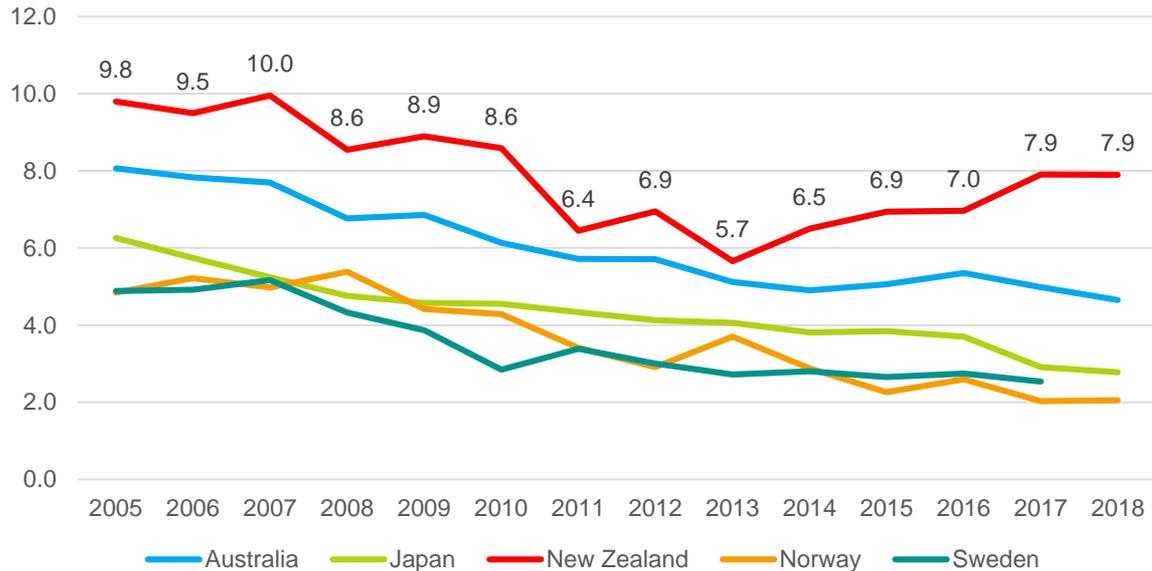


# A New Road Safety Strategy for New Zealand



# How NZ compares internationally

## Road deaths per 100,000 population

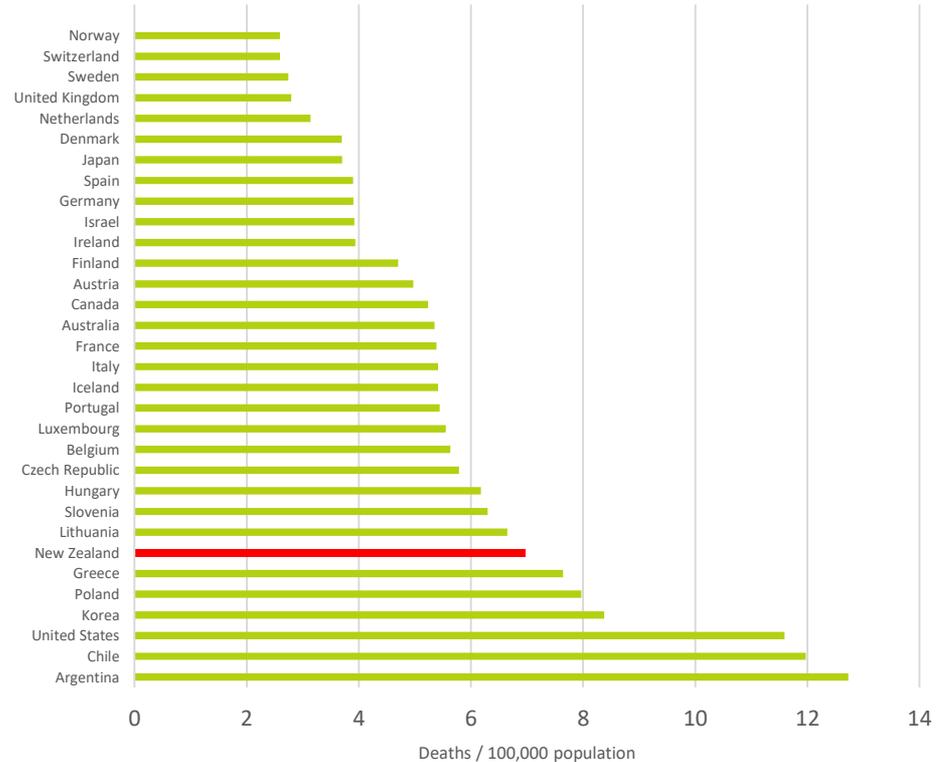


On average, 1 person is killed every day on New Zealand roads.  
Another 7 are seriously injured.

# International context

We're now in the bottom quarter of the OECD

International comparison of deaths per 100,000 population  
(2016)



# An effective Road Safety Strategy

- Builds a joint understanding of the problem
- Provides clarity of purpose
- Outlines decision-making principles
- Sets out what we want to achieve
- Enables effective prioritisation of actions
- Galvanises action from stakeholders
- Holds decision makers to account

# Our current approach



# Development of a new strategy

- More vision and ambition
- Clear targets and outcomes
- Greater focus on system factors
- Improving safety for all road users
- Linking to broader outcomes
- Strong evidence base
- Broad engagement and ownership

## Inclusive access

Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

## Economic prosperity

Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.

## Healthy and safe people

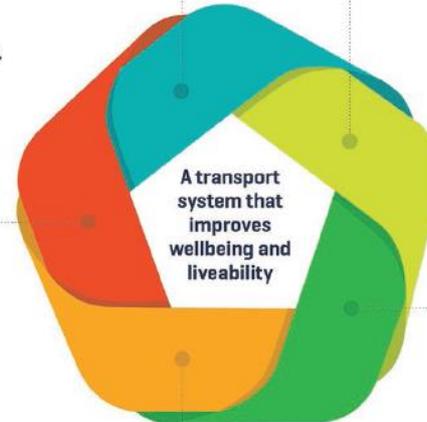
Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

## Environmental sustainability

Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

## Resilience and security

Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

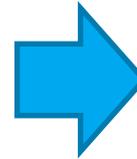


A transport system that improves wellbeing and liveability

# Engagement to date

## Reference Groups

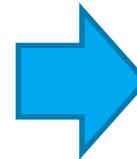
- ▶ Speed
- ▶ Infrastructure, design and planning
- ▶ Vehicles, standards and certification
- ▶ Road user behaviour
- ▶ Vehicles as a workplace



- ▶ Discussion of key issues, priorities and potential future approach

## Broader stakeholder engagement

- ▶ Building a shared understanding of the problem
- ▶ Implications of Vision Zero – what would a more ambitious approach look like?



- ▶ Developing and building buy-in for an ambitious strategic approach and vision

# Key feedback from reference groups

## Speed

- Streamlining speed limit setting processes
- Improving speed compliance e.g. automated compliance

## Infrastructure

- Focus on safety throughout the lifecycle
- Integrate with land use planning

## Vehicles

- Proactively raise minimum standards
- Promote safety technology

## Vehicles as workplace

- Broader contextual factors
- Strengthen regulatory system

## User behaviour

- Focus on impairment, distraction, seatbelts
- Targeting education, enforcement and support

# Feedback from other engagement

- Broad support for Vision Zero
  - Needs meaningful change to be credible
- Appetite for substantial change, but differing views on pace
- Safe System needs to be strengthened and embedded
- The need for strong leadership and effective coordination
- Challenges of collecting and understanding road safety data and trends (capacity and capability)
- Need to bring community with us

# Vision Zero in the strategy development process



**VISION ZERO.**  
FEHLER SIND NICHT VERMEIDBAR. SCHWERE UNFÄLLE SCHON.

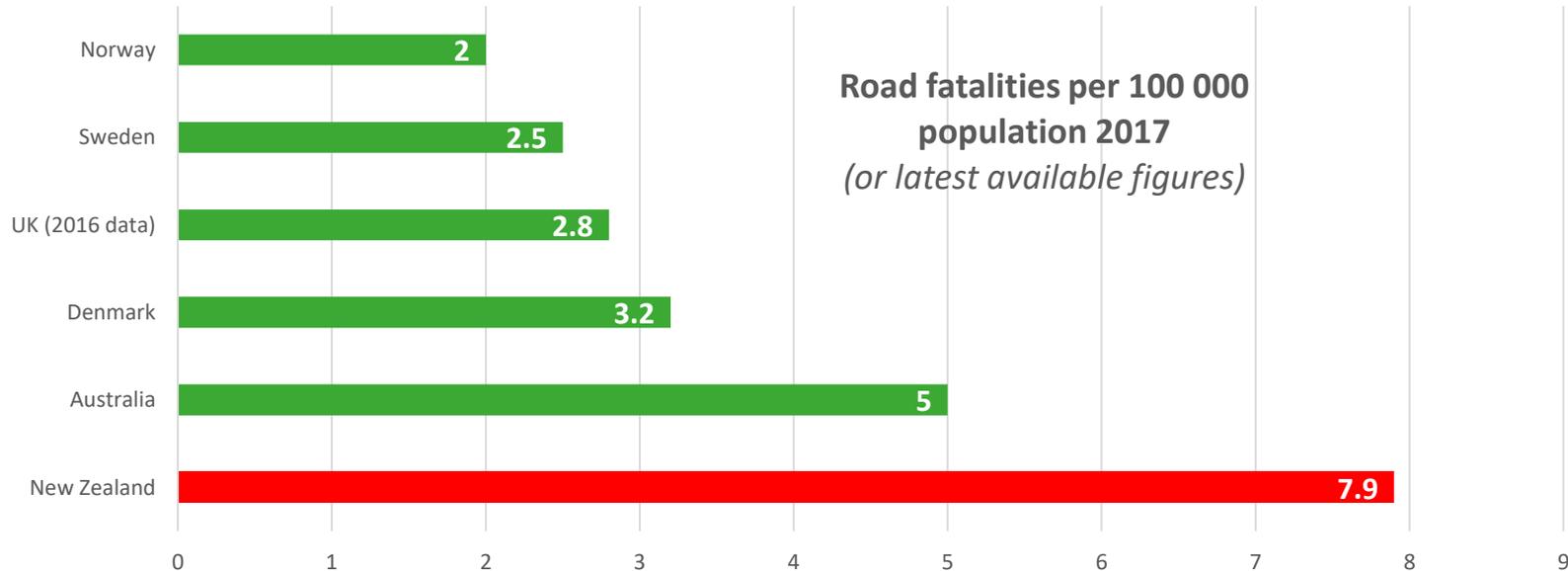


# What does it look like in practice?



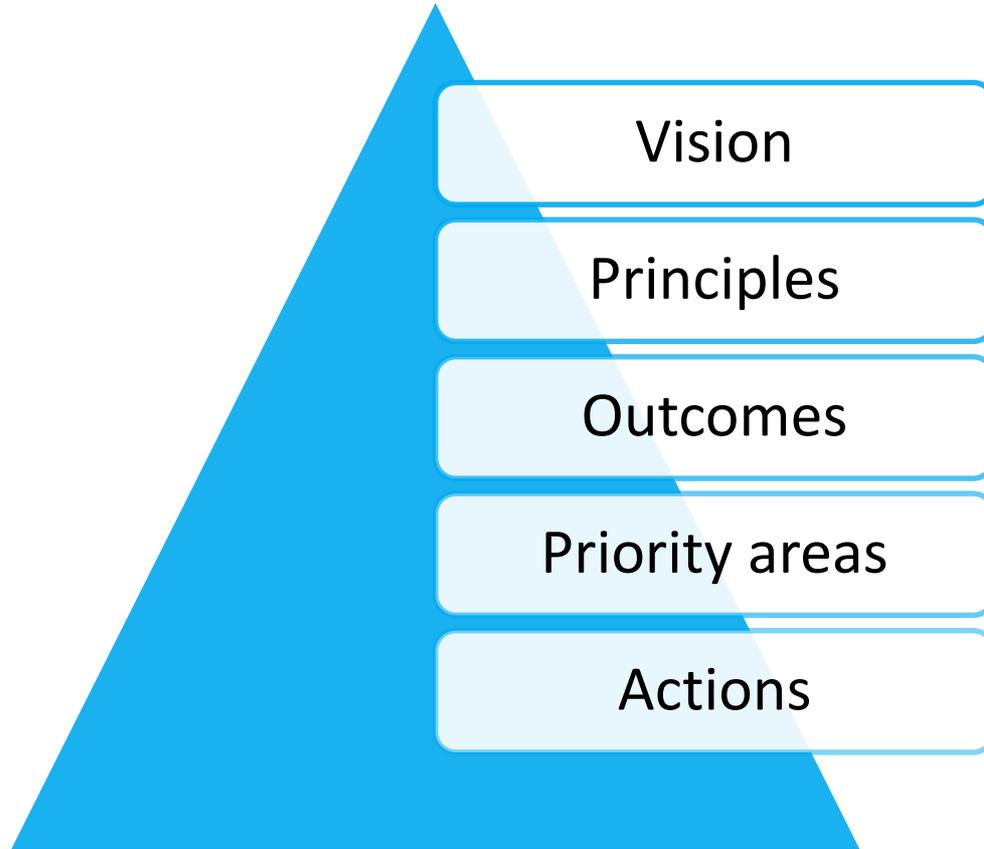
# What are the impacts?

Countries that have Vision Zero-type approaches have made big strides in reducing deaths and injuries on their roads.



**Vision Zero-type approaches are also effective in other sectors like aviation and Workplace health & safety**

# The new strategy and action plan



Further questions or comments?  
Please contact us

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**Thank you**

