

# Safer Journeys

## Fact sheet



## What we will be doing 2011-2012

The Safer Journeys action plan sets out the actions we will take to improve road safety over 2011-2012. The plan takes a Safe System approach to road safety, looking at improvements across the whole road system so we can move toward safe roads and roadsides, safe speeds, safe vehicles and safe road use.

Within this approach we have identified focus areas. Improvement in these areas will take us towards ensuring New Zealanders have safer journeys on our roads.

### Develop and embed a Safe System approach

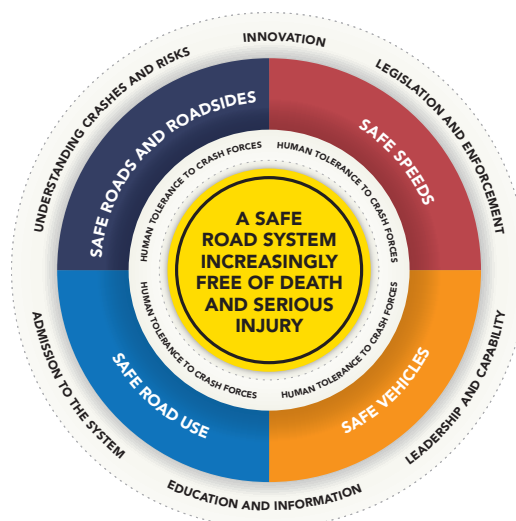
#### Focus areas

##### Embed the Safe System approach throughout New Zealand

Although work to re-align current road safety initiatives with a Safe System approach has already begun, there is a need for further effort. Work is also necessary to embed the Safe System approach at central and local government levels, as well as amongst non-government organisations and private sector companies. We want to ensure responsibility for road safety is shared between both road designers and road users.

##### Create a new road safety conversation

The Safe System approach is about changing how people think, talk and act in relation to road safety. Ultimately, we need to create an expectation among New Zealanders for a safe road system, and an environment where people call for road safety measures.



The Safe System

## Safe roads and roadsides

#### Focus areas

##### Targeting high-risk rural roads and high-risk urban intersections

Targeting high-risk rural roads and high-risk urban intersections will maximise the cost effectiveness of reducing deaths and serious injuries through Safe System solutions.

##### Progress Safe System demonstration projects

Show-casing the improvements that can be made using Safe System measures will demonstrate their effectiveness and encourage road-controlling authorities to adopt a Safe System approach.

##### Ensure that the Roads of National Significance are implemented with a four star KiwiRAP rating

Roads with a four star KiwiRAP rating provide a high degree of safety protection to users and therefore have fewer crashes resulting in deaths and serious injuries.

## Safe Speeds

### Focus areas

#### Public campaign to achieve acceptance of safe speeds

Public campaigns help people to understand why it is important to manage their speed safely and how they can do it.

#### Create speed limits that reflect a Safe System

Safety can be improved if we align operating speeds to match the standard of the existing network.

#### Increase the use of safety cameras

Safety cameras are a proven cost effective measure to improve road safety. Making more use of them will reduce mean speeds and free up Police resources so Police can concentrate on high-risk drivers.

## Safe Vehicles

### Focus areas

#### Increase public awareness and demand for safer light vehicles

Overseas experience shows that consumer awareness programmes, combined with vehicles standards, are the best way to increase the uptake of safer vehicles. Increasing consumer awareness of the benefits of buying a vehicle with the latest safety features also increases consumer demand for safer vehicles, as do direct incentives.

#### Consider regulatory interventions and education to improve restraint use

A high proportion of child deaths and serious injuries could be prevented by ensuring children are appropriately restrained when travelling in a vehicle.

#### Incentivise heavy vehicle fleet owners to be increasingly safety conscious

The operator rating system gives heavy vehicle operators safety ratings based on their safety performance. These ratings act as an incentive for heavy vehicle operators to be safety conscious.

## Safe Road Use

### Drug and alcohol

#### Focus areas

##### Implement regulatory interventions

There are a number of regulatory interventions for reducing the impact of drink driving that can be progressed. These include legislation to allow an alcohol interlock programme and zero legal alcohol limits for young drivers and repeat drink drivers. In addition, to inform the debate on adult drink drive limits, we will collect data relating to drivers with a blood alcohol concentration (BAC) between 0.05 and 0.08.

##### Targeted education and enforcement

There needs to be continued efforts to improve the effectiveness of enforcement combined with education to reduce alcohol and drug impaired driving. One particular focus will be assisting communities where alcohol or drug impaired driving is identified as a particular risk.

## Safe Road Use

### Young drivers

#### Focus areas

##### **Increase young driver education opportunities and uptake**

Many young New Zealanders do not have access to quality road safety education, either at school or through professional driver training. This needs to be addressed.

##### **Implement regulatory interventions**

Raising the driving age and making the restricted licence test more difficult is expected to result in drivers being more experienced and safer when they first drive solo.

##### **Targeted enforcement of young drivers**

Police will target young drivers for enforcement because they have a high crash rate.

### Motorcycles

#### Focus areas

##### **Implement regulatory changes and improve motorcycle training**

New licence requirements, strengthened practical tests and motorcycle-specific training will be introduced that reflect proven international best practice.

##### **Engage motorcyclists**

ACC has introduced a motorcycle safety levy to fund motorcycle safety initiatives.

##### **Implement safety treatments on high-risk motorcycle routes**

Examine roads on high-risk or popular motorcycling routes to determine the risks specific to motorcyclists, and then implement cost-effective solutions to reduce motorcycle crashes.

##### **Motorcycle focused enforcement**

Police will target enforcement at careless or deliberately unsafe motorcyclists because of the high crash rate.

### High Risk Drivers

#### Focus areas

##### **Enhance community-based programmes that target high-risk drivers**

Support effective community-based programmes that rehabilitate high-risk drivers.

##### **Implement regulatory interventions**

Introduce alcohol interlocks, which have proven to be effective in reducing repeat alcohol-impaired driving overseas. Increase penalties to deter high-risk drivers, and introduce a 'zero alcohol' licence for drivers who have more than one alcohol-impaired driving offence or have been subject to an alcohol interlock.

##### **Develop sector intelligence on high-risk drivers**

Develop sector intelligence and then use this knowledge for targeted enforcement, education and rehabilitation approaches.

There are strong links between initiatives in the speed and alcohol areas that will also help to target high-risk drivers.

## Safe Road Use

### Walking and Cycling

#### Focus areas

##### Education and training

Encouraging motorists, pedestrians and cyclists to share the road safely and improve their knowledge and skills. Increase motorist awareness of cyclists and pedestrians.

##### Support central, regional and non-government initiatives

The government will continue to support a range of central, regional and non-government initiatives that aim to reduce the crash risk of cyclists.

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### Fatigue

#### Focus areas

##### Educate users about fatigue and distraction

Many people are unaware of the risks of distraction and fatigue and the ways those risks can be reduced. Improving education will help drivers to make safer choices.

##### Improve crash information on fatigue and distraction

Fatigue and distraction appear to be under-reported in the Crash Analysis System. Improving the data will improve our understanding of the problem and possible solutions.

##### Improve roading infrastructure

Fatigue crashes can be reduced by implementing known road engineering measures that reduce the number and/or severity of crashes involving fatigued drivers.

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