

The Safe System Approach: Frequently Asked Questions

What is the goal of the Safe System approach?

It aims to significantly reduce the likelihood of crashes occurring and to minimise the consequences of crashes when they do. This requires a focus on reducing the highest risk crash types: head-on, run-off road, intersection crashes, and crashes involving pedestrians and cyclists. Mistakes are inevitable but deaths and serious injuries are not.

Whose idea was the Safe System approach?

It is part of a Government strategy called *Safer Journeys*. Along with our partners, the Police, ACC, Ministry of Transport and Local Government New Zealand, the NZ Transport Agency is embedding the Safe System approach into road safety activities.

What does the Safe System approach strive for?

- Roads and roadsides that are more predictable and forgiving of mistakes
- Speeds that suit the function and level of safety of the road, and the road users understand and comply with speed limits and drive to the conditions
- Safer vehicles which help prevent crashes and protect road users from crash forces
- Skilled and competent, alert and unimpaired drivers, who comply with road rules, choose safer vehicles, take steps to improve safety and demand safety improvements.

How does the Transport Agency make roads like SH2 safer?

Managing speed to safe levels is crucial to reducing deaths and serious injuries because the results of all crashes are strongly influenced by impact speed. Sections of SH2 between Tauranga and Waihi have a speed limit of 90km/h, recognising that it is currently not safe to travel 100km/h along these sections of state highway. Road widening, land separation and central median barriers all help prevent head-on collisions. There are several ways to limit the number and seriousness of run-off road crashes. Improvements around access (driveways and intersections) have also proven to reduce crashes.

Does the Safe System approach just shift the blame from road users?

No, the Safe System approach doesn't take the road user out of the picture or diminish their responsibilities. Instead of laying the majority of blame on the road user, it recognises the need for all system designers and system users to share responsibility for what happens when a crash occurs..

How can I have a say on the Safe System plan for SH2?

As the options are developed the project team will seek input from the people who live, work and travel along SH2. A community open day is planned for later this year to provide the opportunity to find out more and give feedback on the proposed solutions to make SH2 a safer state highway.