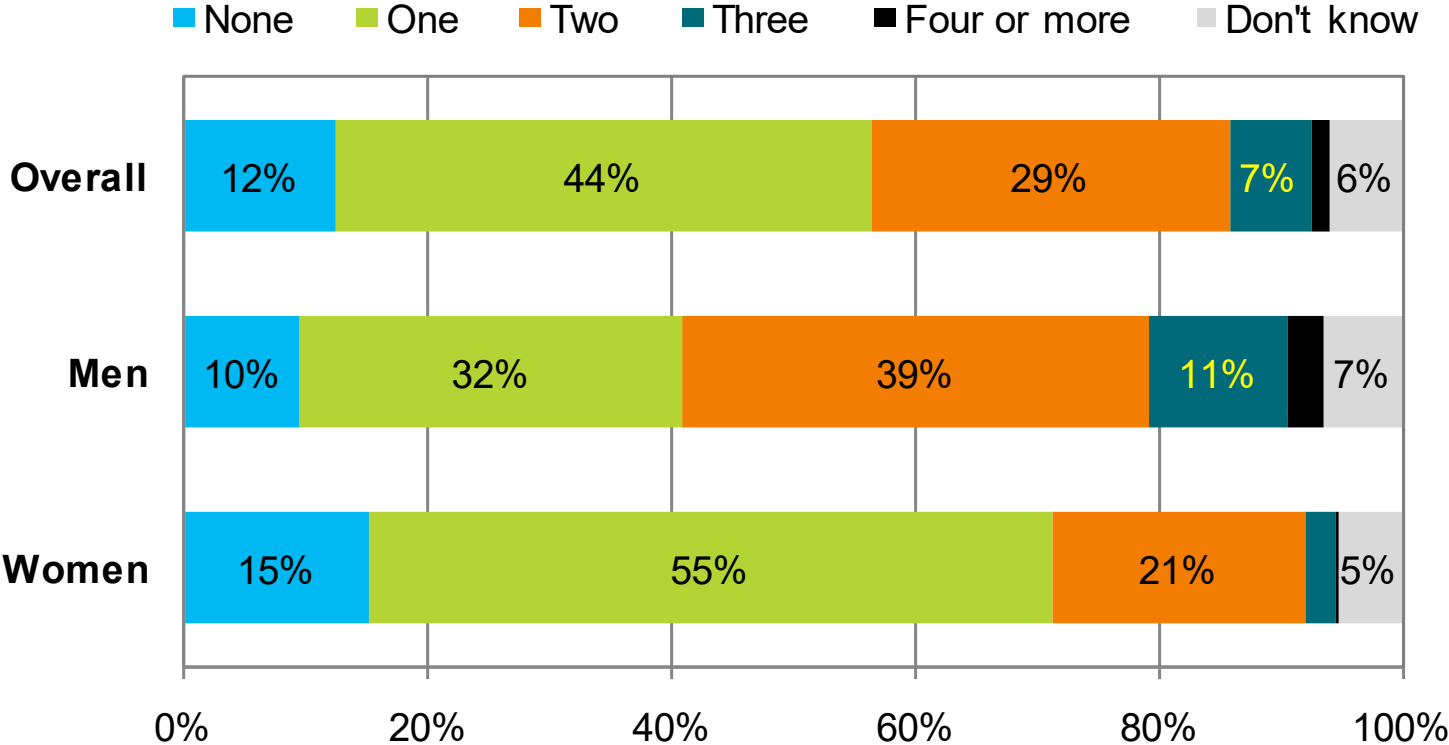
4. **Conduct research on the level of risk** from drivers with a BAC between 0.05 and 0.08

Lower Blood Alcohol Level

1. All Australian States have had 0.05 for 18 to 30 years
2. NZ Polling says 50/50 approval
(skewed female, 60 +, Auckland, Christchurch, rural)
3. Australian change resulted in a significant (34%)
reduction in people with a BAC in excess of 0.15

Ministry of Transport Survey (2009)

How many standard drinks should a man/ a woman be allowed to have in an hour if planning to drive immediately afterwards?



Motorcyclists

- The risk of a motorcyclist being killed or seriously injured in a crash is approximately **18 times** higher than for a car
- Motorcyclists represent :

14% of all road deaths
18% of all serious injuries

** Statistics for Australia are similar*



Motorcycling Proposed Initiatives

1. Improve motorcycle rider training and licencing, including mopeds
2. Introduce a power to weight restriction for novice riders
3. ACC motorcycle Safety Levies (ACC initiative)

Roads and Roadsides

- Head on crashes account for **23% of all fatal crashes**
- **90% of them could be avoided** by having a median barrier
- **21%** of fatal crashes occur at intersections



Safer Roads and Roadside Proposed Initiatives

1. Develop a classification system for the roading network
2. Build median barriers for high use highways over 15 years (“RoNS plus”) (***8 – 10 lives and 102 – 119 serious injuries per year***)
3. Change the give way rules for turning traffic in urban areas (***1 life and 97 serious injuries per year***)



Future efforts

- The actions in Safer Journeys are not a complete list of everything that will be done to improve road safety over the next ten years.
- Current initiatives that are effective in reducing road trauma and provide value for money will also continue.
- Key - flexibility for continual improvement

What does this mean for Police?

- There will be legislative change and some of it will happen quite quickly
- Police will need to adjust priorities to align with priorities
- May need to develop new ways of delivering road safety
- Development of action plans for Police to address the priorities and reduce trauma

What does this mean for Police?

- Government results focused
- Accountability requirements from partners increasing
- Looking for innovation and flexibility

What does this mean for Police?

- Need to question and refocus when required
- Ensure that enforcement remains a clear focus
- There will be a great deal of demand and expectation on Police – keep a strategic perspective on how we manage this

Future for Police

- Always in front line of any change
- Need to adjust some of our programmes but take the driving public with us
- Innovative and energetic ideas need to be promoted - eg Queen's Birthday



Our journey has just begun

