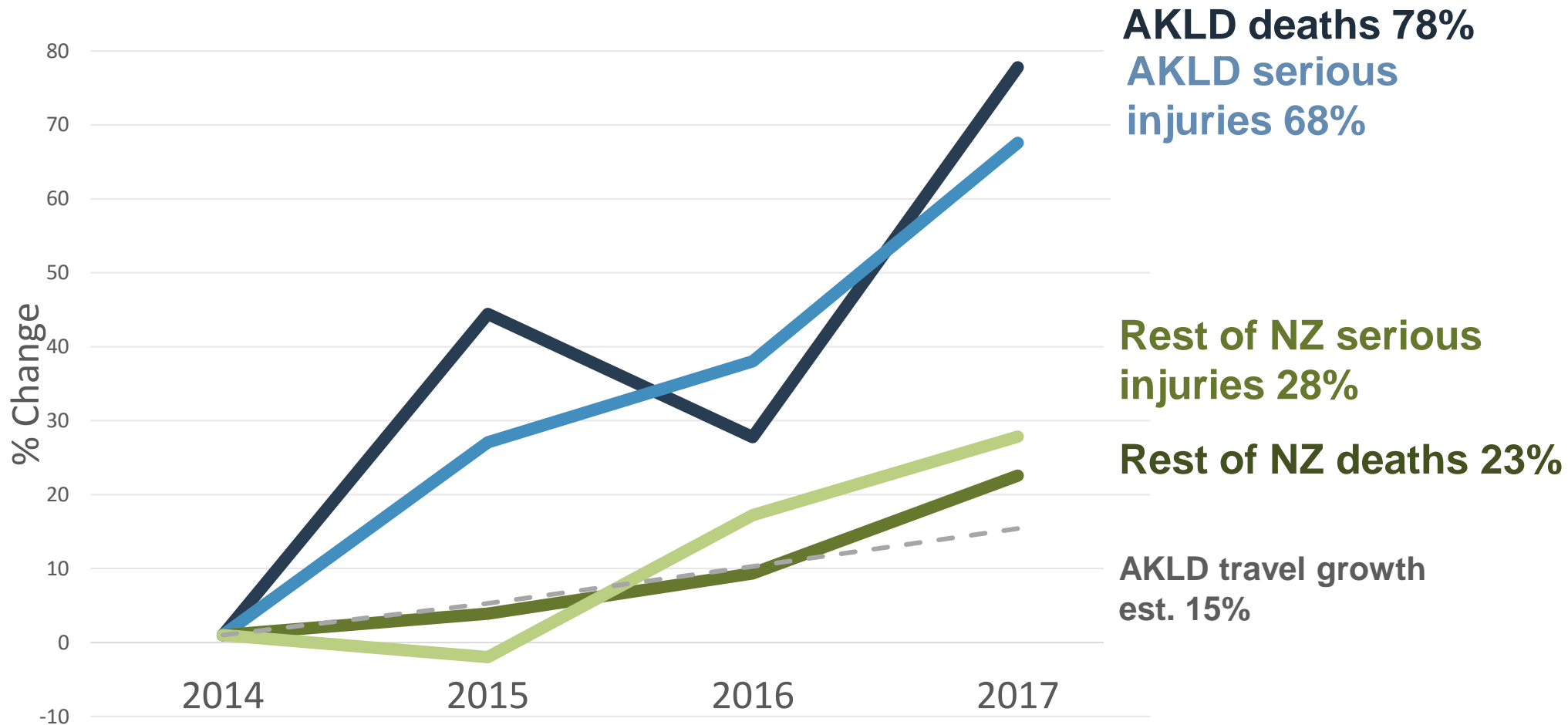
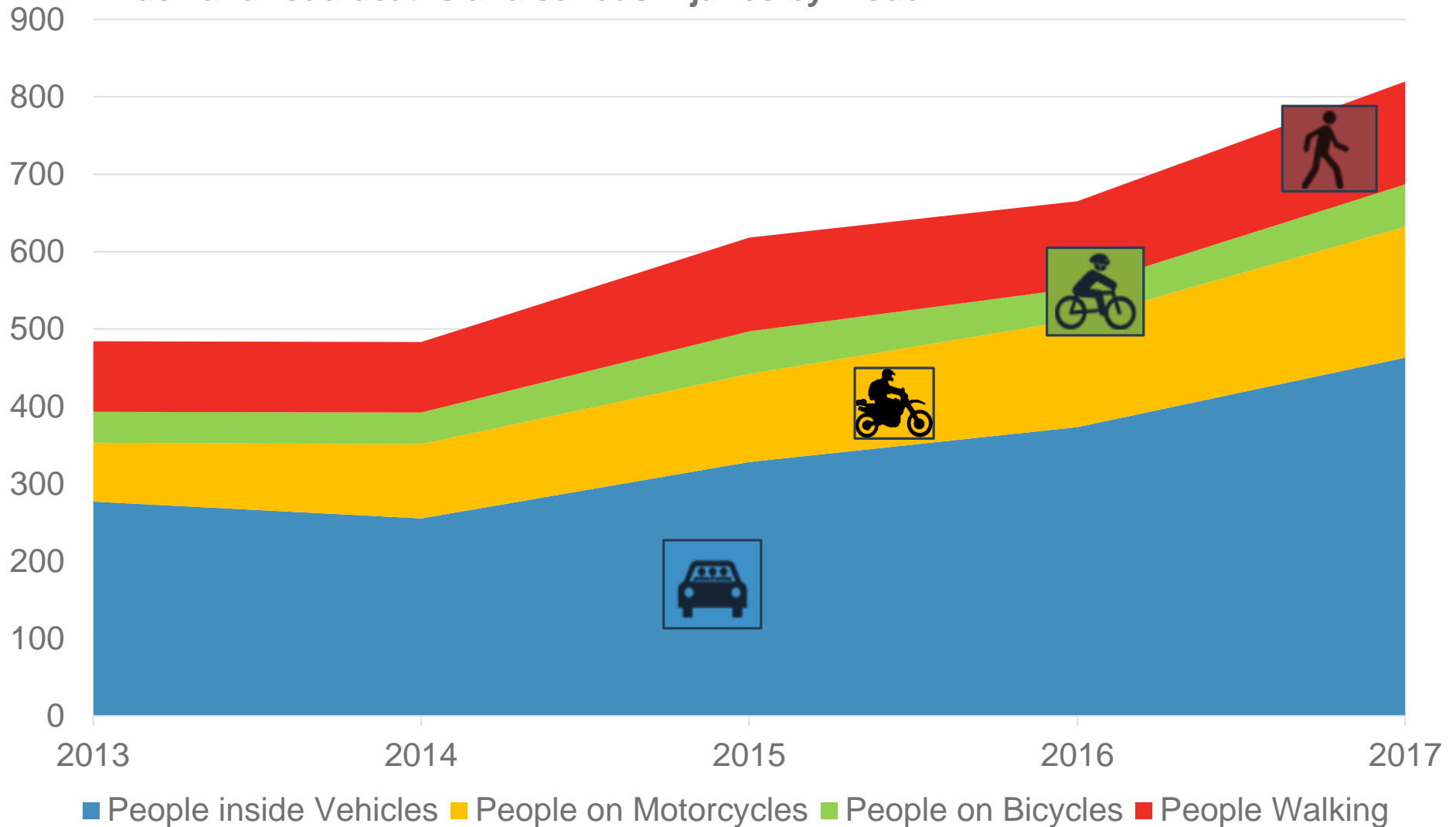


# Auckland faces a road safety crisis



# Auckland road deaths and serious injuries have increased for all road users

Auckland road deaths and serious injuries by mode



# Transforming – Road safety, customer, community focus



## A Global Culture (R)evolution



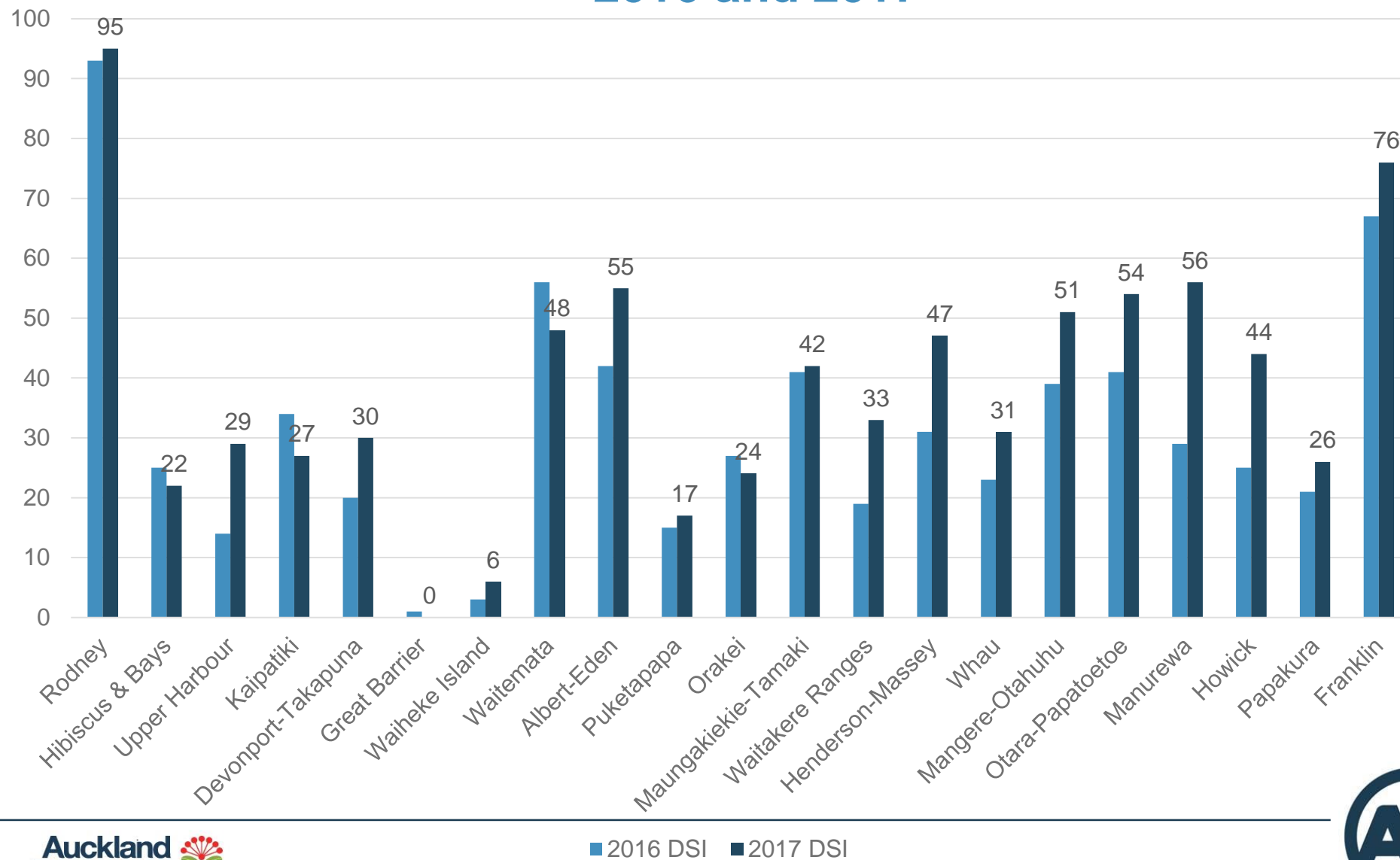
## Safe System/Vision Zero a paradigm shift

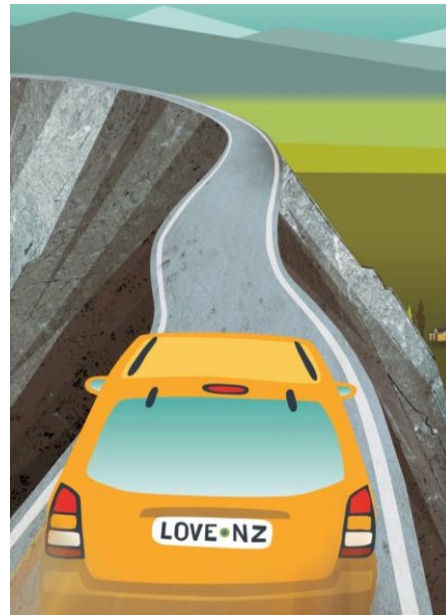
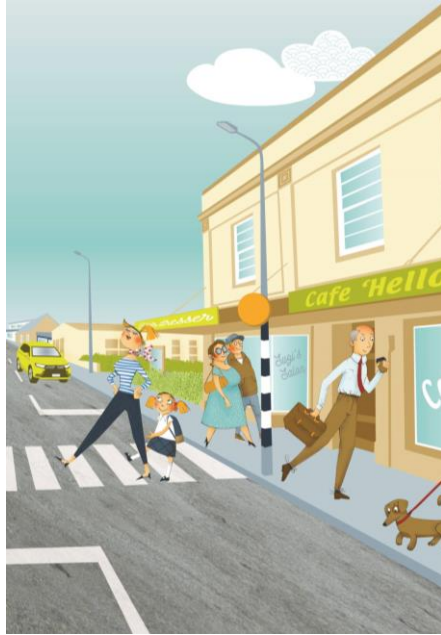
|                                 | Traditional                                       | Vision Zero/Safe System                    |
|---------------------------------|---|--|
| What is the problem?            | Accidents   | Fatalities and serious injuries            |
| What causes the problem?        | Human factors                                     | Humans make mistakes<br>Humans are fragile |
| Responsibility?                 | Individual road users                             | System designers                           |
| Peoples demand for road safety? | People don't want safety                          | People want safety                         |
| What is the appropriate goal?   | Optimum number of fatalities and serious injuries | Eliminate fatalities and serious injuries  |

**If one part of the system fails, other parts must still protect people involved in crashes.**

# Local Board road deaths and serious injuries

## 2016 and 2017

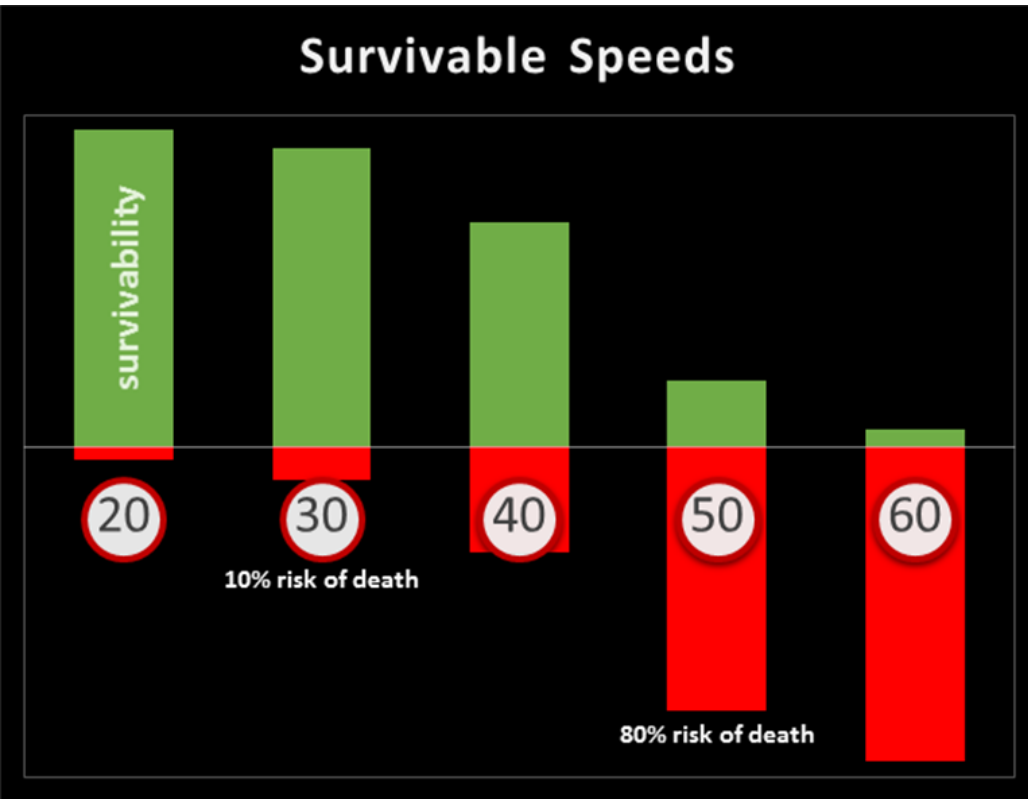




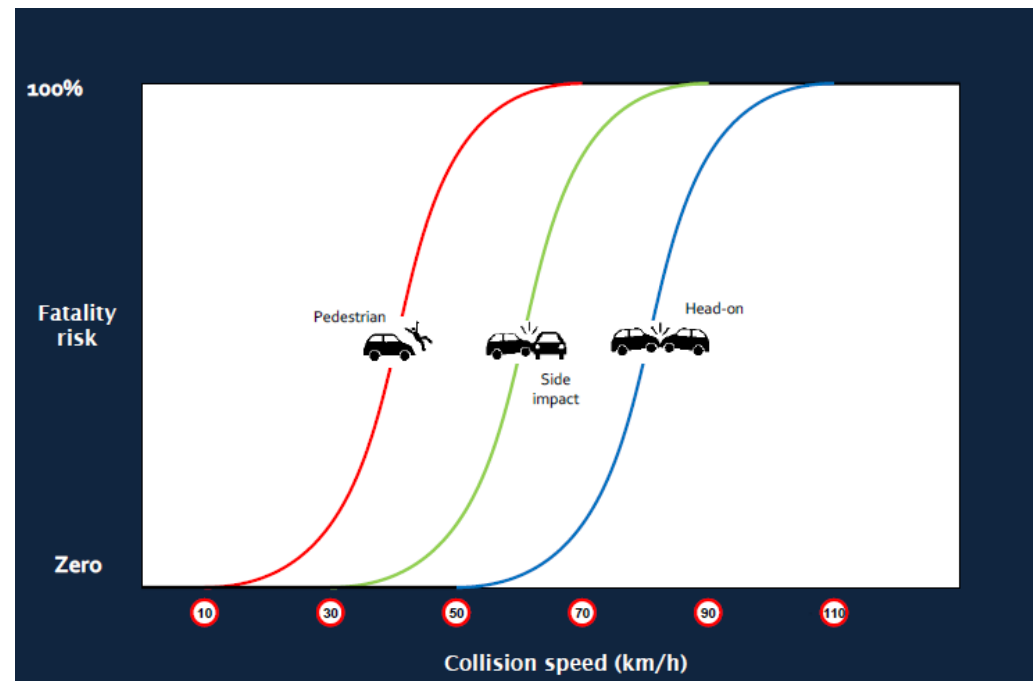
# Speed influences whether someone lives or dies



Small changes in speed have a large impact on fatality risk  
**Fatality risk for three crash types over a range of impact travel speeds**



(Based on P. Wramborg, 2005)



Fatality risk and crash types for crashes at varying travel speeds

# Accelerated road safety capital programme 2018-21

(figures in millions)

| Programme                                      | 2018/19 | 2019/20 | 2020/21 | Total    | Outputs   |
|--|---------|---------|---------|----------|---|
| <b>High risk urban roads and intersections</b> | \$8.8   | \$15.35 | \$30.1  | \$54.25  | 5 high-risk intersections and 5 high-risk roads each year<br><br>Safe access to public transport, pedestrian crossing upgrades and improvements, countdown timers, signal timing and phasing, urban motorcycle route safety improvements. |
| <b>High risk rural roads and intersections</b> | \$15    | \$16    | \$16    | \$47     | 5 high-risk intersections and 5 high-risk roads each year, 1,500km signage, 500 high friction bends, 313 km ribbed edge markings.   |
| <b>Minor safety</b>                            | \$14.5  | \$14.5  | \$14.5  | \$43.5   | 30 low cost safety improvements each year.  |
| <b>Safer communities</b>                       | \$5.5   | \$5.5   | \$5.5   | \$16.5   | 3 communities each year.  |
| <b>Safety cameras</b>                          | \$0.6   | \$0.6   | \$0.6   | \$1.8    | 6 high-risk intersections each year.  |
| <b>Speed management</b>                        | \$8.8   | \$8.8   | \$8.8   | \$26.4   | 10% of network treated, 250km rural, 60km rural engineer-up, 10 urban arterials, 20 town centres, 10 residential, CBD.  |
| <b>Total</b>                                   | \$53.2  | \$60.75 | \$75.5  | \$189.45 |   |