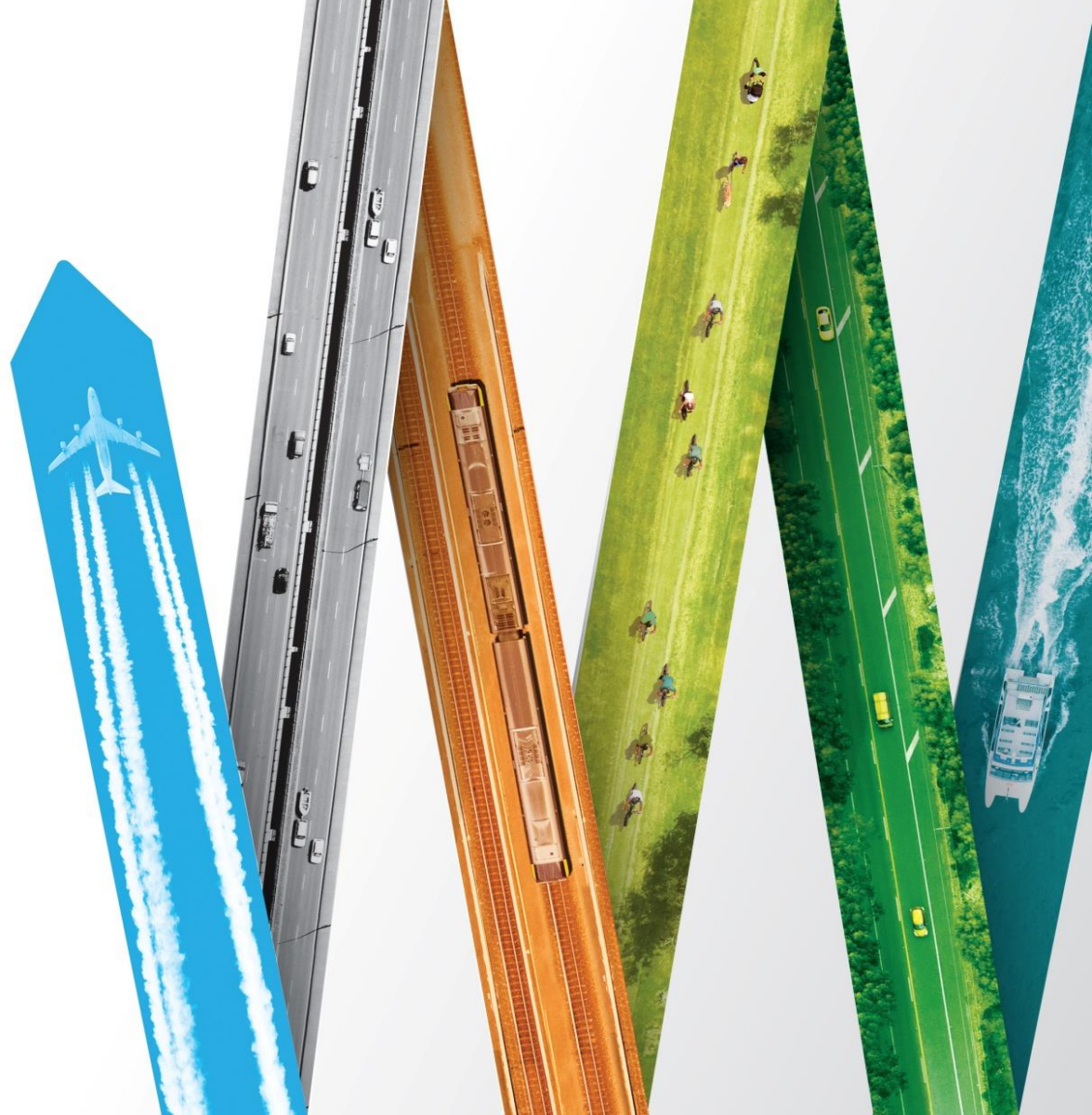


Creating a new Road Safety Strategy that delivers on our Transport Outcomes



Presentation to the Transport Knowledge Conference 2018



Introducing this information

The Ministry of Transport, NZTA, Police and other partners are developing a new strategy to drive substantial improvements in road safety in New Zealand.

It will outline how we will approach the road safety challenges of the next decade and hold us to account with ambitious targets to save lives.

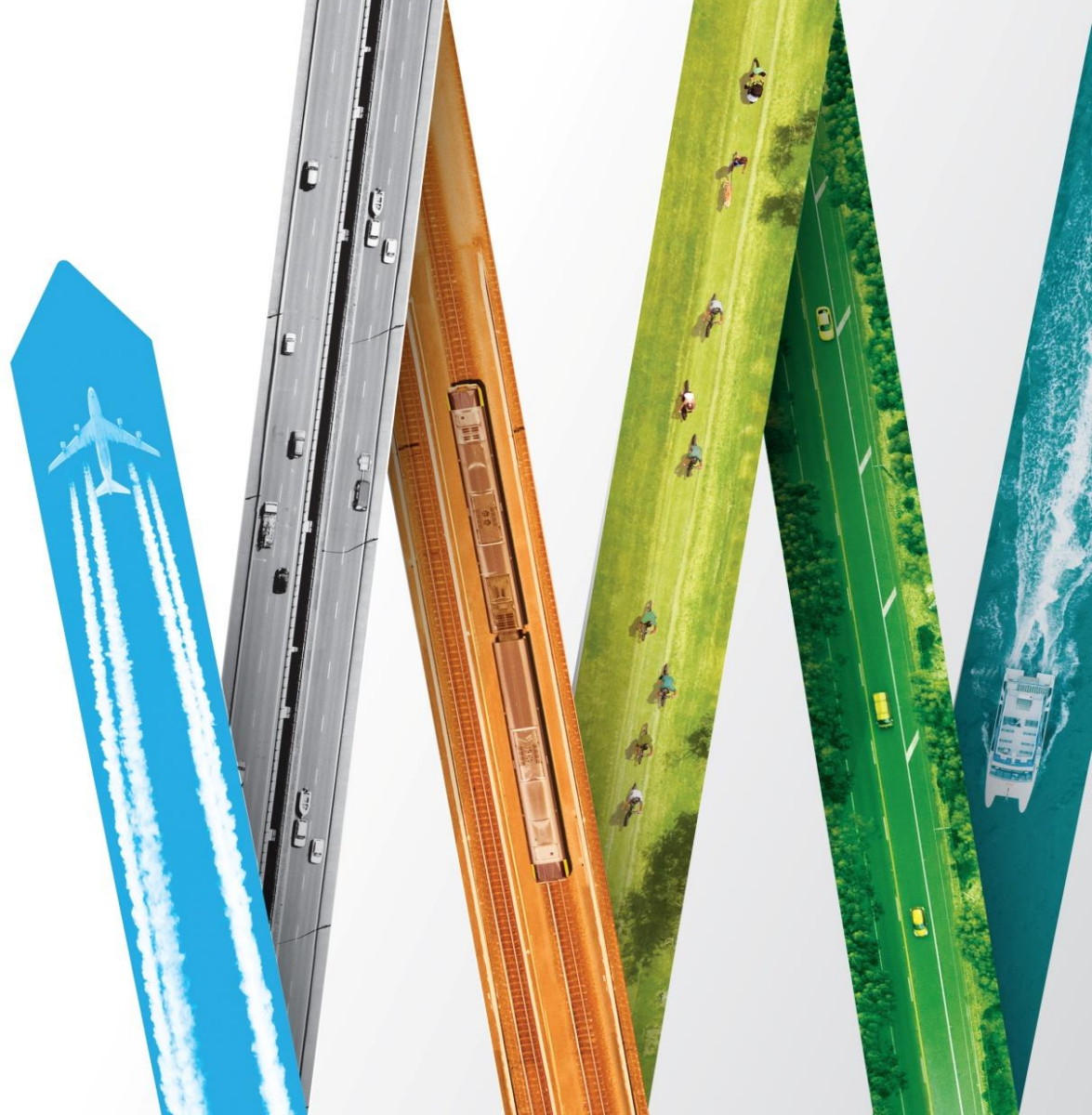
An accompanying action plan will outline priority interventions for the first period of the strategy.

There is a clear focus on ensuring this work delivers on our Transport Outcomes.

This briefing sets out to

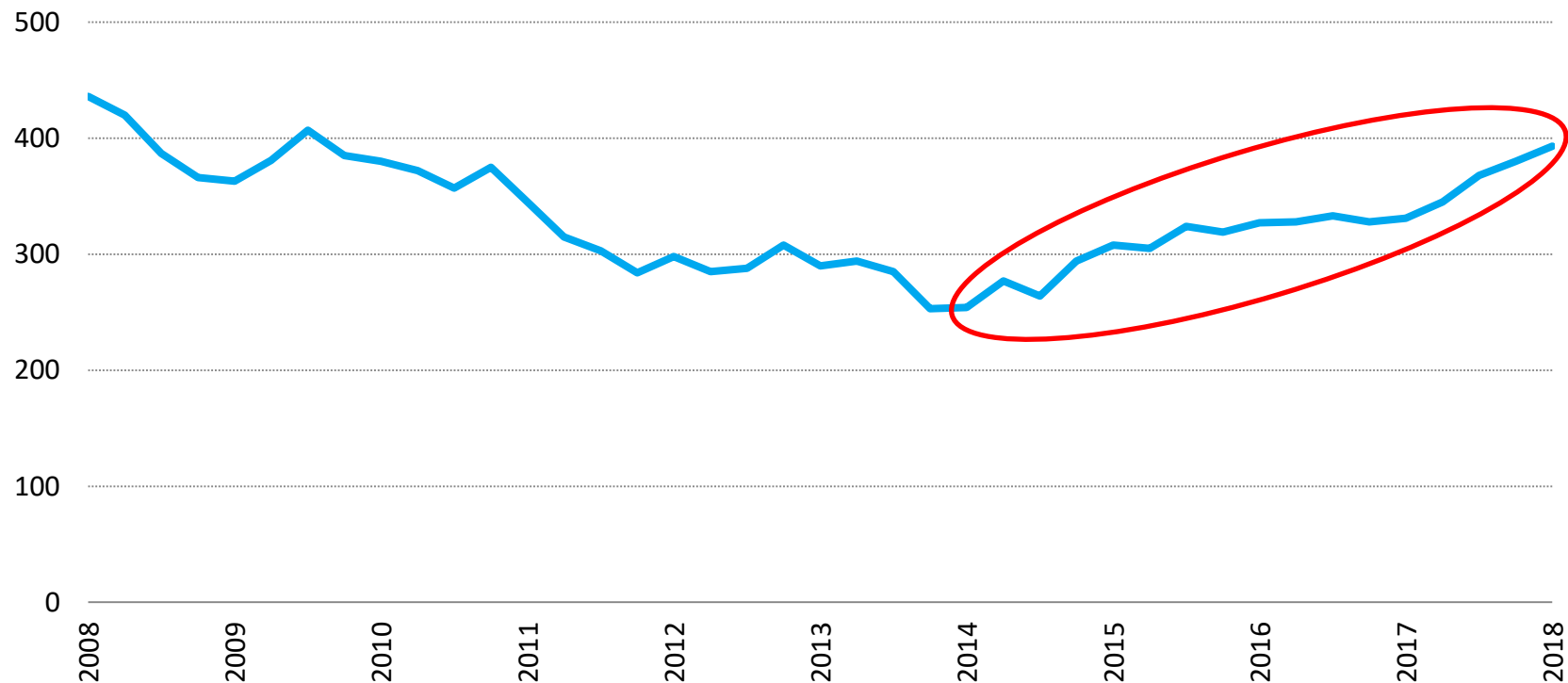
- Describe the current road safety context
- Describe the process for developing the strategy
- Investigating Vision Zero in the strategy development process
- An opportunity to provide input along the way

Context for a new strategy



Context: the need for a new strategy

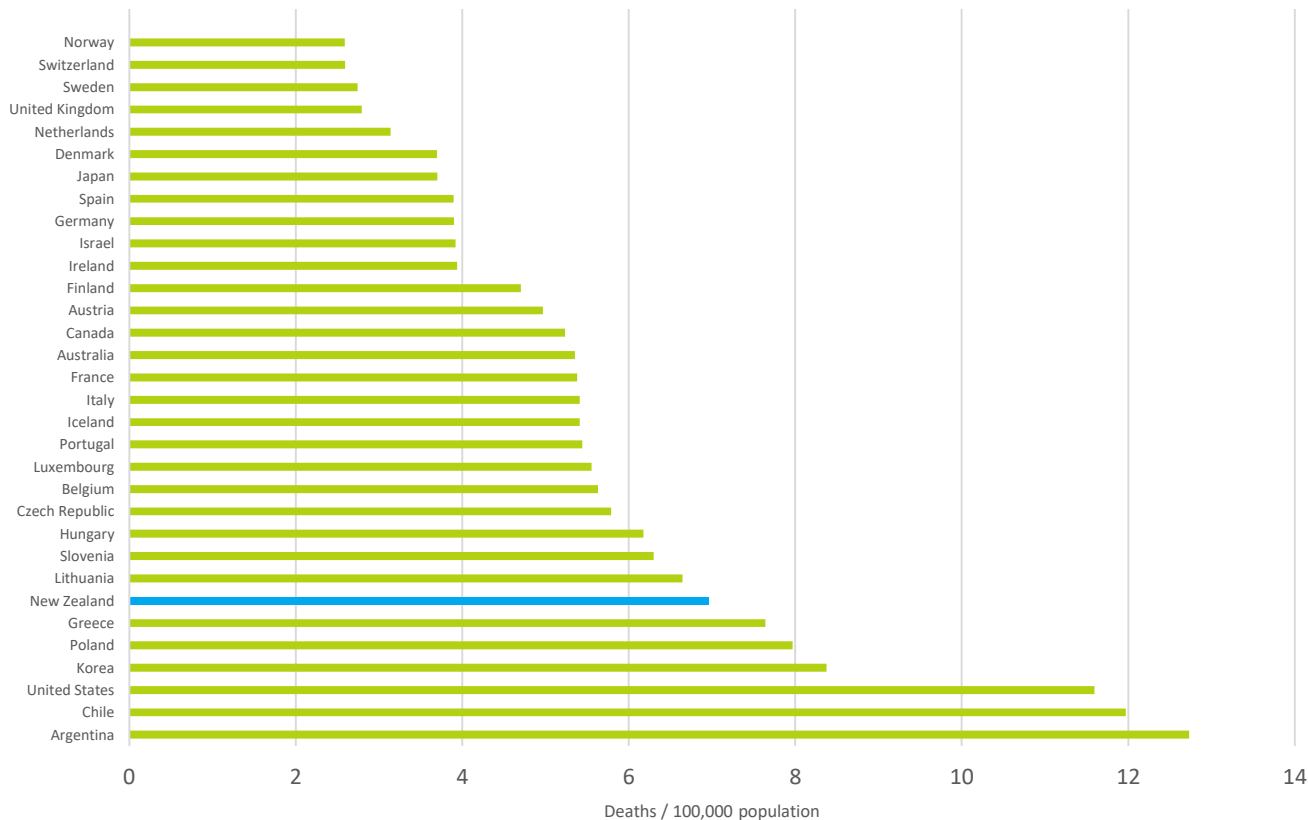
New Zealand's annual total road deaths



International context

Recent increases in road deaths leave us 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 and effective interventions
- Provides a clear purpose statement to promote stakeholder and public buy-in
- Outlines principles to guide decision-making across the system
- Provides the basis for a system-wide roadmap of actions
- Enables effective prioritisation of actions
- Galvanises action from stakeholders inside and outside of government
- Holds decision makers to account
- Delivers on Outcomes



Where we are now – *Safer Journeys* and safe system

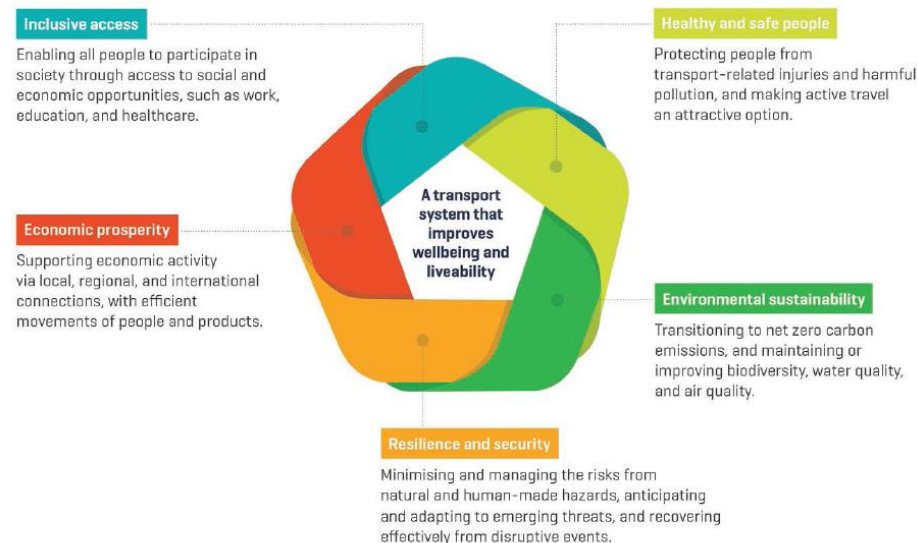
New Zealand's current road safety strategy is *Safer Journeys* which runs from 2010 to 2020. It adopts the Safe System approach, which is still international best practice. Identified shortcomings with *Safer Journeys* include:

- The lack of an enduring and motivating vision, and clear and measurable outcomes and targets
- A lack of sector capability, capacity and coordination to implement a true safe system approach.
- Action plans focused mainly on driver error rather than systemic issues such as infrastructure and speed.
- Inadequate consideration of all modes of road transport
- Lacking public/stakeholder buy-in
- Too much focus on government-led actions.



Key issues for the new strategy

- Investigation of **Vision Zero**
- Focus on **protecting all road users**, including active modes
- Consideration of **role of all participants** who influence safety – local government, communities, businesses, experts and the public
- Linkages with the broader range of **transport outcomes**, including health impacts
- Quantifiable outcomes and **measures** so we can track success
- Increased focus on **systemic factors** (infrastructure, speed and vehicle standards) that have been successful in other countries
- Building an **evidence base** to ensure we understand what works
- Comprehensive **engagement** with stakeholders and the public.



What should the strategy seek to achieve?

Go to www.menti.com and use the code **53 73 8**

Mentimeter



Slide is not active

Activate

2. Process for developing the strategy



The strategy development process

Development of strategic approach and interventions

July 2018 – March 2019

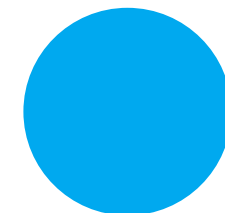
- Stakeholder reference groups & targeted engagement
- Development of draft strategic approach, including investigation of Vision Zero
- Development and modelling of outcomes, measures and targets
- Drafting of strategy and action plan discussion document

**Launch new
Road Safety Strategy
September 2019**

Consultation and finalisation of strategy and action plan

April 2019 – September 2019

- Public consultation and extensive engagement on strategy and action plan discussion document
- Refinement of strategy and development of first action plan
- Approval of strategy and first action plan



This is the first phase of engagement

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

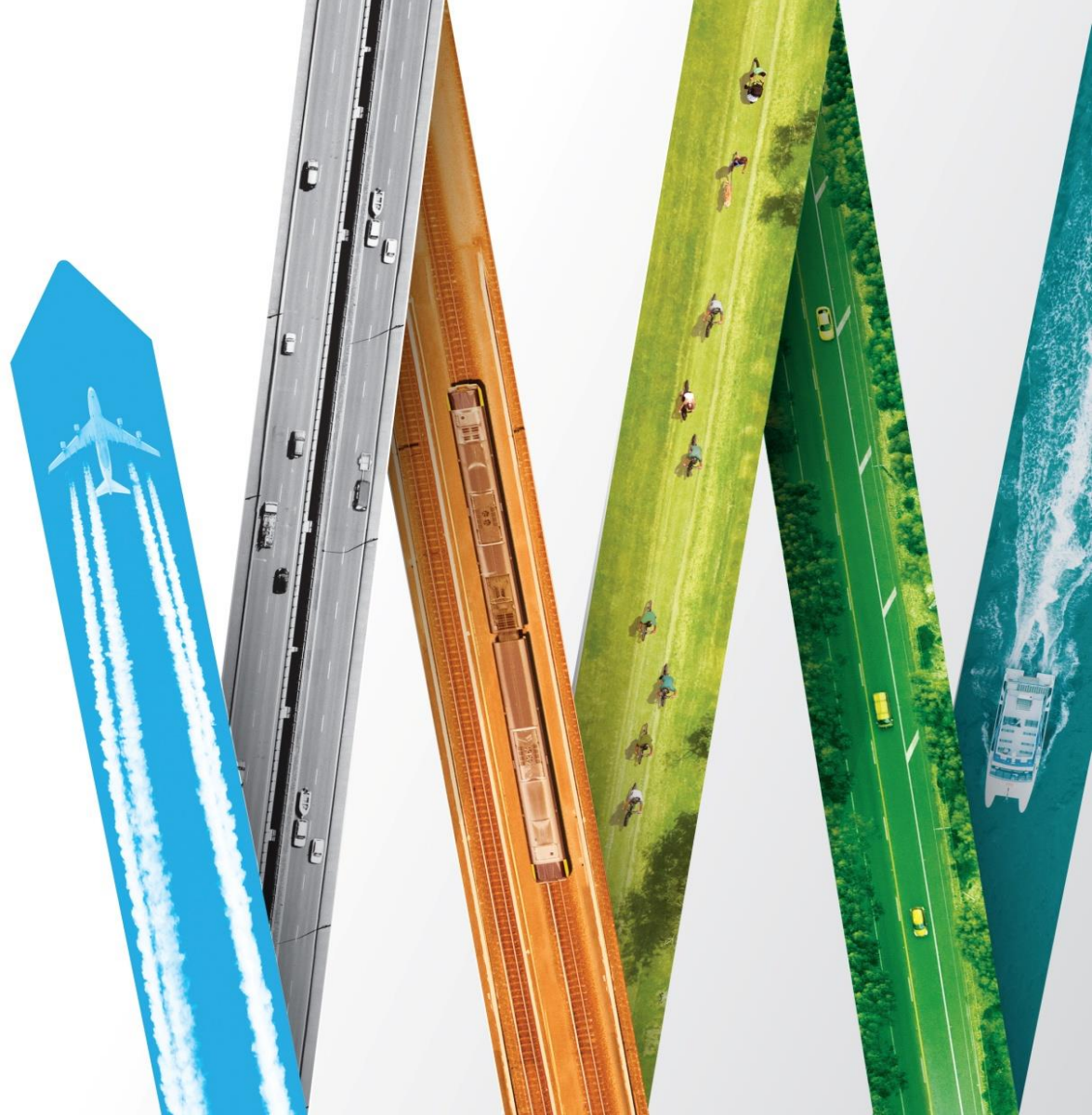
Engagement

- ▶ 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

3. A more ambitious commitment?



Vision Zero in the Strategy Development Process

- The Government has asked the Ministry to investigate whether a “Vision Zero” framework should be applied in New Zealand.
- The Government has not yet made a decision about Vision Zero
- After explaining it to you in a little detail today, we’re keen to explore with you the implications of a Vision Zero-type approach for New Zealand.
- We will also be using the reference groups to examine the data and explore interventions for consideration.



What is Vision Zero?

Vision Zero is a values-based ambition that nobody should be killed or seriously injured on our roads.

Vision Zero was first launched in Sweden in 1997 and has since grown into a global movement. It is associated with significant reductions in deaths and serious injuries in Sweden, Norway and New York City.

It builds on the Safe System principles and pillars, and strengthens them:

- It is an ethical principle that says no loss of life on the roads is acceptable, and that we should no longer consider road crash trauma as inevitable.
- It places safety at the centre of our transport decisions.
- It is a vision not a target
- It focuses on collective responsibility and is based on evidence and data.



Possible pros and cons for consideration

Possible benefits of Vision Zero:

Vision Zero could:

- Provide a clear ethical and cultural platform for change
- Encourage more collective long-term thinking about road safety
- Help shift public expectations towards a safe road environment
- Promote an ongoing political commitment to road safety
- Reduce deaths and serious injuries more quickly than other approaches

Possible risks of Vision Zero:

- People may be distracted by whether Zero is achievable
- Requires significant evidence-based interventions that will at times be unpopular with some groups
- Might imply that other objectives or costs aren't important. Investments still need to be evidence based, but with more emphasis on saving lives rather than improving travel times.
- It needs patience and sustained effort – it is not a quick fix

It would require NZ to make some courageous changes and more rigorously implement a safe system approach.

Do you agree with these statements?

Go to www.menti.com and use the code **53 73 8**

 Mentimeter

Strongly disagree

No loss of life on the roads is ethically acceptable

Road safety is the shared responsibility of system designers and road users

All road deaths are preventable

Communities should decide about their local road safety issues

Human life and health should never be traded for other benefits

Safety should be placed at the centre of transport decision making

We need to commit to work towards zero road deaths and serious injuries

We need to take a data-driven and evidence-based approach to road safety

Strongly agree



Slide is not active

Activate

Further questions or comments?
Please contact us

roadsafetystrategy@transport.govt.nz

Thank you

