

Proposed Safety Priority Programme

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Journey to date

- › Recognised 60% DSI on Local Roads
- › Put a case to Board: \$800M Programme - Oct 2017
- › New Government – Oct 2017
- › Draft Government Policy Statement - Jan 2018
- › What would an optimised safety programme look like?
- › Built one for Highways and one for Local Roads (desktop analysis)



Journey to date

- › Scale of investment/expectations clear:
 - › Government invest \$4.3 billion over the next 3yrs to reduce deaths and serious injuries
 - › Government spend \$1.3 billion in road policing and promotion of road safety – an increase of nearly \$200m
 - › \$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



Ministerial and local government expectations

- › Associate Minister Genter convened a local government safety forum in April 2018:
 - › Processes around how local government gains funding for safety interventions
 - › Leading national speed campaign and accelerating implementation of the Speed Management Guide
 - › Supporting councils with expertise and data to assist with decision making
- › GPS targets deaths and serious injuries through identification and treatment of high risk corridors through safety projects and/or speed management
- › And also recognised there are other issues they want to invest in.....

National Priority Programmes

1. Road Safety
2. Improving the effectiveness of public transport
3. Walking and cycling improvements
4. Improving network resilience
5. Regional improvements

How do we respond?

Safe Network programme

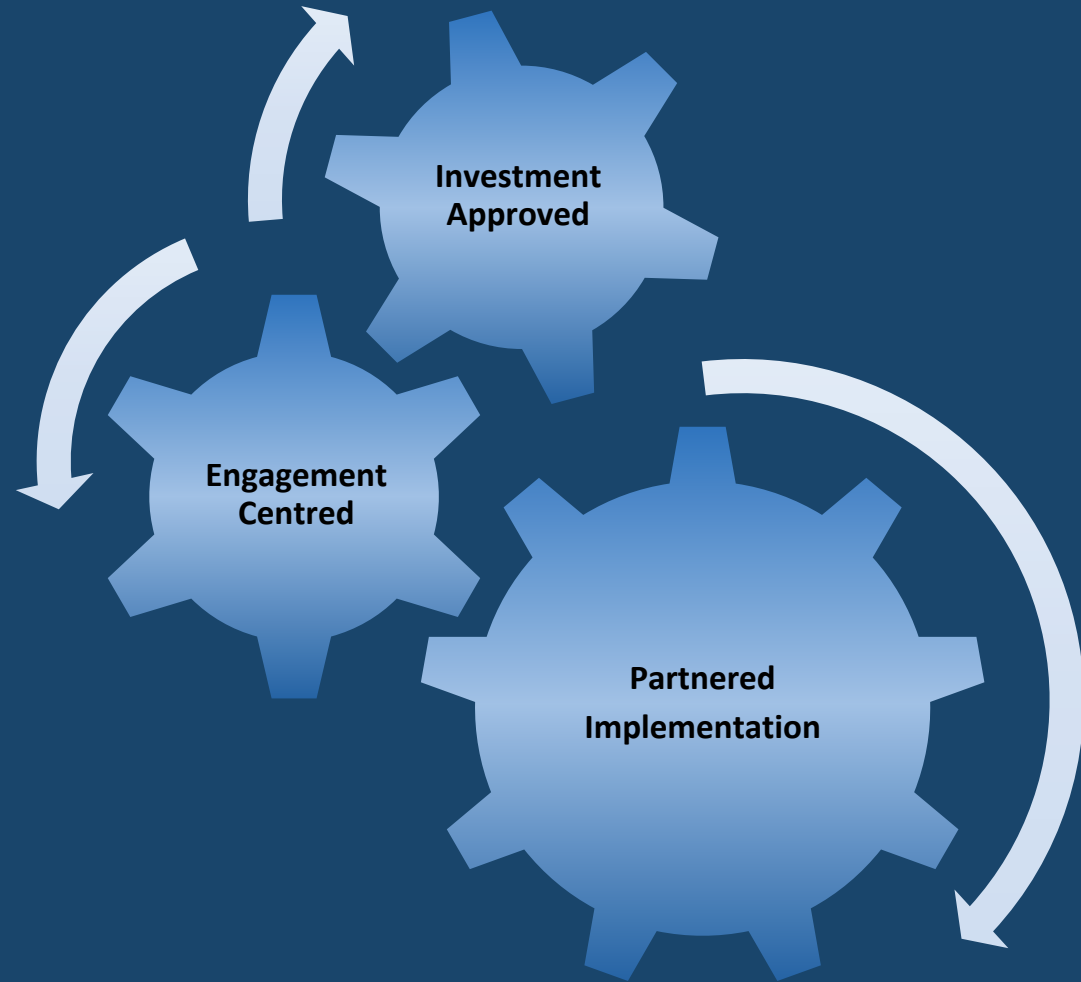
Improved process

- › Safe Network addresses high safety risks-evidence based
- › Identify additional activities
- › Steering group set up with LGNZ
- › Establish options to support councils
- › Identify and address any barriers to delivery
- › Consider existing policies and frameworks
- › Establish the best ways of working together



The Concept

To deliver **increased levels of safety** in our transport system through a range of safety investments, focused on **engagement** with partners; quicker approvals processes and **standard interventions** to expedite delivery.



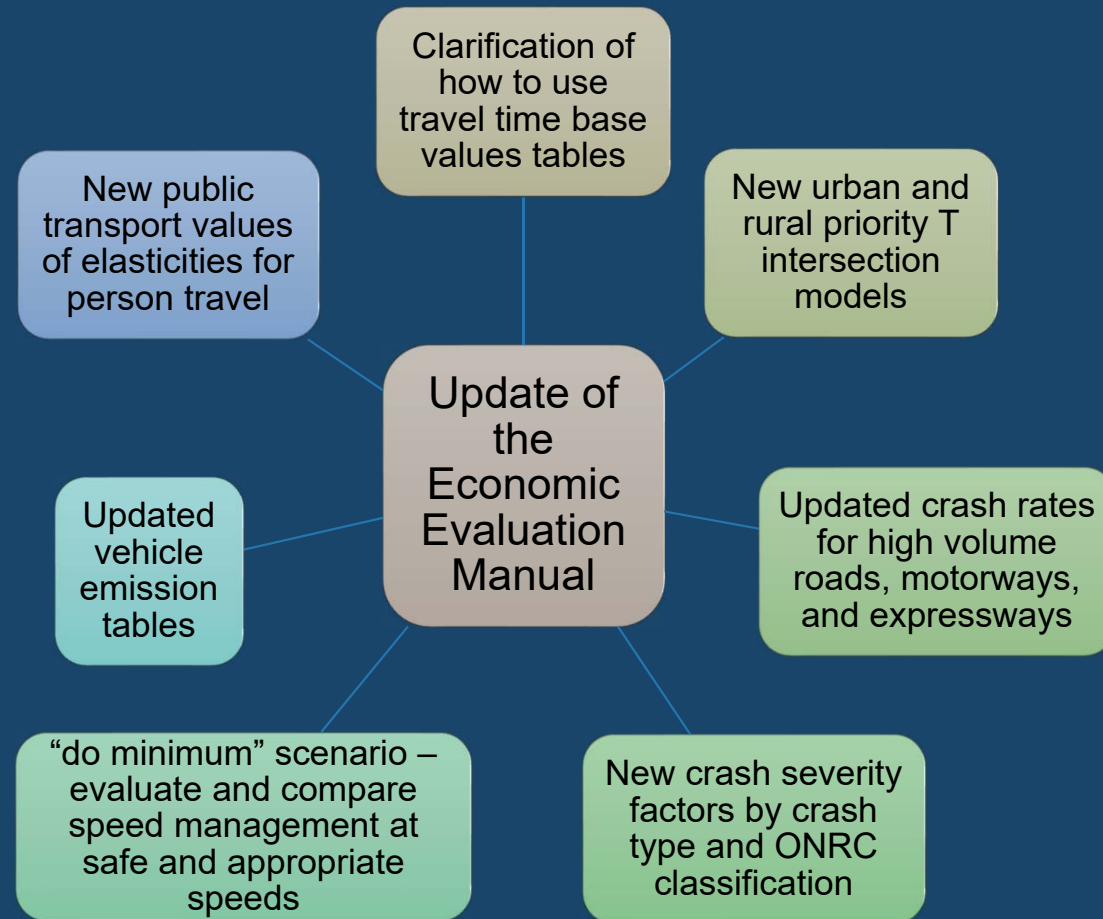
**So let's break
this down:**

- › In response to Summit, the Safe Network programme is based on
 - › Enhanced FAR,
 - › Streamlined investment pathway,
 - › Standard safety interventions, and
 - › Partnering and Engagement

Targeted enhanced FAR

- › Most activities on the local road network would have a High or Very High results alignment with the GPS and be eligible (TEFAR)
- › Local authorities will need to request that the TEFAR applies to those activities and criteria apply
- › Local authorities will be encouraged to apply their local share savings to the safety activities identified in the Safe Network programme that are not currently within the NLTP 2018-21

**Process
improvement
– what have
we done**



Process improvement – what have we done

Sector workshop identifying pain points in the investment decision making process

Online learning modules for the business case approach and the investment assessment framework

Created High and Very High results alignment for safety prioritisation in the NLTP

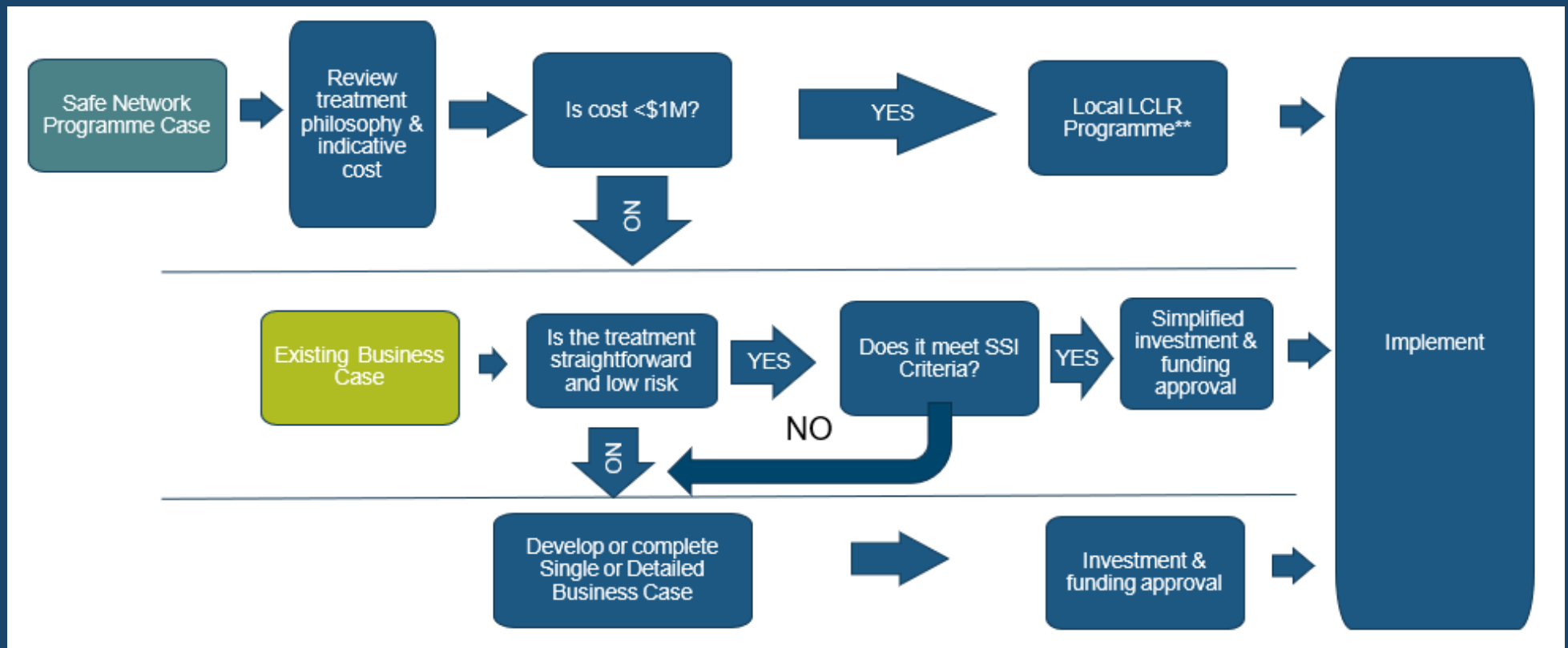
Low cost low risk programmes individual activity cap raised from \$300K to \$1m

Clarified programmes of activities must have BCR greater than one, but individual projects that contribute to the programme outcomes can have a BCR less than one

Targeted enhanced FARs on national priority programmes:

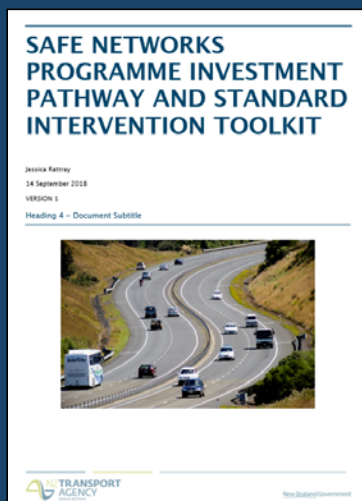
- Walking and cycling
- Public transport
- Safety
- Regional improvements

Proposed funding pathways for activities in Safe Network programme



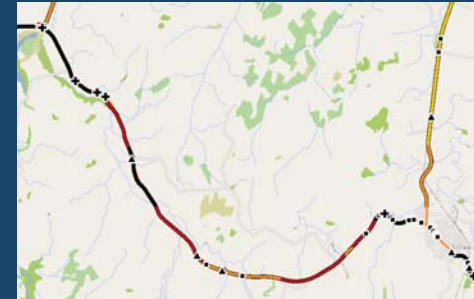
Standard Safety Interventions Toolkit

- › Toolkit is a ‘living’ document and will be updated regularly. Relevant to both state highway and local authority networks
- › Toolkit provides guidance for road practitioners including: road safety and transport engineers, asset managers, town planners, civil designers and community road safety officers



Case study – SH1 Piarere to Tirau

10 km corridor of SH1. Carries on average 10,278 vehicles per day.
7 people died and 10 people seriously injured between 2013 and 2017



Investment assurance principles

- ✓ Low Complexity
- ✓ ADDT more than 6,000
- ✓ Collective Risk Medium High or greater
- ✓ ONRC National or Regional



Standard safety interventions

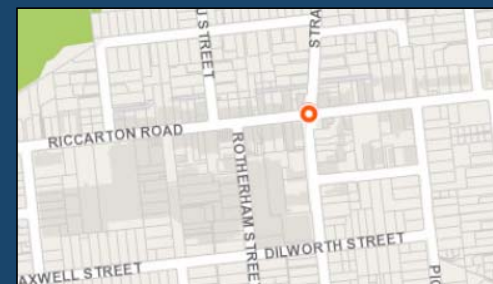
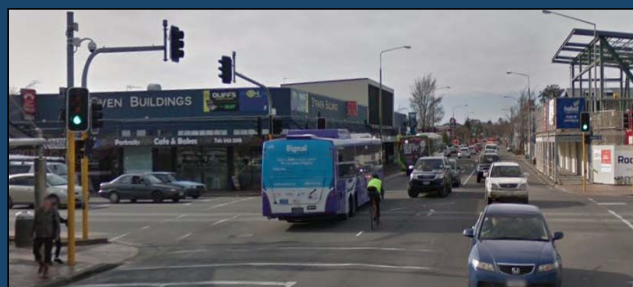
- › Median Barriers
\$1M - \$3M per km
- › Roadside Barriers at high risk locations
\$0.3M - \$1.8M per km
- › Shoulder Widening
\$0.2M - \$0.45M per site
- › Audio Tactile Pavement Markings (ATP)
\$0.01M per km



**Standard safety
intervention
investment
pathway**

Case study – Straven and Riccarton intersection

Urban signalised crossroads intersection that 29,000 and 7,750 vehicles on average intersect each day. 2 people seriously injured and 30 people minor injuries between 2013 and 2017



Investment assurance principles

- ✓ Low Complexity
- ✓ 3 or more G,H,J,K,L,N injury crash types



Standard safety interventions

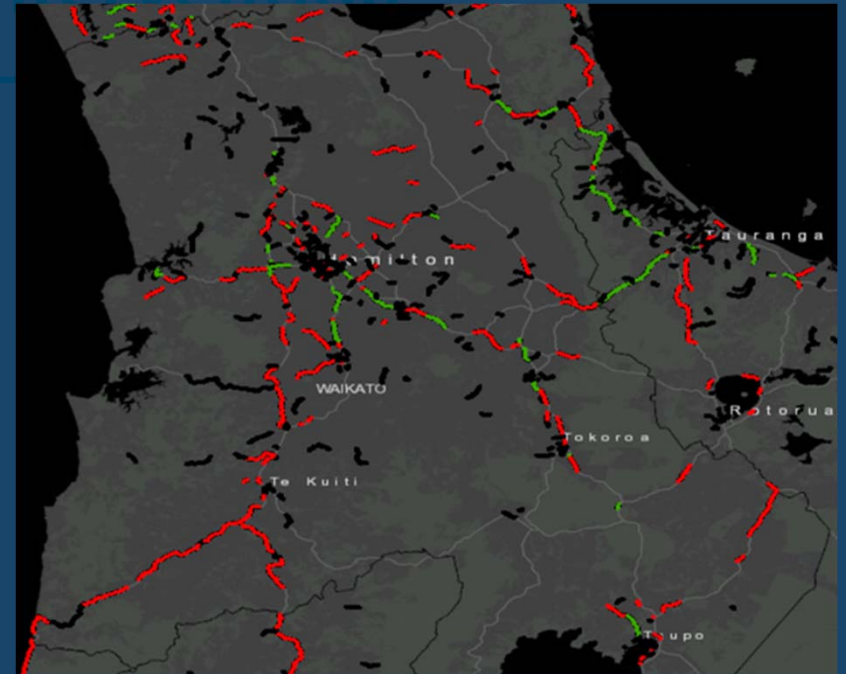
- › Signal Upgrade - Right Turn Filter
\$100,000 - \$300,000 per site



Standard safety intervention investment pathway

MegaMaps 2018 High Benefit Intervention

- › 9,750km of road network classified as Top 10%-
6,360km (65%) of this is SH, and 3,400km (35%) is
local road
- › High benefit interventions have also identified three
categories for responses:
 1. Engineer up – reflects the function
 2. Challenging conversations – engineer up or to
set appropriate speeds
 3. Self explaining – setting speed limit to current
journey speeds



Waikato top 10% benefit for
speed management intervention

**What have we
done?**

Partner Feedback

1. Raising the FAR and/or ring-fencing funding
2. Transport Agency to complete initial Business Case stages
3. Central government to lead road safety conversation
4. Provide more lessons learned and trends in safety statistics

Now the journey starts!