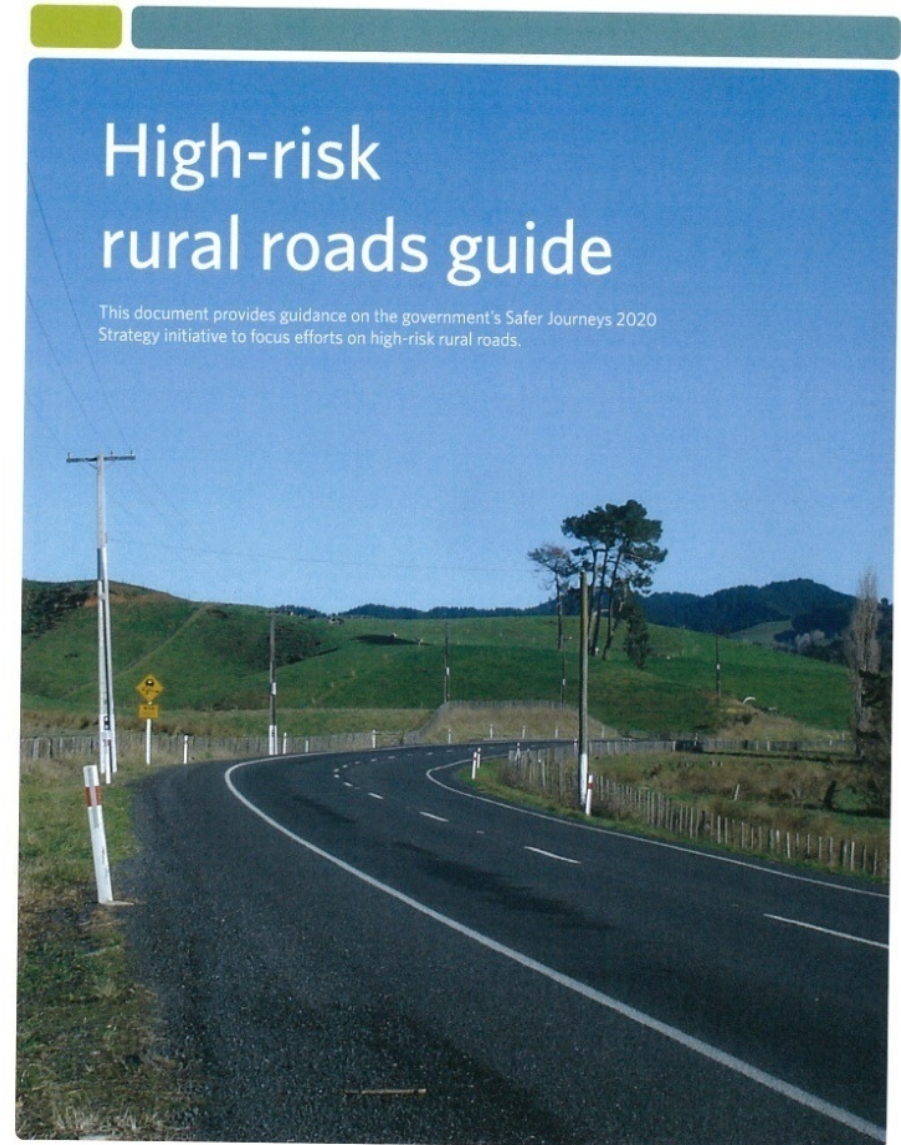
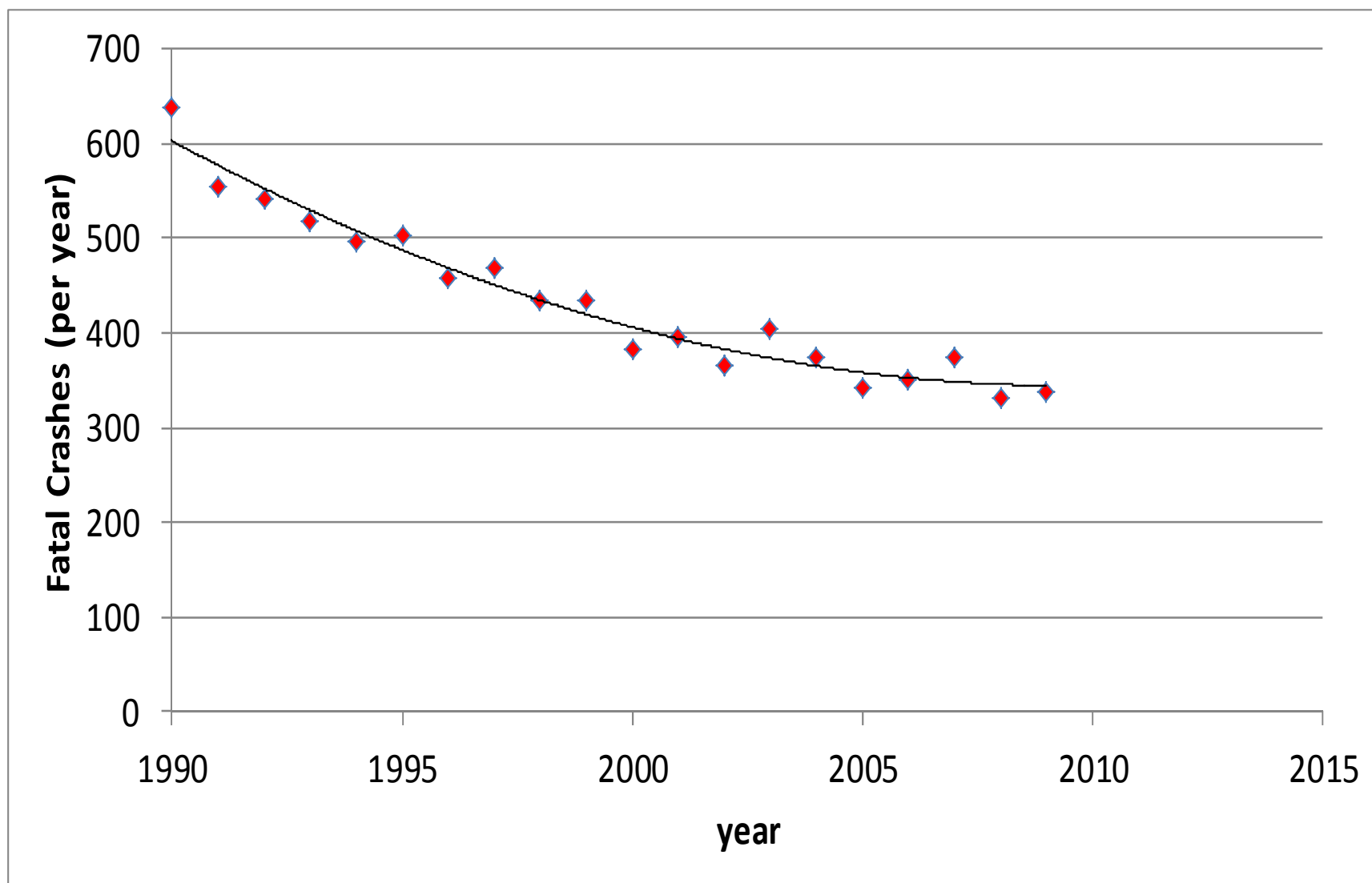

Promoting cost effective road safety improvement strategies for rural roads

Fergus Tate
National Manager Traffic and Safety
Highways and Network Operations
New Zealand Transport Agency



Approach to Road Safety







Safer Journeys

Governments Roads Strategies to 2020
Released in 2010

Vision: *A safe road system increasingly
free of death and serious injury*

Promoting *Safe System*

Collective Risk – Waikato/Bay of Plenty

*Average annual fatal and
serious injury crashes
per km*

Density of crashes

Of most interest to road
controlling authority

Highlights where greatest
gains from road safety
investment can be made



Personal Risk – Waikato/Bay of Plenty

Average annual fatal and serious injury crashes per 100 million vehicle-km

Includes traffic volumes

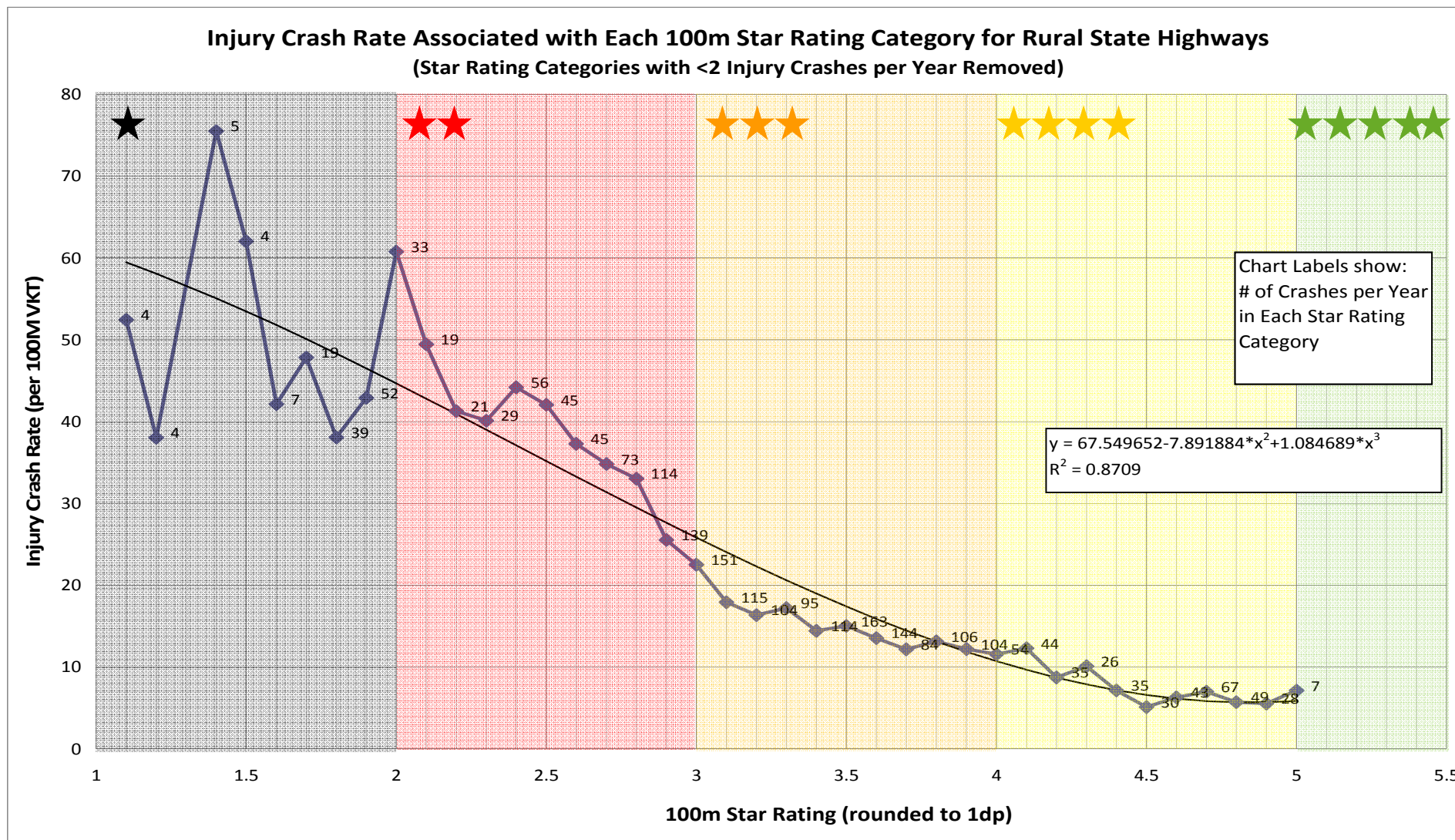
Exposure to the individual

Likelihood of being involved in a fatal or serious crash on road

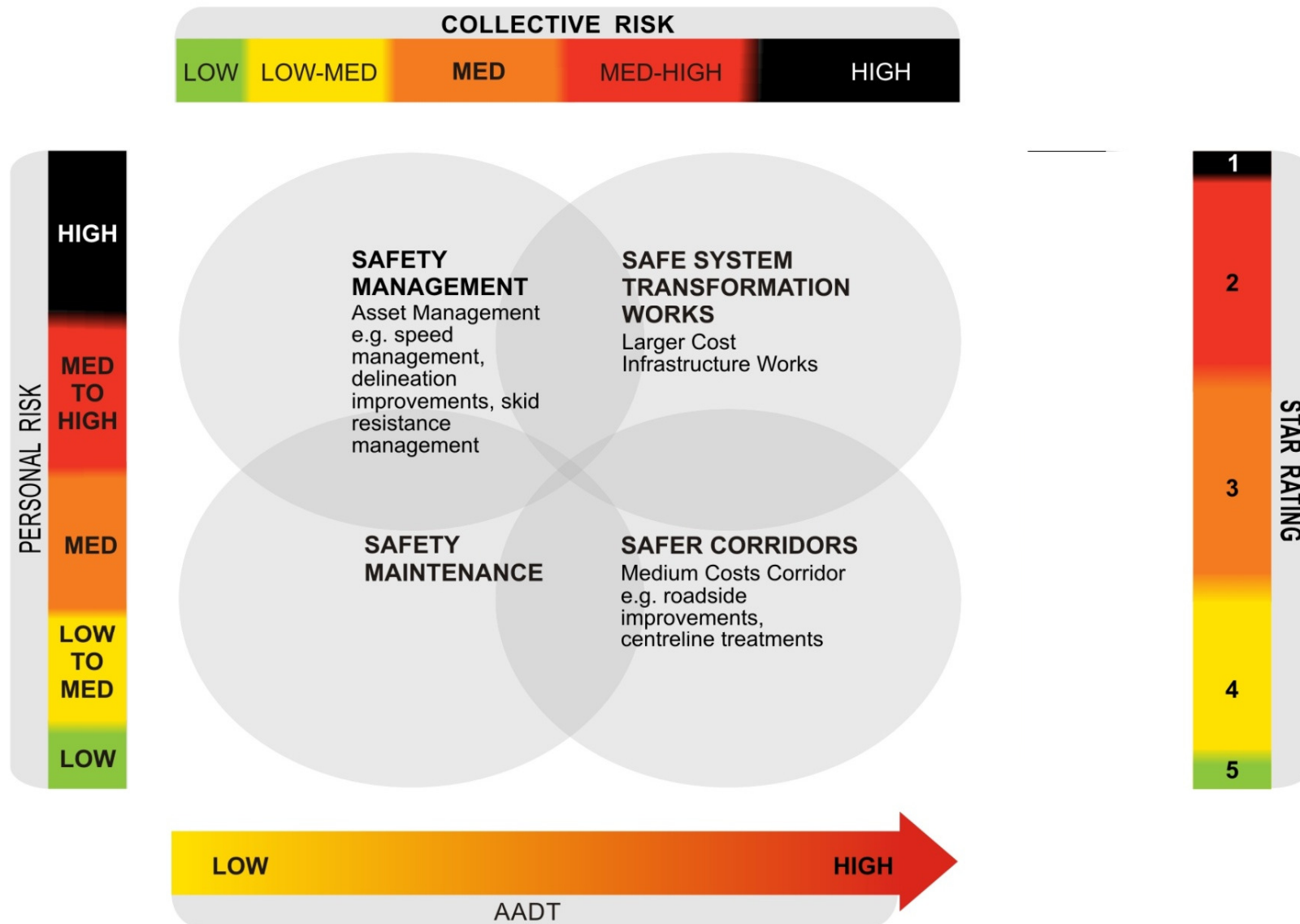
Potential for improvement



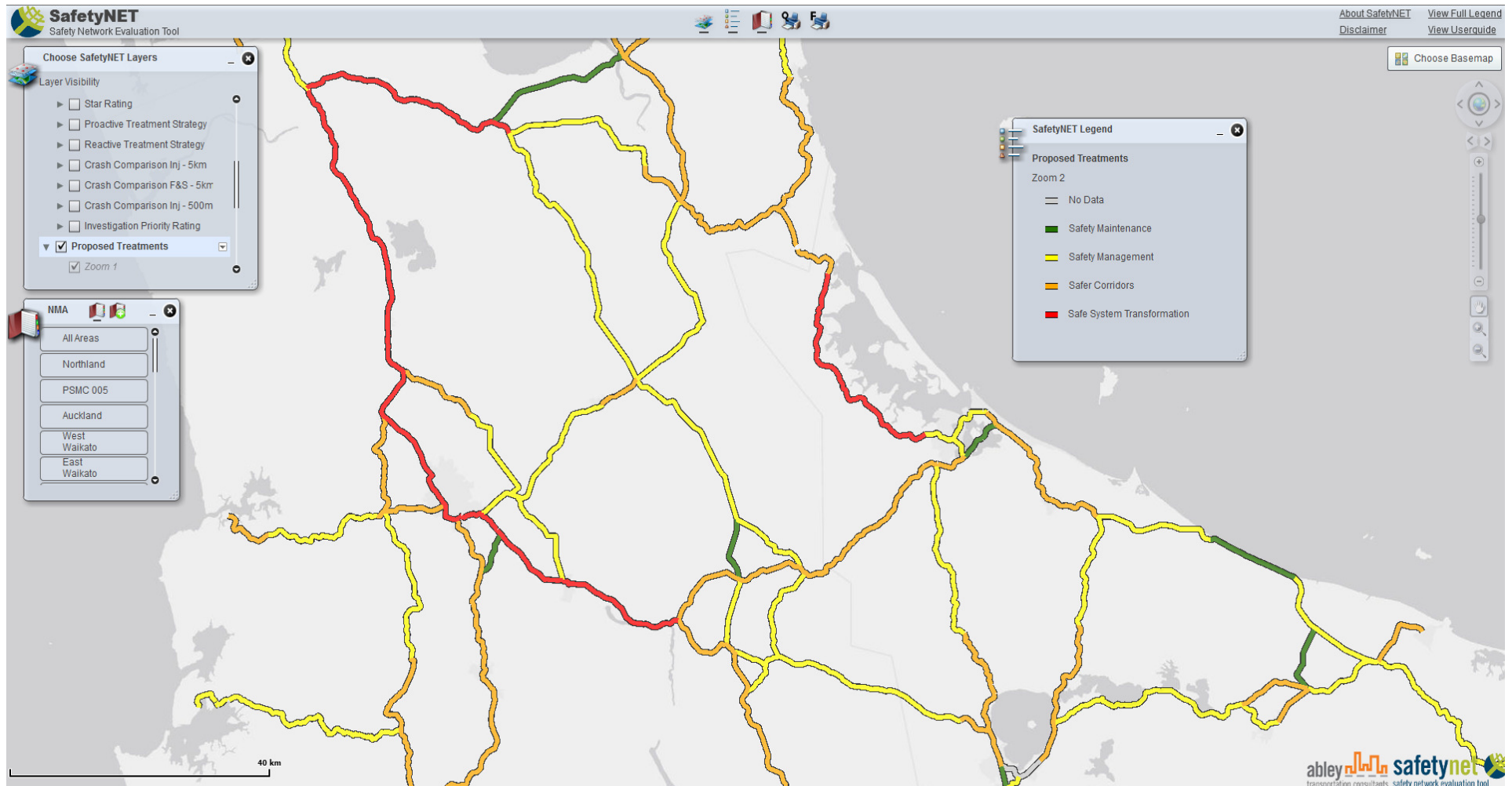
KiwiRAP Star Rating / Crash Rate Relationship based on 100m segments



HRRRG: Treatment Philosophy



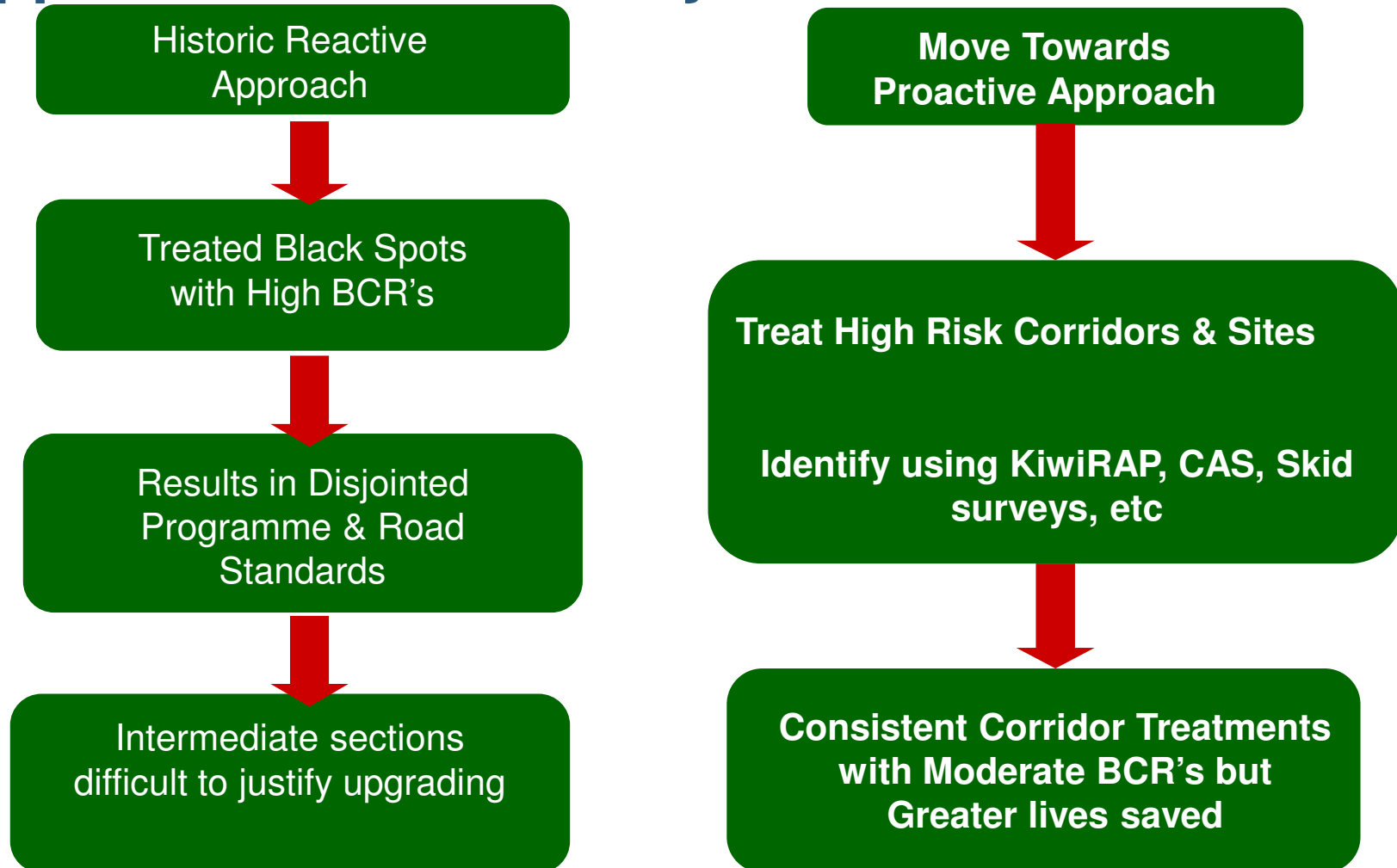
SafetyNET



Treatment

Key crash type	Safe System Transformation treatments	Safe Corridor treatments	Safety Management treatments
Head-on	<ul style="list-style-type: none"> Median barriers (solid/semi-rigid and flexible) Safe System speeds 	<ul style="list-style-type: none"> Marked median treatments ATP markings Improved delineation (signs and markings) Active signs Harm reduction speeds 	<ul style="list-style-type: none"> Increased intervention levels Skid resistance Hazard removal
Run-off-road	<ul style="list-style-type: none"> Roadside barriers Clear zones Safe System speeds 	<ul style="list-style-type: none"> Wider shoulders ATP markings Improved delineation Harm reduction speeds 	<ul style="list-style-type: none"> Increased intervention levels Skid resistance Planting policies Hazard removal
Intersections	<ul style="list-style-type: none"> Grade-separated interchanges or overpasses Roundabouts Safe System speeds 	<ul style="list-style-type: none"> Wider shoulders and separated turning facilities Improved delineation Active signs Harm reduction speeds 	<ul style="list-style-type: none"> Intervention levels Skid resistance Improved sight visibility through various treatment
Vulnerable road users	<ul style="list-style-type: none"> Separated off-road facilities Safe System speeds 	<ul style="list-style-type: none"> Wider shoulders Improved delineation Active signs Harm reduction speeds 	<ul style="list-style-type: none"> Improved sight visibility reduce pinch points maintain consistent shoulder width and surface quality

Approach to Road Safety



Thank you

End