

Road Safety Strategy: Updated advice on 2030 target setting

Reason for this briefing	This briefing provides the information you requested on 6 May 2019 regarding the Road Safety Strategy. It also attaches updated materials to assist you in upcoming Ministerial conversations on setting a target for 2030.
Action required	Discuss the contents of this briefing at your meeting with Minister Twyford on 9 May 2019.
Deadline	9 May 2019
Reason for deadline	For discussion with Minister Twyford on 9 May 2019.

Contact for telephone discussion (if required)

Name	Position	Telephone	First contact
Brent Johnston	Manager, Mobility & Safety	[REDACTED]	✓
[REDACTED]	Programme manager	[REDACTED]	
[REDACTED]	Senior advisor	[REDACTED]	

privacy

MINISTER'S COMMENTS:

Date:	8 May 2019	Briefing number:	OC190407
Attention:	Minister Genter (cc Minister Twyford)	Security level:	In confidence

Minister of Transport's office actions

- Noted*
 Seen
 Approved
- Needs change*
 Referred to
- Withdrawn*
 Not seen by Minister
 Overtaken by events

PURPOSE

1. This briefing:
 - 1.1. provides the information you requested on 6 May 2019 on the Road Safety Strategy
 - 1.2. attaches an updated slidepack and A3 (**Appendix 1 and 2**) to assist you in upcoming Ministerial conversations on setting a target for 2030.

CONTEXT

2. On 1 May 2019, we provided you with materials for a Road Safety Strategy Ministerial Advisory Group (MAG) meeting planned for 9 May 2019. The materials included:
 - 2.1. a draft meeting agenda
 - 2.2. a slidepack outlining the key elements of the proposed Road Safety Strategy and immediate actions
 - 2.3. an A3 setting out the high-level implications of varying levels of death and serious injury (DSI) reduction targets for 2030.
3. The MAG meeting was subsequently cancelled on 3 May 2019, in favour of 1:1 meetings with key Ministers over the upcoming weeks.
4. At your meeting with officials on 6 May 2019, you directed us to:
 - 4.1. update the A3 to include a description of the baseline scenario and to include the option of a 30% DSI reduction target for 2030
 - 4.2. update the information in the slidepack on how other countries are progressing towards their targets.

You also asked us to provide further advice on:

- 4.3. process implications arising from the MAG meeting being cancelled in favour of Ministerial 1:1s, and the timeline from now to release of the consultation document
 - 4.4. Vision Zero targets in other jurisdictions and interim targets
 - 4.5. implications on the National Land Transport Fund (NLTF) from increased safety spend, and next steps in the NLTF process.
5. The updated slidepack and A3 are attached as **Appendix 1 and 2** respectively. The additional advice you requested is set out below.

ADVICE

Timeline and process implications of MAG meeting cancellation

6. As discussed on 6 May 2019, we are proposing that an additional two weeks are built into the strategy development process ahead of cross-party consultation.
7. This is in order to:
 - 7.1. provide an opportunity for 1:1 meetings for you and some of your MAG colleagues (in the week of 20 May 2019)
 - 7.2. support further development of some actions in the initial action plan, particularly where resource constraints have meant some actions are less progressed than others.
 - 7.3. reflect in the consultation document where the 2030 target discussions land, and any additional feedback from Ministers resulting from the 1:1 meetings.
8. The overall impact on the strategy timeline would be a two week delay, both for the release of the draft strategy for public consultation (currently scheduled for 19 June 2019) and for the release of the final strategy (currently scheduled for 30 September 2019).
9. Key upcoming milestones would be as follows:

Milestone	Current date	Revised date
<i>1:1 Ministerial meetings</i>	N/A	20 May – 24 May 2019
<i>Draft consultation document and Cabinet paper provided ahead of cross-party consultation</i>	14 May 2019	28 May 2019
<i>Cross party consultation</i>	20 May – 3 June 2019	3 June – 17 June 2019
<i>Revised draft consultation document and Cabinet paper sent to Minister Genter for agreement to lodge</i>	5 June 2019	19 June 2019
<i>DEV papers lodged</i>	6 June 2019	20 June 2019
<i>DEV</i>	12 June 2019	26 June 2019
<i>Cabinet</i>	17 June 2019	1 July 2019
<i>Public consultation commences</i>	19 June 2019	3 July 2019

Vision Zero targets in other jurisdictions

10. Most Towards Zero or Vision Zero jurisdictions in the OECD have set targets ranging from 30% to 60%. The vast majority have set a 50% reduction in fatalities compared to a particular baseline year. A key exception is Canada, a Towards Zero jurisdiction that has not set any hard target, but aims to achieve a steady downward trend in DSIs through the ten-year duration of their strategy. (Note also that Auckland Transport has recently set a target of achieving a 60% DSI reduction by 2028, as an interim target towards zero.)

11. The table¹ below provides some examples of the types of targets that have been set.

Jurisdiction	Vision	Strategy timeframe	Targets	Progress towards fatality reduction target
<i>Sweden</i>	Vision Zero	No safety plan in a traditional sense	50% reduction in fatalities between 2007 and 2020 compared to average for 2006-2008 (or not more than 220 deaths by 2020) 25% reduction in serious injuries between 2007 and 2020	2006-2008 average: 437 2017: 254 42% decrease
<i>Norway</i>	Vision Zero	National Transport Plan 2018-2029	No more than 500 total DSI by 2024 Fewer than 350 fatalities and serious injuries by 2029	2000: 1947 DSI 2017: 771 DSI
<i>Poland</i>	Vision Zero	National Road Safety Programme 2013-2020	50% reduction in fatalities by 2020 compared to 2010 40% reduction in serious injuries by 2020 compared to 2010	2010: 3908 2017: 2831 28% decrease
<i>Czech Republic</i>	Vision Zero	National Strategic Road Safety Plan 2011-2020	60% reduction in fatalities by 2020 compared to 2009 40% reduction in serious injuries by 2020 compared to 2009	2009: 901 2017: 577 36% decrease
<i>Netherlands</i>	Sustainable Safety	Road Safety Strategic Plan 2008-2020	28% reduction in fatalities by 2020 compared to 2010 43% reduction in serious injuries by 2020 compared to 2010	2010: 537 2016: 533 (2017 figures not yet available) 1% decrease
<i>European Union</i>	Towards Zero	Policy Orientation on Road Safety 2011-2020	50% reduction in fatalities by 2020 compared to 2010	N/A
<i>Australia</i>	Towards Zero / Safe System	National Road Safety Strategy 2011-2020	At least a 30% reduction in fatalities by 2020 compared to the average for 2008-2010 At least a 30% reduction in serious injuries by 2020 compared to the average for 2008-2010	2008-2010 average: 1425 2017: 1226 14% decrease
<i>Austria</i>	Safe System	Austria Road Safety Programme 2011-2020	50% reduction in fatalities by 2020 compared to the average for 2009—2010 40% reduction in serious injuries by 2020 compared to the average for 2009-2010	2009-2010 average: 593 2017: 414 29% decrease

¹ OECD/ITF: Road Safety Annual Report 2018. This report is the most recent Road Safety Annual report published by the ITF as at 8 May 2019. This report provides road fatality figures from member countries up to 2017.

12. However, progress towards these targets varies considerably between countries.
 - 12.1. Some countries set out in the table above appear to be on track to meet (or almost meet) their reduction targets for road fatalities. This includes (indicatively) Norway, Sweden and the Czech Republic. Other countries (e.g. Australia) have made substantive progress but may not hit their target if their rate of progress remains steady. The reasons for countries not achieving their targets will be complex and varied, but are likely to reflect levels of resourcing, leadership and commitment.
 - 12.2. International trends suggest that road fatalities between 2010 and 2013/2014 have generally tracked downwards, but have plateaued or risen between 2014 and 2016. Provisional data for 2017 (also from the OECD/ITF 2018 Road Safety Annual Report) shows downward trends in 20 of 29 countries, but it is too soon to say if this will continue.
 - 12.3. Even in high-performing countries, total road fatalities have fluctuated significantly from year to year. For example, in Norway, road fatalities decreased from 147 in 2014 to 117 in 2015. Road fatalities then increased again to 135 in 2016 before decreasing to 107 in 2017.
13. Most Vision Zero jurisdictions do not set interim targets for part way through their strategy period. However, many establish a broader range of performance indicators that are tracked throughout the lifetime of their strategy to measure their progress. We will be developing these under the key actions for the Road Safety Strategy.

Setting a 2030 target for New Zealand

14. As outlined in **Appendix 2**, Ministers have options around setting a 2030 target for New Zealand. The level at which you choose to set this target depends largely on the level of investment and change that the Government commits to over the next decade, as well as the weighting that you place on the role of the target in this context (i.e. ambition vs. achievability).
 - 14.1. On one end of the spectrum, you may wish to set a more ambitious target of 50% (in line with many other OECD countries) to signal the Government's commitment to Vision Zero and as a mechanism to drive action.²
 - 14.2. On the other end of the spectrum, you may wish to set a more conservative target of 30% (as Australia has done) which, while less ambitious, is more likely to be met by 2030.
 - 14.3. A 40% target would be a middle-ground between these two options in terms of ambition and achievability (especially given funding pressures on the NLTF outlined below).

² Note that the United Nations has indicated that stronger leadership for road safety is needed at national and local levels and has pushed for the public to demand stronger leadership as part of the UN Global Road Safety Week (8-14 May 2019).

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Next steps and trade-offs between future NLTF priorities

- 23. We provided an A3 summary on 22 March 2019 setting out the known pressures facing the NLTF [OC190238 refers]. From our understanding of Ministerial priorities and known upcoming initiatives and programmes, the total demands on the NLTF (including non-discretionary spend) could exceed the available funding over 10 years.
- 24. We will provide a paper in July 2019 on the development of the GPS 2021 that includes:
 - 24.1. options and interventions available to establish the Government’s priorities for the next 10 years
 - 24.2. initial advice on how the Government could prioritise and trade-off between the funding pressures
 - 24.3. further investigation of the accuracy and flexibility of the non-discretionary spend so that we can provide sound advice on the trade-offs available
 - 24.4. revenue, funding and financing options that could increase the ability to deliver the priorities within the funding pressures.

25. Decisions may be taken ahead of this advice by Ministers to make notional commitments for future discretionary funding, such as on the Road Safety Strategy. However, it is important to remember that any commitments made now will reduce the discretion that is available when it comes to prioritising other pressures as part of GPS 2021.

Recommendations

26. We recommend that you:

- (a) **Discuss** the contents of this briefing with Minister Twyford at your meeting on 9 May 2019 Yes/No

Brent Johnston
Manager, Mobility and Safety

MINISTER'S SIGNATURE:

DATE:

Road Safety Strategy

May 2019



Objectives

- Ensure Ministers are comfortable with the proposed vision, principles, and focus areas of the new Road Safety Strategy
- Seek feedback on 2030 target options
- Outline the immediate set of actions

Progress to date

April 2018

Cabinet agrees for a new road safety strategy to be developed

Development of new strategy announced at the Local Government Road Safety Summit

June 2018

MAG Ministers meet to endorse strategy development process

July – December 2018

Reference groups established

Reference group workshops held and outcomes reports prepared

Early engagement with regional and sector stakeholders

December 2018

MAG Ministers receive draft outcomes report from the reference group process

February 2019

MAG Ministers meet to discuss progress and next steps

New timeline and approach agreed by Ministers

February – April 2019

Further engagement with regional stakeholders & special interest groups

Consultation document prepared.

Policy development and modelling for Strategy, focus areas and action items

What the consultation will cover

- Our ***vision*** for road safety
- A 2030 ***target***
- ***Principles*** to guide decision-making and investment
- Five ***focus areas and strategic directions*** for the next 10 years
- Immediate ***actions***

Framework

OUR VISION

A New Zealand where no one is killed or seriously injured in any road crash.

OUR PRINCIPLES

We plan for people's mistakes.

We design for human vulnerability.

We strengthen all parts of the road transport system.

We have a shared responsibility for improving road safety.

Our actions are grounded in evidence and evaluated.

Our road safety actions support health, wellbeing and liveable places.

We make safety a critical decision-making priority.

OUR 2030 TARGET

A [TBA]% reduction in deaths and serious injuries (from 2018 levels)

OUR FOCUS AREAS

Infrastructure and speed

- ▶ Tackling Unsafe Speeds programme
- ▶ Review infrastructure standards and guidelines
- ▶ Increase investment in safety treatments

Vehicles

- ▶ Mandate ABS for motorcycles
- ▶ Raise safety standards for vehicles entering the fleet

Workplace

- ▶ Support best practice for work-related driving
- ▶ Strengthen the regulation of commercial transport services

Road User Choices

- ▶ Accessible Streets package
- ▶ Strengthen road policing
- ▶ Enhance drug driver testing
- ▶ Increase support for motorcycle safety
- ▶ Review financial penalties and demerits

System management

- ▶ Strengthen system leadership, support and co-ordination

2030 target: Why is a target important?

Setting a target:

- drives and focusses effort and makes it clear what success looks like
- is in line with international best practice
- was recommended in an interim review of *Safer Journeys* (the existing strategy).

SOME OVERSEAS EXAMPLES

Sweden adopted Vision Zero in 1997

- In 1997, Sweden set a target of 50% reduction in fatalities by 2007. This original target was not met – the actual ten-year reduction was 13% to 471 deaths. In 2009, a new target was set – a 50% reduction in fatalities between 2007 and 2020 compared to average for 2006-2008 (or not more than 220 deaths by 2020).
- Fatalities fell from a 2006-2008 average of 437 to 254 in 2017 (a 42% reduction). If they continue tracking as they have done historically, Sweden appears to be on track to meet (or almost meet) their target.

Norway adopted Vision Zero in 2001

- Norway first set a target of no more than 500 total DSI by 2024. Their current target is fewer than 350 total DSI by 2029.
- DSI reduced from 1947 in 2000 (consisting of 341 deaths and 1606 serious injuries) to 771 (consisting of 107 deaths and 664 serious injuries) in 2017.
- If they continue tracking as they have done historically, Norway appears to be on track to meet their target.

Later Vision Zero adopters

- Victoria (Australia) adopted Vision Zero in 2015. They set an interim target of 20% reduction in deaths and 15% reduction in serious injuries in five years.
- New South Wales (Australia) adopted Vision Zero in 2015. They set an interim target of reducing fatalities by 30% by 2021.

2030 target: What can the initial modelling tell us?

It is important that any target we set is ambitious but achievable – to that end the target options I am proposing have been informed by indicative modelling (see attached A3 on targets). Modelling won't tell us the exact policy interventions required over the next 10 years, but can provide a sense of the scale of change and investment required.

Modelling of various road safety interventions is being developed between NZTA and MOT.

- Modelling has focussed on key interventions where there is robust data and analysis for the current state, as well as for the effectiveness of the intervention.
- It also accounts for the combined effect of multiple interventions, avoiding double-counting of DSI savings.

This modelling only includes key proven interventions.

- The model is currently limited to modelling the impacts of known or proven interventions where there is robust data, interventions that each have significant potential to reduce national DSI levels (indicatively by at least 5%), and their cumulative impacts.
- Interventions currently being tested include: officer-based speed enforcement, removal of unsafe vehicles, installation of additional safety cameras, implementation of alcohol interlocks and motorcycle ABS, 30km/h urban streets, top 10% speed management, installation of median barriers and intersection improvements.

It does not tell the full story. We know that some interventions and broader factors that have not been modelled also have a impact on road safety outcomes. These include benefits associated with mode shift, longer-term technological change, and improvements to work-related road safety. The impact of these factors has been incorporated into the proposed 2030 targets.

What impacts will improved road safety have?

Beyond DSI savings, fewer crashes, safer road journeys and a shift to safer and healthier modes of transport will have wider benefits. This can:

- **reduce pressure on our ACC and trauma systems** – road crashes currently comprise over 50% of all admitted major trauma patients' injuries, and motor vehicle claims currently cost ACC \$500 million every year (and trends suggest this cost will continue to go up).
- **bring significant health benefits** – even a five percent increase in cycling and walking for trips of two kilometres or less bring health benefits of \$225 million per year in Auckland alone.
- **reduce congestion and travel times** in some areas as a result of improved traffic flow.
- **support more productive economic activity and workplace efficiency** resulting from fewer crashes and reliable travel times.
- **support accessibility and liveability** – better infrastructure design, combined with safer travel speeds, can help reduce emissions, congestion and traffic noise and create accessible and liveable towns and cities
- **benefit local economies** by boosting retail spend, as people who walk or cycle have been found to be more likely to stop and visit shops and businesses enroute to their destination.

Immediate actions

The package of immediate actions puts us on the pathway for achieving our 2030 target. The 13 immediate actions are:

1. Introduce a new approach to tackling unsafe speeds
2. Invest in safety treatments and infrastructure improvements
3. Review infrastructure standards and guidelines
4. Raise safety standards for vehicles entering the fleet
5. Implement mandatory ABS for motorcycles
6. Support best practice for work-related driving
7. Strengthen the regulation of commercial transport services
8. Enhance safety and accessibility of footpaths, bike lanes and cycleways
9. Prioritise road policing
10. Enhance drug driver testing
11. Support motorcycle safety
12. Review financial penalties and demerits
13. Strengthen system leadership, support and co-ordination

Infrastructure and speed

Objective

Improve the safety of our cities and regions through infrastructure improvements and speed management

Key challenges

Unforgiving road network

Unsafe speeds

10 year directions

Increase investment in proven safety improvements

Improve infrastructure design and planning

Ensure roads have safe and appropriate speed limits

Improve compliance with speed limits

Immediate actions

Increase future investment

Review standards and guidelines

Tackling Unsafe Speeds programme

Infrastructure and speed: Immediate actions

Action	Scope	Impacts
Tackling Unsafe Speeds	<p>The proposed <i>Tackling Unsafe Speeds</i> programme will include:</p> <ul style="list-style-type: none"> implementing a new regulatory framework for speed management and setting speed limits, which includes requiring Road Controlling Authorities (RCAs) to take a coordinated, regional approach to developing speed management plans requiring RCAs to implement lower speed limits in areas with high numbers of active mode users interacting with motorised traffic (i.e. around schools and in CBDs and town centres) adopting a new 'highly-visible, no-surprises' approach to safety cameras and expanding the camera network. 	<ul style="list-style-type: none"> Majority of likely DSI reductions to come from new safety camera approach, accessibility and liveability impacts to come from lower speed limits around schools and CBDs Efficiency gains from streamlined process for setting speed limits Modest impacts on travel speed times in some areas (reductions of speed limits from 90 to 80km/h in France increased travel times on average by one second per km) Health and accessibility benefits from higher uptake of active modes
Increase future infrastructure investment	<p>An action signalling that a significant increase in investment in safety treatments in the 2021-24 NLTP period will be supported through the next GPS. This will deliver safety treatments in both rural and urban areas, particularly around intersections (e.g. roundabouts, traffic signals) and high risk rural roads (e.g. median barriers, rumble strips).</p>	<ul style="list-style-type: none"> Depending on the level of ambition set for 2030 (see attached A3 on targets), further work will be done to refine the modelling and to outline in more detail the proposed investment programme for the next 3 years.
Review standards and guidelines	<p>Current standards and guidelines are not always fit-for-purpose. They do not consistently cater for safety and access for all modes, help establish self-explaining roads through design, or facilitate the creation of safe and liveable urban areas. Interactions between various standards and guidelines (e.g. urban design and accessibility standards) are also challenging, notably for less-abled pedestrians. The review will determine how these issues should be addressed.</p>	<ul style="list-style-type: none"> Provides a stronger framework for practitioners that prioritises safety of all modes Efficiency and consistency improvements from clearer guidelines and standards Environmental, access and health benefits from better design of infrastructure and planning

Vehicle safety

Objective

Significantly improve the safety performance of the vehicle fleet

Key challenges

High proportion of less safe vehicles

Emerging technologies

10 year directions

Lift the standard of vehicles coming into the fleet

Ensure vehicles in service are safe

Build public demand for safer vehicles

Take a responsive approach to new technologies

Immediate actions

Increase minimum entry safety requirements

ABS for motorcycles

Vehicle safety: Immediate actions

Action	Scope	Impacts
Raise safety standards for vehicles entering the fleet	<p>The Ministry is currently undertaking a initial research and policy project to understand:</p> <ul style="list-style-type: none"> • the best regulatory approach to ensure we improving the safety of light vehicles entering the fleet • the immediate standard or action that could be implemented • impacts on vehicle supply, including on consumer choice. <p>Subject to the outcome of the analysis, this project will help inform future policy work to allow specific standards to be mandated to the fleet. The vehicle standards map will be used as a starting point, and we will look at the standards being adopted in the EU recently e.g. standards such as autonomous emergency braking, intelligent speed assistance, and lane departure technologies.</p> <p>This would likely included a staggered approach, with an indicative timeframe of 2022 for new vehicles and mid-late 2020s for used vehicles.</p>	<p>Modelling suggests that improvements in vehicle safety could reduce deaths and serious injuries on New Zealand's roads by 12.5 percent annually by 2030.</p> <p>The project will seek to fully quantify the impacts of various options for raising minimum vehicle standards, including any equity impacts.</p>
Implement mandatory ABS for motorcycles	<p>Mandate the fitting of anti-lock braking system (ABS) on motorcycles over 125cc or a simpler system known as a combined braking system (CBS) on smaller motorcycles.</p> <p>Requirements are proposed to take place from 1 November 2019 for new motorcycles, and for existing model new and used motorcycles from 1 November 2021. This will not include retrofitting ABS or CBS to existing motorcycles within the fleet.</p>	<p>Prevention of 16 deaths and serious injuries per year by 2030. The benefit to cost ratio is 43:1.</p> <p>Costs of the policy largely relate to increased purchase costs, estimated at around \$90 per motorcycle.</p>

Work-related road travel

Objective

Treat road safety as a critical health and safety issue

Key challenges

General workplace driving: understanding of obligations and best practice

Freight: Business models and specific risks such as fatigue

Passenger services: Perceived risks and personal safety

10 year directions

Improve information and data

Encourage the sector to take ownership

Safer vehicles, new technology and alternative freight movements

Modern and responsive commercial transport regulation

Immediate actions

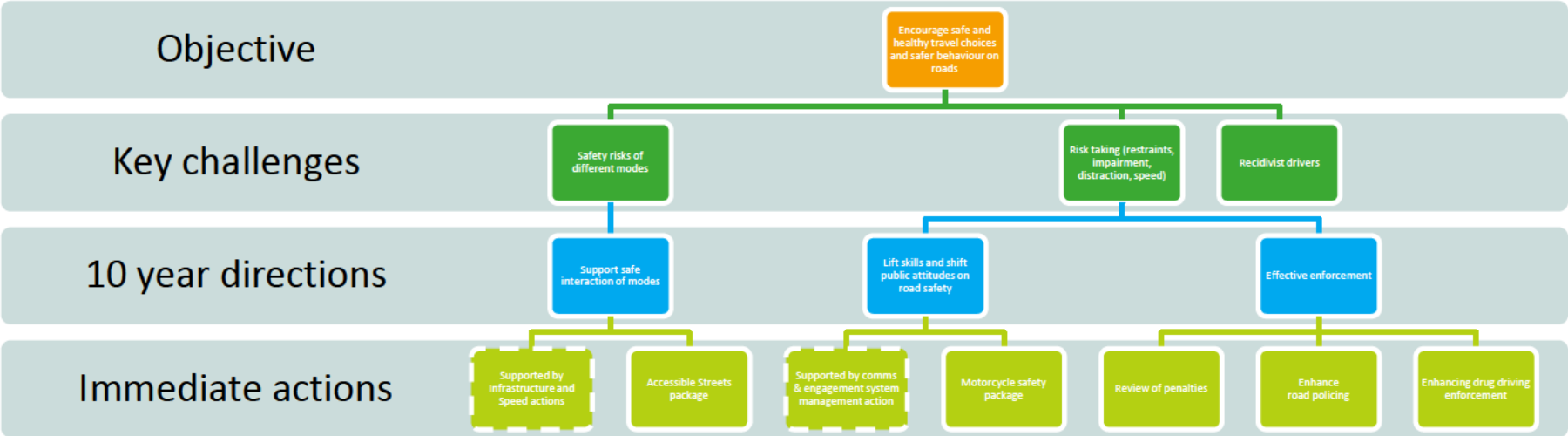
Support best practice for work-related road safety

Strengthen commercial transport regulation

Work related travel: Immediate actions

Action	Scope	Impacts
Support best practice for work-related driving	<p>A package of measures to ensure that organisations are aware of work-related road safety risks and their obligations and to build an understanding of best-practice for different sectors, including:</p> <ul style="list-style-type: none"> Improving data around work-related driving, including by incorporating journey purpose into the Crash Analysis System. [REDACTED] The Government Health and Safety Lead focusing on driving for work as a common critical safety risk for government agencies. <p style="text-align: center;">obligation of confidence</p>	<p>Around 25 percent of road fatalities involve someone driving for work. Improving work-related road safety is therefore an important driver of other types of safety initiatives, such as safer vehicles, adoption of safety technology, and reductions in risk taking behaviour on our roads.</p>
Strengthen the regulation of commercial transport services	<p>Enhance current regulatory settings applying to work-related driving, particularly freight and passenger services, with a focus on opportunities to improve fatigue management, including:</p> <ul style="list-style-type: none"> Implementing the outcomes of the review of the NZ Transport Agency's regulatory functions. Ensuring that the regulatory system under the Land Transport Act is fit for purpose, including examining the roles and powers of regulators Changes to log book and work time requirements as part of the 2019/20 rules programme Ensuring effective coordination between NZTA and WorkSafe, including examining the boundary between their roles. 	<p>Commercial vehicle crashes account for a significant proportion of the harm on New Zealand's roads, with truck crashes in particular accounting for 15-20 percent of road deaths. An effective regulatory system is critical to managing these risks by holding commercial operators to a high safety standard.</p>

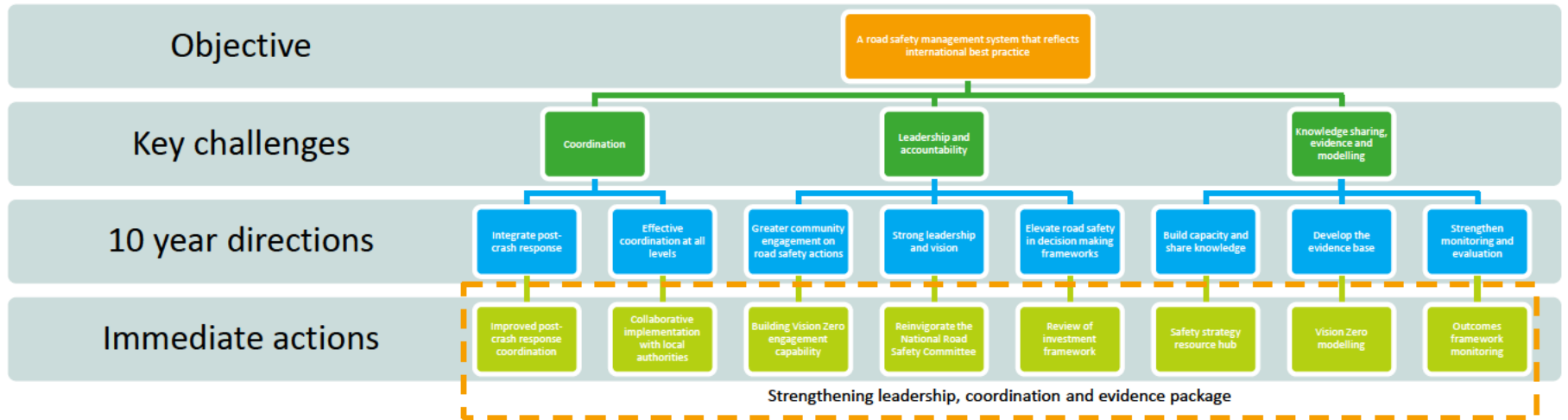
Road user choices



Road user choices: Immediate actions

Action	Scope	Impacts
Accessible Streets	The Accessible Streets Regulatory Package (Accessible Streets) is a collection of rule changes designed to increase the safety and accessibility of our footpaths and cycle paths. Accessible Street's proposals include enabling use of cycle lanes and cycle paths by devices such as e-scooters, setting a framework for vehicles operating on the footpath and improving the safety of vulnerable users at intersections and in traffic.	<ul style="list-style-type: none"> Creates regulatory environment that supports safe and accessible travel for all road users, supporting mode shift for trips in urban centres from private vehicles to more energy efficient, low-cost and healthier modes.
Prioritise road policing	This action reflects the Road Safety Partnership Programme from 2019-2021. Police enforcement activities and effective preventative education activities will be deployed based on risk and are targeted to mitigate high risk behaviours and reduce deaths and serious injuries on New Zealand roads.	<ul style="list-style-type: none"> International evidence suggests effective speed enforcement can reduce crashes by 18%, alcohol testing checkpoints by 15%, while seat belt enforcement increased wearing rates by 21%.
Enhance drug driver testing	Proposed enhancements to New Zealand's current drug driver detection and enforcement regime, including greater Police powers to use screening devices to detect drugged drivers.	<ul style="list-style-type: none"> 2016 Ministry of Transport analysis suggests that improved drug driver testing could save 10 deaths and serious injuries a year at a cost to government of approximately \$8.5m per annum.
Increase support for motorcycle safety	The action includes a review of motorcycle licensing requirements, and implementation of ACC and the Motorcycle Safety Advisory Council's driver training and education programmes.	<ul style="list-style-type: none"> ACC's Ride Forever training programme has been shown to reduce ACC claim risk by 27 percent.
Review financial penalties and remedies	A review of financial penalties and remedies for road safety will be undertaken. This will be informed by the broader work on establishing a principle-based framework for setting appropriate penalties for different offences across the transport system.	<ul style="list-style-type: none"> International evidence suggests that moderate increases in penalties (between 50-100%) are associated with a 15% reduction in offending. Demerit point systems have been shown to reduce driving offences by 27%.

System management

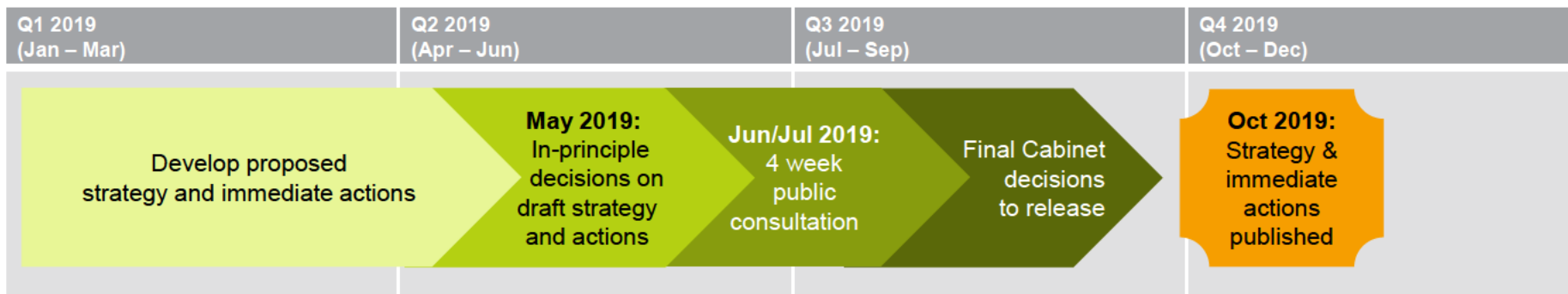


System management: Immediate actions

Action	Scope	Impacts
Strengthen system leadership, support and co-ordination	<p>A package of actions to address the need for greater levels of co-ordination and leadership across government and to strengthen our body of data and evidence.</p> <p>Key elements include:</p> <ul style="list-style-type: none">• Modelling of the interventions necessary to implement a road safety strategy based on a Vision Zero approach• Expanding research to deepen our understanding of road trauma and what happens to people who are seriously injured on our roads• Developing a monitoring framework to track the effectiveness of road safety interventions• The collaborative implementation of the strategy with local government at a region-by-region level• Building Vision Zero engagement capability• Strengthening inter-agency coordination and leadership, including through the National Road Safety Committee.	<ul style="list-style-type: none">• Strong leadership, accountability for results and coordinated action across government agencies and stakeholders is critical to the successful delivery of road safety improvements.

Next steps: Delivery and next steps

- **17 June:** Cabinet
- **19 June:** Public consultation on strategy and proposed immediate actions commences



Oct 2019: Strategy and immediate actions published

Other key steps between now and October 2019 to progress specific actions will include:

- Consultation on enhanced drug driving testing and Accessible Streets
- Policy decisions on the Tackling Unsafe Speeds package
- Rule changes to mandate ABS for motorcycles
- Release of the Road Safety Partnership Programme, including confirming the Road Policing Programme for 2019/20 – 2020/21
- Delivery of the Safe Networks Programme

Initial modelling has helped us to build a sense of the scale of change and investment needed to meet different targets. It is not intended to provide sufficient detail to prescribe specific policy interventions or investments at the level of a business case. Depending on the level of ambition adopted for consultation, further work will be done to refine the modelling and to outline in more detail the proposed investment programme for the next 3 years.

Modelling suggests that a business as usual approach to road safety will only reduce deaths and serious injuries (DSI) by about 10% by 2030

If safety improvements to our roads, vehicle fleet and behaviour continue in line with past interventions and activity levels then in the year 2030 we would expect around 2,900 DSI (a 10% reduction). The modelling takes into account projected economic conditions, demographic changes and global factors (e.g. petrol prices), and assumes that existing trends in the safety of the vehicle fleet, roads and user behaviour will continue to incrementally improve, reflecting continued investment at previous NLTP levels in infrastructure improvements and enforcement etc.

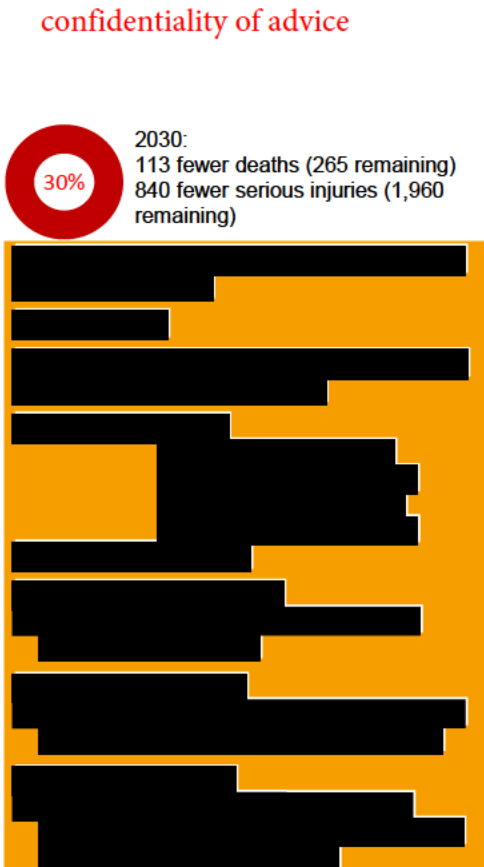
The majority of the gains are likely to come from effort and investment in the following proven types of interventions:

- *infrastructure improvements* (e.g. median barriers, intersection treatments)
- *increased enforcement*, both automated (i.e. safety cameras) and police officer presence for speed, and enhanced roadside testing for alcohol
- *speed limit changes* in urban areas and on the highest risk parts of the network

Key risks:

- Infrastructure
 - Subject to capacity constraints and reliant on efficient delivery across the sector
 - Reliant on sufficient ring-fencing of safety spending and investment decision making frameworks (IAF/EEM) adequately prioritising safety
 - Strong interaction with the development of speed management plans
- Speed:
 - Requires both efficient limit setting processes and effective enforcement
 - Current back-office systems for automated enforcement are outdated and will require significant investment
 - Additional cameras, signage and education will require phasing in.

These risks are more pronounced for more ambitious levels of investment.



There is also good evidence that reducing the number of less safe vehicles in the fleet would also significantly reduce deaths and serious injuries

Key risks

- Reliant on substantially increasing vehicle safety standards relatively early in the life of the strategy.
- Changes to vehicle standards will need to take account of any increases in vehicle costs, including social equity impacts.
- There are limited cost-effective options for removing less safe vehicles from the fleet.



The remaining contribution could come from a range of other interventions that have not been modelled, but that are known to have an impact on road safety outcomes.

Key risks

- The scale of impact of each of these factors is much less certain.
- Mode shift impacts dependent on investment in other modes, including public transport and rail, and greater separation for active modes.
- While there are some opportunities to improve driver skills and education, evidence suggests these have relatively small impacts.

