

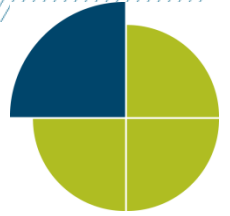


CYCLING ACTION WAIKATO

Overview and Discussion

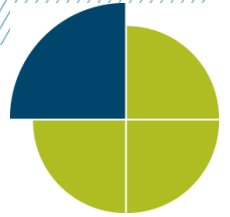
2 August 2016

Who and Where?



- The Alliance is made up of the Transport Agency, Beca, Bloxam Burnett and Olliver (BBO), Northern Civil Consulting (NCC) and Corben Consulting.
- Centralised Hamilton-based business case and programme management.
- Centralised Hamilton-based safe system toolkit development and solution selection.
- **Regional project development and delivery** (reflecting the Transport Agency's regional business units in Auckland, Hamilton, Wellington and Christchurch)

What we do



- Our purpose is to **Save Lives and Reduce Serious Injuries** by making roads safe as part of a safe system.
- Projects based on National Programme Business Case; Safer Journeys, Safer Roads and Roadsides (2014)
- We will also improve safety rating (KiwiRAP) of highways.

(KiwiRAP = Kiwi Road Assessment Programme, measures 18 attributes of the road, every 100 metres)

Safe System approach



- Inspired by Sweden's highly successful Vision Zero
- Acknowledges that people can make mistakes that lead to crashes, and shouldn't have to die or be seriously injured.
- Places the core responsibility for crashes on the strength of the overall system.
- A similar approach has been successfully rolled out in Australia, Netherlands, England, Norway.
- Long term, the safe system aims to eliminate all road deaths and serious injuries, acknowledging crashes will still happen.
- Recognises that people are vulnerable.

Safe System

The Safe System has four key elements working together:



Safe Roads and Roadsides contribute by providing a predictable and forgiving road environment, using designs that encourage appropriate behaviour and speeds right for the road.

(Drivers must still be alert and compliant with the system.)

A change in how we do things



Old approach	Safe system approach
Target all crashes	Target deaths and serious injuries to people
Reactive to crashes	Proactively predict and treat risk
Rely on compliant users	It inevitable that people make mistakes.
Driver / rider responsibility	Shared responsibility between road users, planners, engineers, politicians, utilities, etc.
Isolated activities	New partnerships and cross-sector solutions

We need safer roads that are more forgiving



An example

Driver fatigue caused the crash

The horizontal fence rail caused the death

The road and roadside didn't help avoid the death

The vehicle didn't protect the occupants



SYSTEM FAILURE

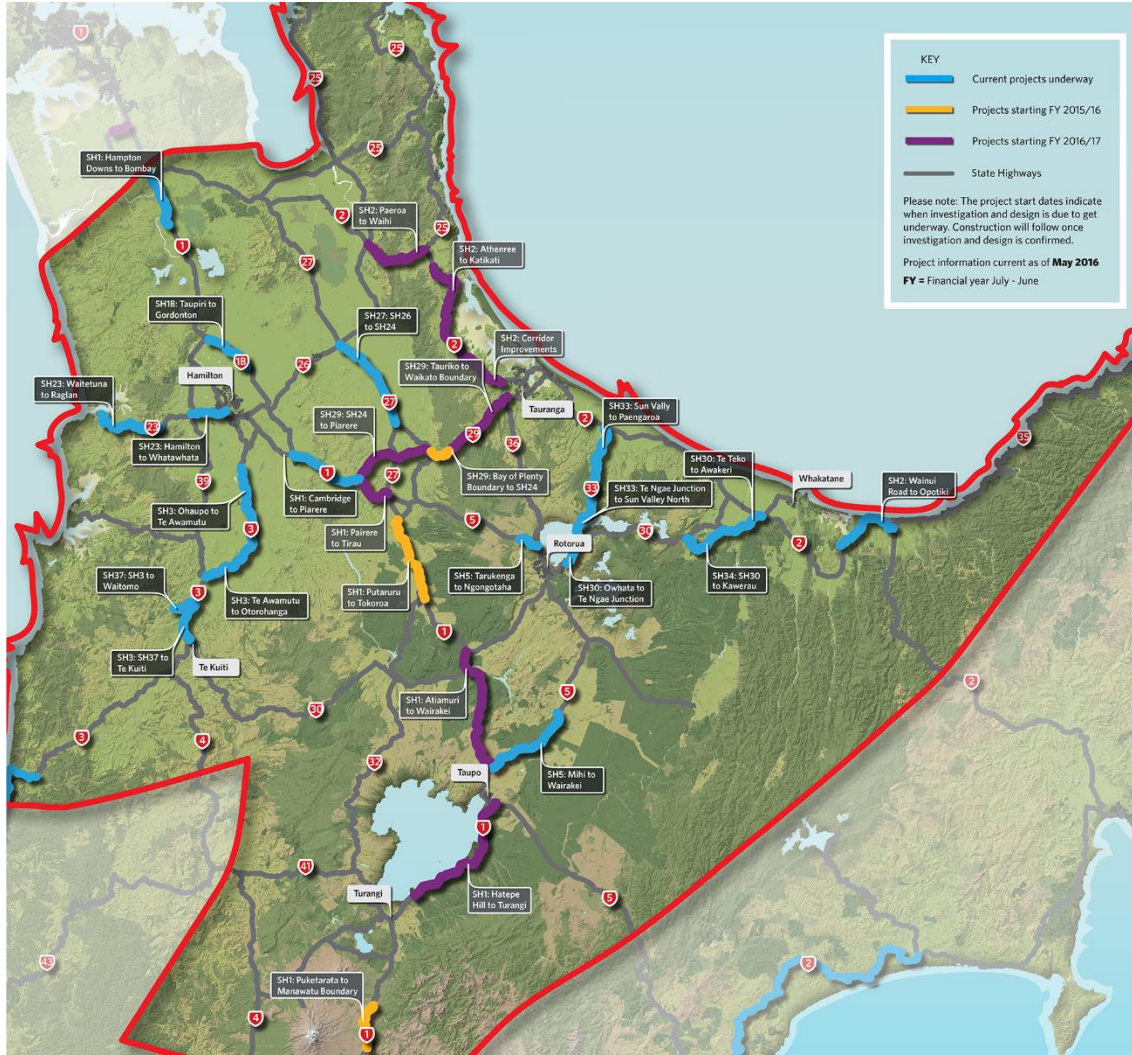


Waikato Context



- Waikato/Bay of Plenty has highest rate of Deaths and Serious Injuries due to amount of travel on KiwiRAP 2 star and low 3 star roads.
- Waikato/Bay of Plenty has greatest number of head on fatalities; twice that of any other region.
- 11 current safety corridor improvement projects in Waikato (\$100m per year nationally by the Alliance)
- Two projects under construction:
 - SH37 to Waitomo
 - SH1B Taupiri to Gordonton

Waikato Programme



How are we accommodating cyclists on Rural State Highways.



- Listen, Experience and Understand
- Typical Treatments being considered:
 - Improved Shoulder Widths
 - Better Delineation of traffic flows
 - Rumble Strip Road Markings
 - Safe Stopping Areas
 - Intersection Improvements
 - Shoulder surfacing and maintenance

Median and / or Side Barriers



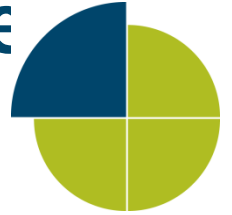
Improved Shoulder Widths / Overall Road Cross-section



Improved Delineation, Rumble Strip Road Marking, Widened Centre-lines



How should we better accommodate Cyclists ?



What is your experience cycling on a Rural State Highway?

What can we do to improve your safety in this context?

Key Message

