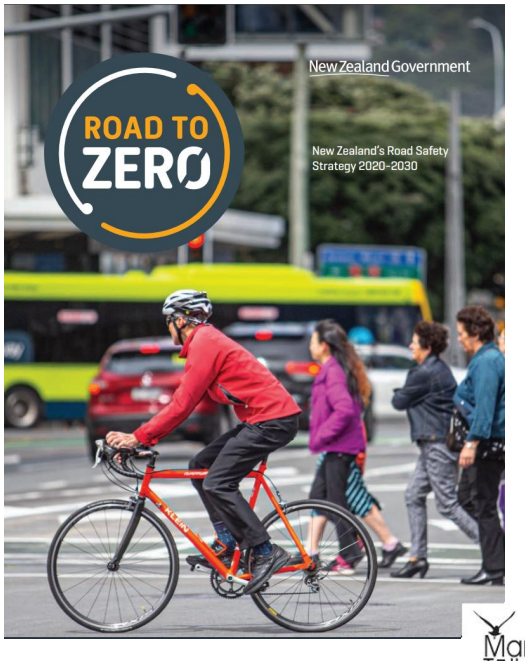
Consortium brought together by Waka Kotahi made up of the above

- Government Road to Zero Road Safety Strategy 2020-2030
- Vision “a New Zealand where no one is killed or seriously injured in road crashes”
- Intermediate target of a 40% reduction within 10 years
- Underpinned by the Safe System
- Programmes :

  Speed Management Programme
  Safety Boost Programme
  Level Crossing Safety Upgrades
  Innovating Streets



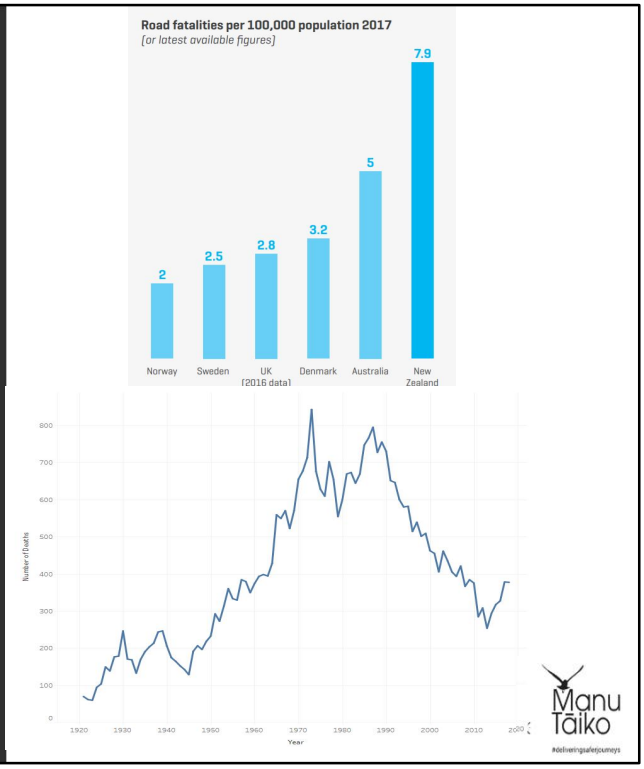
The GPS include a Government commitment road safety this is viato the Road to Zero strategy

Government Policy Statement

Delivered by Waka Kotahi

What is Boost 3

- *A nationwide programme of "mass-action" minor safety improvements. It takes a proactive approach to treat corridors and intersections with simple, pragmatic, practical designs selected from a concise list of treatments.*



There are still a comparatively high number of road fatalities

Up tick in crashes in recent years

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Boost 3 after 1 & 2

The idea is that we look across the entire network -

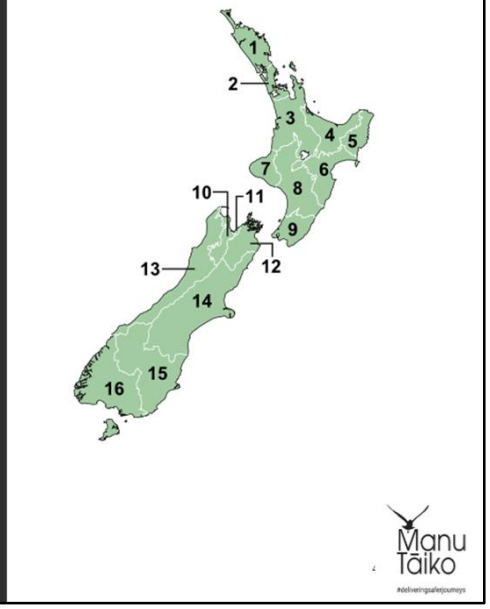
Systemic approach

Temptation to only look at the big problems

Low cost low risk to accelerate addressing road safety issues

Boost 3 sites

- There are 204 sites nationwide – All 16 regions
- 80 corridors and 124 intersections



Nation wide programmes

State highways in all regions

List evolved as projects encountered – eg SH20 B

Consortium has used local office, I've not been on one long road trip

Sensitivity: General

Safe System

- People make mistakes
- Human tolerance to impact forces is limited
- The system needs to be designed to compensate for mistakes
- A safe system endeavours to minimise errors and to reduce the severity of crashes when errors occur.

Safe system demands a risk based approach….

Manu Tāiko
#deliveringsafetyjourneys

Before talking about the treatments – I'll talk about the approach

Sweden , people crash there all the time

Sensitivity: General

Why a risk based approach?

Crashes rarely occur in the same location - 80% of fatal and serious injury crashes do not occur at what was traditionally a blackspot. 68% of fatal and serious injury crashes occur at a location where there has not been another fatal or serious injury crash in prior 5 years

International best-practice now requires that we focus more on applying road safety infrastructure on a corridor basis, to address risk, rather than chasing blackspots (past crashes).

Manu Taiko
#deliveringsafetyjourneys

Avoids chasing black spots

Able to make more effective investment by looking wider for low cost low risk improvements

Risk based approach

- Right angled crashes
- Vulnerable road users
- Red light running
- Loss of control through speed

Manu Tāiko

Certain high risks that are we want to address

If we just follow DSI then we are the ambulance at the bottom of the cliff

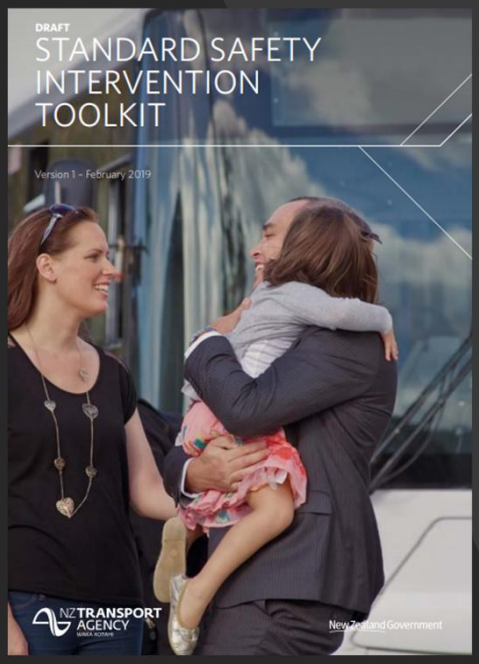
Pro active treatments to get ahead

Nose to tail not so important

Sensitivity: General

Site Feasibility Assessments

- Desktop study
- Site Visit – risk based assessment
- Challenge session
- Recommendations
- Schematic Design & Costing
- Review / H&SiD



Manu Tāiko
#deliveringsafeinjourneys

Still needs to be an assessment

Using Standard Safety Intervention toolkit – gives guidance on risk reduction of treatments

Helps avoid doing a full detailed business case and keep the money on treatments

After the assessment – a costing is carried out

Low cost treatments only – sub $1 million

Example pro-active treatments applied

- Protected right turns
- Road Safety Platforms
- Universal access pedestrian facilities
- Use of directional green arrows
- Pedestrian extensions
- Build outs at pedestrian crossings

Tool kit contains more treatments…..

Build outs at pedestrian crossings
Build out Behind parked cars to shortern crossing and reduce exposure

Sensitivity: General

Next Steps

- Complete assessment and feasibility studies for all sites and regions
- Create a pipeline programme of works
- Planned to Implement the programme of works in the next NLTP

Current work is budget and programme setting

Based on the assessments some priority

Packages will be coming next NLTP which is after July