

Keynote address

What if transport was an urgent public health matter?

Professor Alistair Woodward, Professor of Epidemiology and Biostatistics, University of Auckland



With acknowledgements to

Kirsty Wild

Michael Hale

Caroline Shaw

Murray King

- People should not be killed or seriously injured while using the transport network for everyday activities***
- Reversing New Zealand's current trauma trends requires a transport system that is designed for people, and one that considers their safety as the top priority.***

GPS 2018-2022

- We aim to put people and place, rather than vehicles and networks, at the centre of our decision-making***
- Our position is that it is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system***
- We will embed the Safe System approach in our decision-making and in our standards***

NZTA Statement of Intent

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- *Reversing New Zealand's current trauma trends requires a transport system that is designed for people, and one that considers their **safety as the top priority**.*

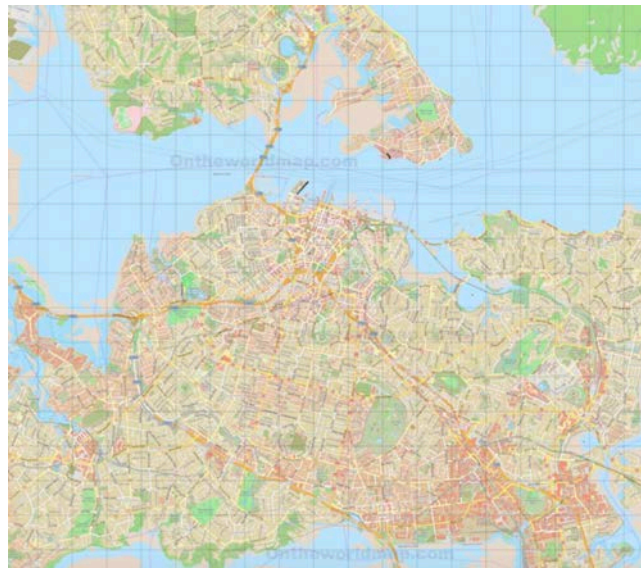
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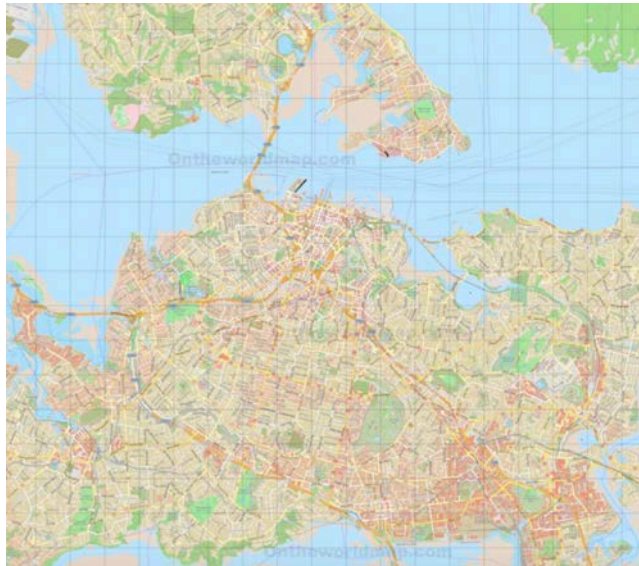
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St Heliers

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Auckland Transport pulls out of St Heliers meeting amid safety fears from over 60s crowd

Laine Moger · 19:56, Apr 16 2019



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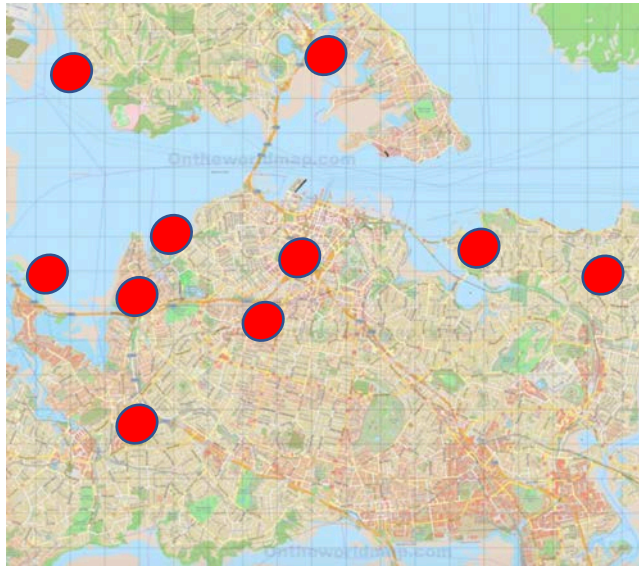
Nearly 600 members of the St Heliers community were expecting to address, with an Auckland Transport employee, concerns they had around a controversial proposals for road safety changes in the area, at a meeting on Monday.

But Auckland Transport's chief executive declined the invite to speak, citing a "hostile" group and saying he had "a duty of care to the wellbeing" to his employees.

Auckland Transport wants to make the changes - which include reducing the speed limit from 50 kph to 30kph and adding 13 new crossings, which will take away 40 car parks - in St Heliers and Mission Bay as part of a city-wide road safety initiative.



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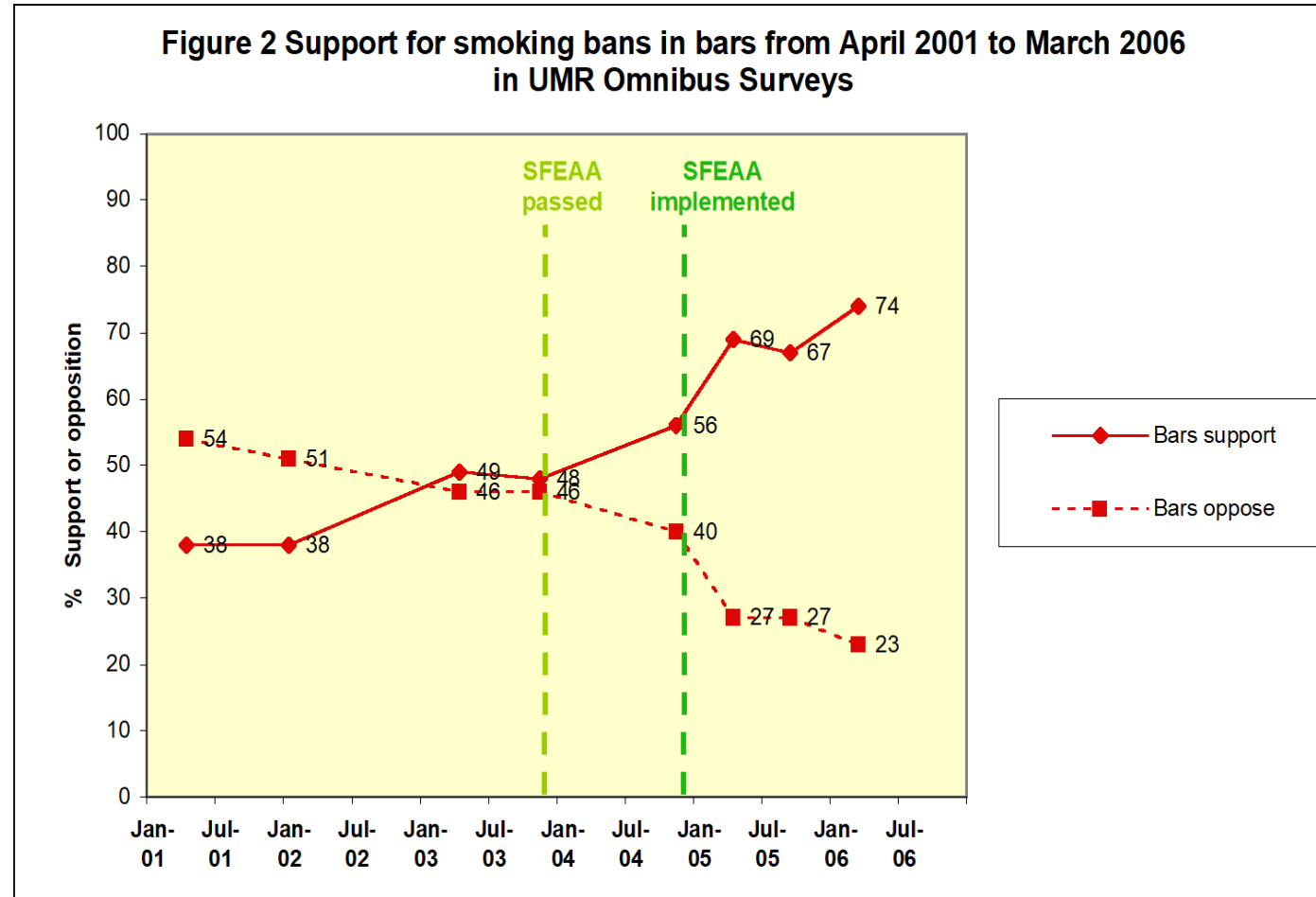
Consultation



Smoke-free
Environments Act



Implementation



The Smoke-Free Environments Act was not poll-driven

Health and safety on the road – parallels with health and safety in the workplace?

Those who make the risk own the risk; those who own the risk pay for failure

Risk management must be proportionate

But if the outcomes are severe, unlikely that cost would justify failing to implement available and suitable control measures

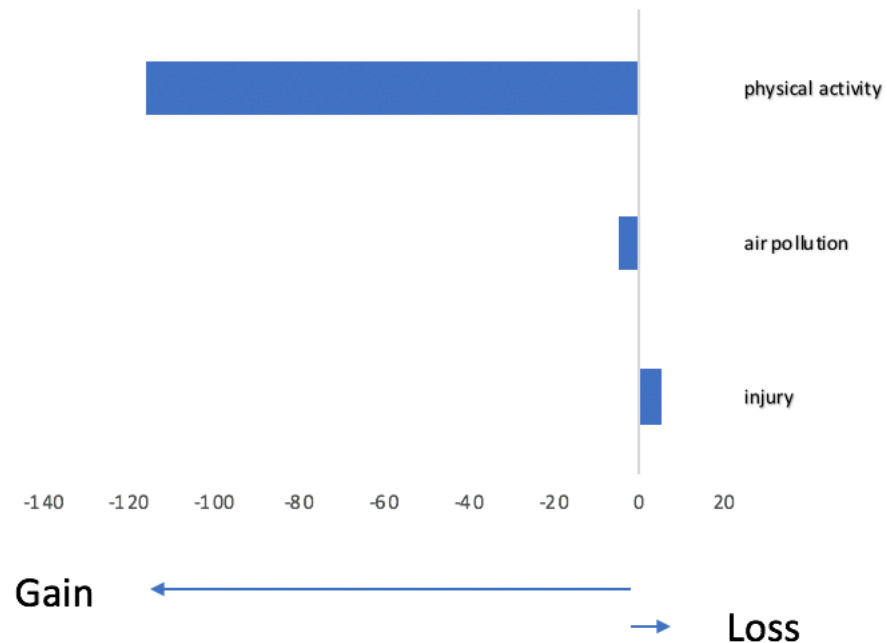
Hierarchy of control measures: eliminate/substitute/isolate/behavior change

Health and safety – not safety alone



Workplace deaths
About 60 per year from injuries
600-900 from work-related
illness

Deaths per year due to shifting 5% of short car trips to bikes



Workplace deaths
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600-900 from work-related illness

Road transport deaths
About 350 per year from injuries
? from road-related illness

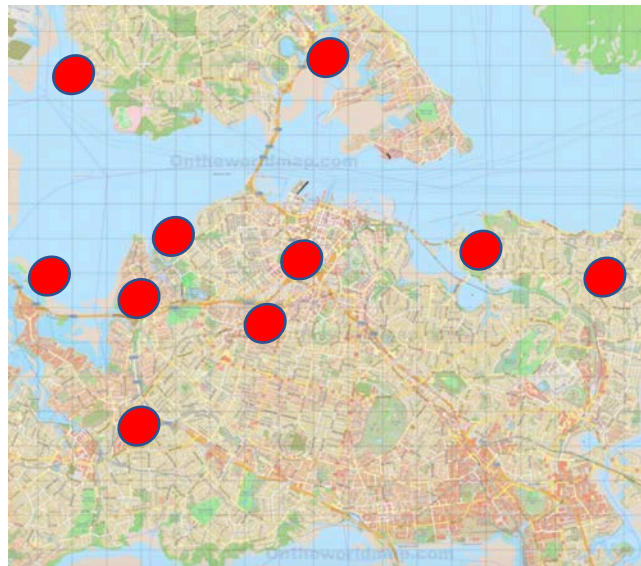
Hydrofluorosilicic Acid HFA



Similar but different



Land transport is indeed an urgent public health matter but frequently it is not treated this way



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When we board an aeroplane, we expect that those responsible, the airline and the aviation authorities, have taken responsibility for our journeys, and that the system is safe and works for everyone. When we go to work, our health and safety laws places clear expectations and responsibilities on our employers to ensure that everyone who goes to work comes home healthy and safe. In the same way, we should expect our road system to be designed for people, travelling in different ways, instead of blaming people for failing to survive in the system we have designed.

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Alistair Woodward
University of Auckland