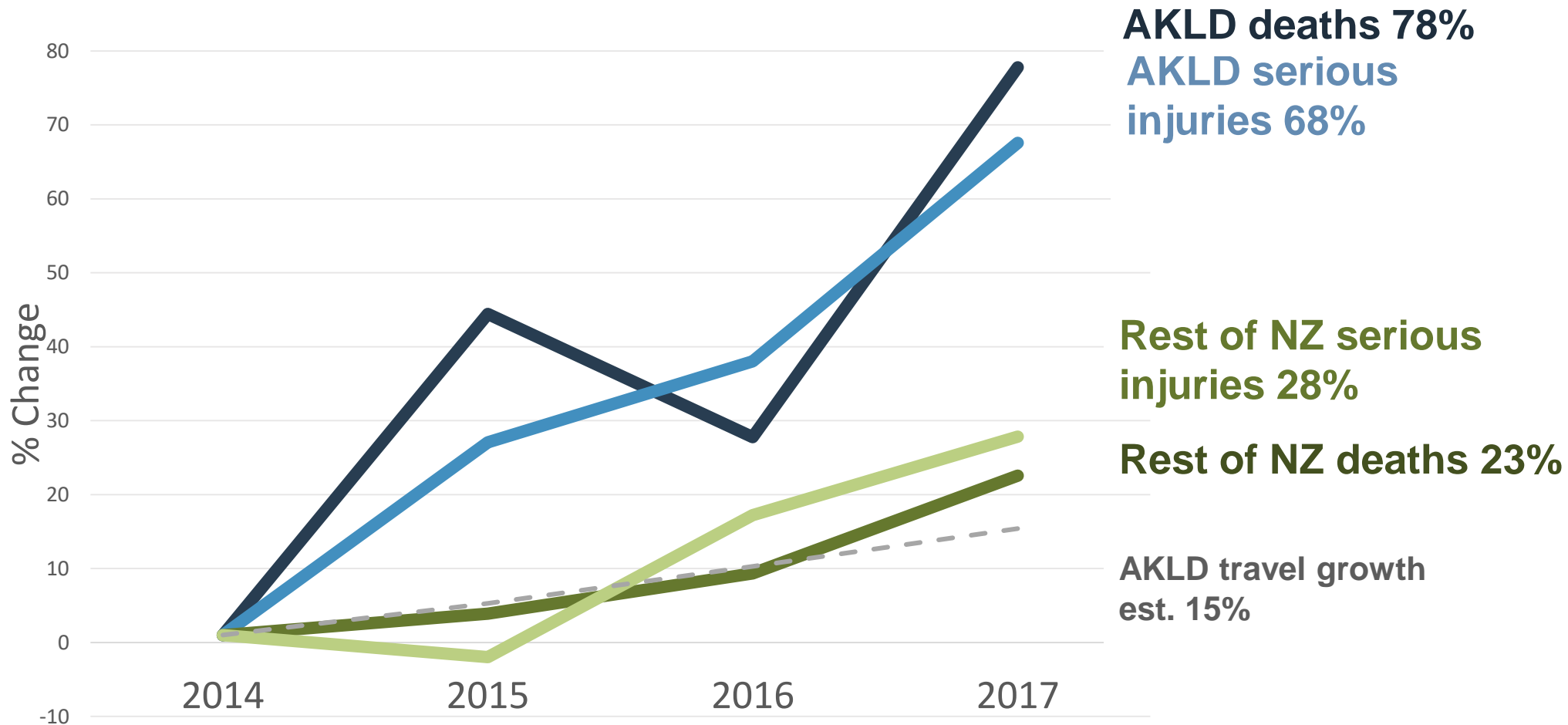
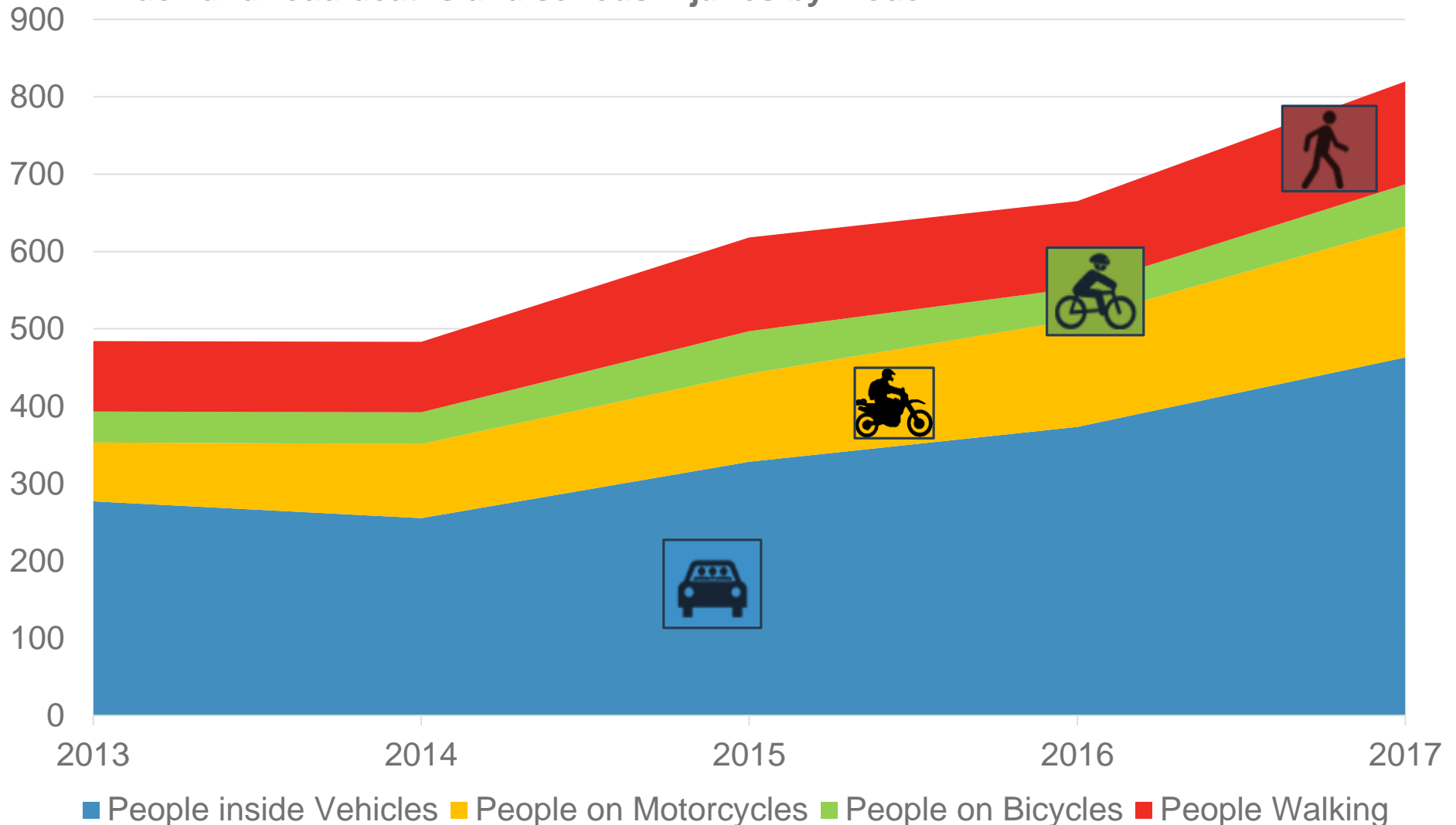


Auckland faces a road safety crisis



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



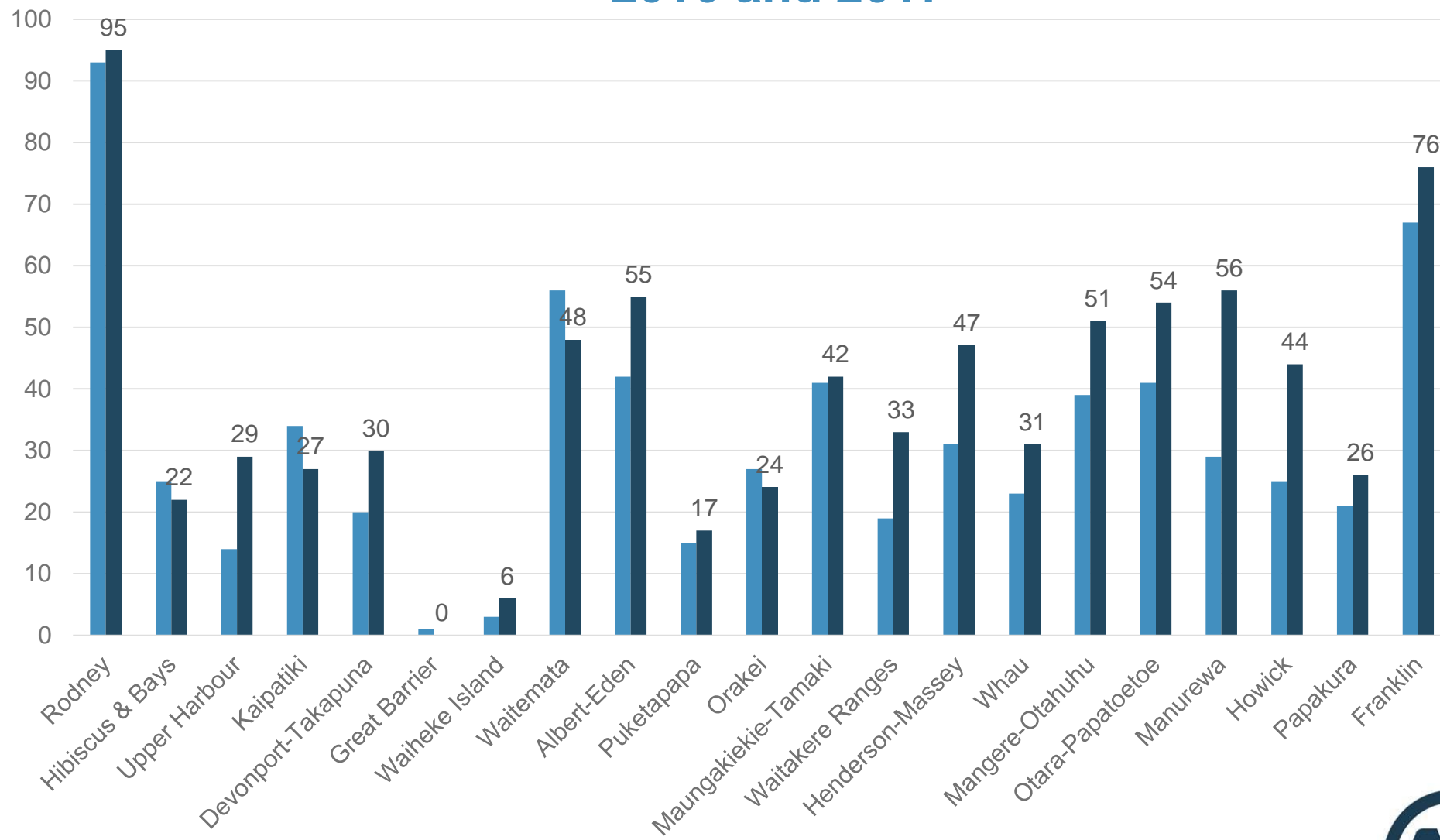
Safe System/Vision Zero a paradigm shift

	Traditional	Vision Zero/Safe System
What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human factors	Humans make mistakes 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.

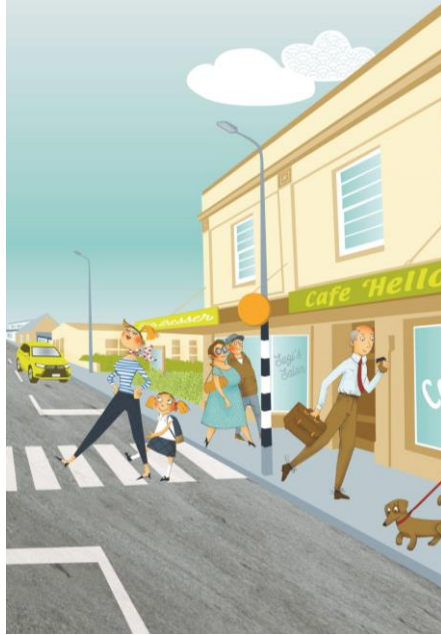
Local Board road deaths and serious injuries

2016 and 2017



■ 2016 DSI ■ 2017 DSI



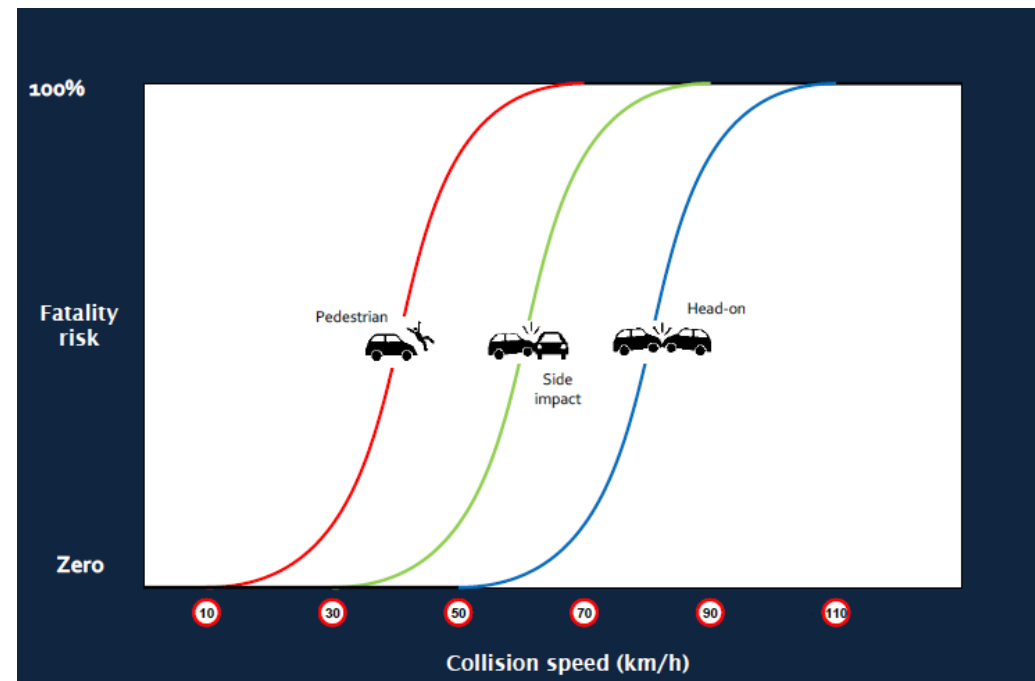
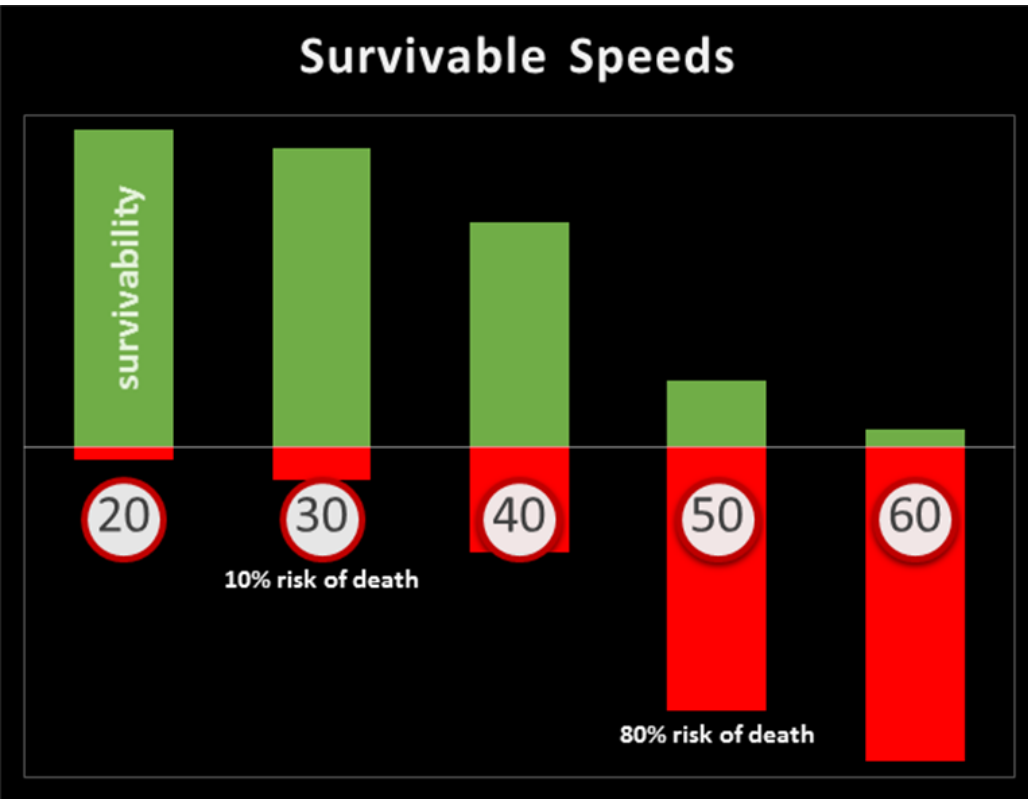


Speed influences whether someone lives or dies



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
High risk urban roads and intersections	\$8.8	\$15.35	\$30.1	\$54.25	5 high-risk intersections and 5 high-risk roads each year Safe access to public transport, pedestrian crossing upgrades and improvements, countdown timers, signal timing and phasing, urban motorcycle route safety improvements.
High risk rural roads and intersections	\$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.
Minor safety	\$14.5	\$14.5	\$14.5	\$43.5	30 low cost safety improvements each year.
Safer communities	\$5.5	\$5.5	\$5.5	\$16.5	3 communities each year.
Safety cameras	\$0.6	\$0.6	\$0.6	\$1.8	6 high-risk intersections each year.
Speed management	\$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.
Total	\$53.2	\$60.75	\$75.5	\$189.45	