

## High-risk intersections guide (HRIG) Frequently asked questions

### 1. What is a high-risk intersection?

A high-risk intersection is an intersection where there is higher than usual risk that people will die or be seriously injured.

### 2. Why is the guide important?

In 2010 the government released the road safety strategy *Safer Journeys*, which highlights the need for a stronger focus on high-risk intersections. The 2013-15 safer journeys action plan states:

*We will use the High-risk intersection guide to identify and target the 100 highest-risk intersections to address by 2020. A programme will be developed to improve at least 20 intersections in the course of this plan. Improving urban intersections will benefit pedestrians and cyclists. Planning will also commence for accelerated improvements during the 2015-18 National Land Transport Programme, using the Safe System interventions from the guide.*

### 3. What is the purpose of the High-risk intersections guide?

The guide has been developed to assist road controlling authorities (RCAs) in targeting intersection safety improvements to the highest risk intersections, and providing a nationally consistent application of proven countermeasures.

RCAs can use the guide to identify their high-risk intersections and then to prioritise them by examining the crash histories and site characteristics to identify risk factors for which there are effective countermeasures. The results may be useful when developing the safety activities in the National Land Transport Programme.

### 4. What is the Safe System approach to road safety?

The *Safer Journeys* road safety strategy introduces the Safe System approach that represents a fundamental shift in the way we think about, and act upon, road safety. People make mistakes and, although some crashes are inevitable, if crashes occur in a 'safe system' they are less likely to result in death and serious injury. It aims to limit crash forces to those able to be sustained by the human body.

In the Safe System approach, road designers and users share the responsibility of a system to protect road users from death and serious injury by working across all elements of the safe system, safe road use, safer vehicles, safer speeds and safer roads and roadside.

## **5. How did you develop the guide?**

The guide was prepared by the NZ Transport Agency, assisted by a number of people outside the Transport Agency, including road safety engineers from several road controlling authorities. They have all made valuable suggestions. A draft guide was issued for consultation and trial use in April 2012. The experience with its use and the excellent suggestions from many parts of the road safety community have resulted in better guidance.

## **6. Who is this guide for?**

The principles presented in the guide are relevant to both state highway and territorial local authority road networks. The guide is intended to provide guidance to RCAs, state highway and local roads engineers, planners and funders. It may also be useful to other industry practitioners, developers and private landowners when they would like to identify road safety risks and develop appropriate risk-reducing measures.

## **7. How will the guide be used by RCAs?**

The guide can help RCAs to manage the safety of their road networks by providing:

- details of a Safe System approach to intersection safety
- identification of key crash issues at intersections
- tools to help identify and analyse likely high risk intersections
- a range of countermeasures for key crash types occurring at intersections, to help develop best-value remedial treatments
- guidance for developing, prioritising and funding road safety infrastructure and intersection speed management programmes
- references to further tools and resources to evaluate implemented countermeasures.

## **8. What about safer road use and safer vehicles?**

The guide has primarily been designed to give effect to Safer Journeys actions for; roads and roadsides, and speed management.

Roads and roadsides and speed can have a significant influence on road user behaviour and result in safer road use. However in accordance with the Safe System approach, RCAs or anyone working in road safety should also consider initiatives in road use and vehicles and how these may inter-relate to the roads and speed elements. Over time the guide may be expanded to incorporate more data on road use and vehicles.

## **9. Will there be industry training about High Risk intersections?**

One of the common themes in feedback on the draft was the need for industry training. While the guide should be reasonably self explanatory, presentations will be given at industry conferences, and workshops will be run throughout the country. These will involve a short high level overview for those who need to be aware of what is in the guide and detailed hands on workshops for those who are directly responsible for identifying, investigating and designing solutions at intersections.