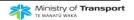


Creating New Zealand's new Road Safety Strategy 2020-2030

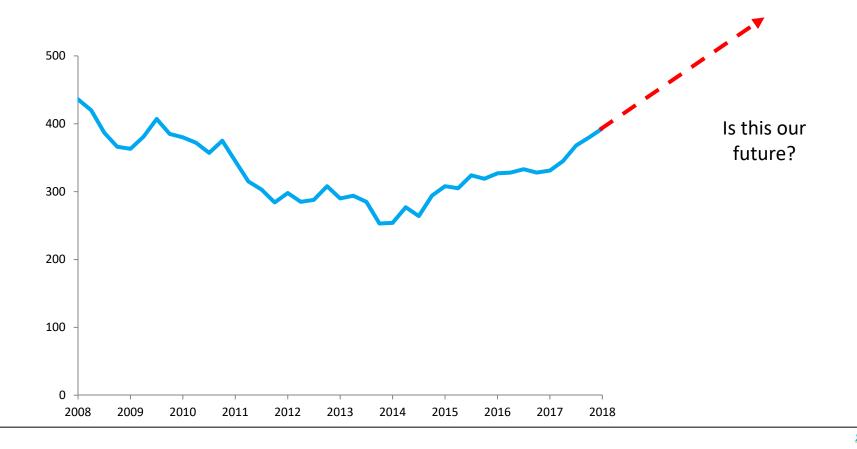


## **Today**

- 1. Background & framework
- 2. Key themes from consultation
- 3. Initial action plan initiatives
- 4. What's different about *Road to Zero*
- 5. Lessons learnt and next steps



# The case for change





### **Process to date**

April 201

road safety strategy to be developed

Development of new strategy announced at the Local Government Road Safety Summit May – December 2018

Reference group workshops held and outcomes reports prepared

Early engagement with regional and sector stakeholders

January – June 201

Begin to frame strategic approach and consideration of priority actions

Modelling of interventions and impact

Further engagement with regional stakeholders & special interest groups

Consultation document prepared

July - August 2019

Public consultation

August - November 2019

Submission analysis

Advice to Ministers and Cabinet decisions

Finalise strategy and action plan

Policy development, drafting and modelling for strategy, focus areas and action items



### **Road to Zero framework**



#### Vision:

A New Zealand where no one is killed or seriously injured in road crashes



#### 2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2018 levels)



#### Principles:

We plan for We design people's for human mistakes vulnerability We strengthen all parts of the road transport

system

We have a shared Our actions responsibility are grounded for improving in evidence road safety and evaluated Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



#### Focus areas:

Infrastructure Vehicle and speed safety

Work-related road safety

Road user choices

System management



## **Initial actions**

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



## What's different?

- 1. A clear target
- 2. A monitoring framework
- A focus on system management



## **Outcomes framework**

#### **Programme Delivery System Performance Outcomes Outcome Indicators Safety Performance Indicators Intervention Indicators** (Inputs/outputs) Intervention indicators measure Safety performance indicators are Outcome indicators that relate what we seek to improve through closely to the overarching 40% DSI progress of specific action plan reduction target for 2030. successful delivery of programmes in initiatives. each focus area. These will be published in each action Outcomes indicators are enduring and will be monitored throughout plan and will be updated in each The safety performance indicators the duration of the strategy. action plan to ensure that they stay are enduring and will be monitored throughout the duration of the relevant. strategy. e.g. % of the general public are e.g. number of DSI crashes involving exposed to advertising and/or e.g. % of the vehicle fleet with a high a vehicle with a low safety rating resources on vehicle safety ratings safety rating

## Lessons learnt

- 1. Welcome diverse views to the table but don't try to please everyone
- 2. Acknowledge existing perceptions, complexities and realities
- Bring people along make a start, make it local
- 4. Don't let perfect be the enemy of good



**Questions?** 

Thank you