



Preparation of a new road safety strategy

Reason for this briefing	This provides you with advice on the proposed approach to developing a new road safety strategy.
Action required	Discuss with officials
Deadline	No deadline
Reason for deadline	No deadline

Contact for telephone discussion (if required)

Name	Position	Telephone	First contact
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MINISTER'S COMMENTS:

privacy

Date:	15 December 2017	Briefing number:	OC05547
Attention:	Hon Julie Anne Genter, Associate Minister of Transport Copy to: Hon Phil Twyford, Minister of Transport	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- Withdrawn*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 of briefing

1. This briefing provides you with advice on the proposed approach to developing a new road safety strategy.

Background

2. The current *Safer Journeys* strategy was developed between 2008 and 2010. It represented a significant shift in thinking for New Zealand towards considering road safety from a 'safe system' approach. However, a decade on, it is appropriate to consider development of a new strategy for the period after 2020.
3. As we set out in our briefing *Improving Road Safety in New Zealand* [OC05354 refers], we agreed to provide you our initial thinking on the approach to developing a new road safety strategy.
4. The National Road Safety Management Group (NRSMG), which is made up of the core government agencies involved in road safety,¹ expressed its strong support to develop a new road safety strategy at its meeting on 11 December 2017.

Proposed scope of the new strategy

5. We are seeking your agreement that the new strategy would have a wider focus than the current one. In particular, that it would focus on:
 - all road transport users, including a greater focus on walking and cycling
 - health as well as road trauma, including the public health benefits of using active modes, and reducing the health impacts from transport such as air pollution and noise
 - addressing personal safety while travelling, especially in the developing shared- and potentially driverless-modes of travel.
6. We explored whether the scope of the strategy should be even wider than proposed above and cover rail, aviation and maritime. On balance, we believe that many of the safety issues relating to these modes are quite different and combining them would make the strategy unwieldy. However, we will look to make linkages across modes where there are common causes of injury (e.g. fatigue, noise, etc), and to learn from interventions being carried out across modes.

Content of the strategy

7. We believe the strategy should:
 - set out a future vision for health and safety which focuses on zero harm to people on, or using, the road and its environs

¹Ministry of Transport, the NZ Transport Agency, the Accident Compensation Corporation (ACC), the NZ Police, Local Government New Zealand, the Ministries of Justice, Health, and Education, and WorkSafe NZ.

- have targets, outcomes and performance measures that are collective, measurable and accountable. It should also have an evaluative framework developed from the out-set.
- be based on a strong evidence base, laying out the key issues and priorities for addressing road safety and other harms
- set out the roles and responsibilities among central and local government, and also more broadly encourage leadership from a range of non-government stakeholders such as community groups and industry bodies, in the delivery of the strategy
- include an intervention approach that makes effective use of a broad range of intervention tools and levers across the system
- be supported by action plans that set out clear actions to be taken. We recommend that the first action plan is developed at the same time as the strategy, so that both can be ready to be released at the same time and we can make progress immediately

Proposed engagement process

8. The current strategy is very government focused. We believe it is important that a new strategy should involve more engagement with local government, communities, businesses and experts – both in its development and in delivery. Changes in road safety will only be effective and sustainable if there is greater involvement and buy-in by a broad range of players.
9. We are proposing that the Ministry of Transport lead the process of developing the new strategy and action plan, working with an inter-agency team. We propose this be an iterative process, with wide stakeholder engagement and public input.
10. We are suggesting the strategy and action plan development process be supported by three groups:
 - a) A re-focused NRSMG and National Road Safety Chief Executive Group: these two groups involve staff and Chief Executives from the Ministry of Transport, NZ Transport Agency, NZ Police, ACC, Ministry of Education, Ministry of Health, WorkSafe NZ, the Energy Efficiency and Conservation Authority (EECA), and the Ministry of Justice. It is important that these agencies are involved in demonstrating leadership, as they can deliver or influence many of the potential solutions for reducing harm
 - b) An academics and technical experts advisory group: the purpose of this group will be to support the development of the evidence base, and provide insights on what interventions may or may not be effective
 - c) A road safety leaders group: made up of key influencers for change from industry and community groups with an interest in road safety that could support the development of the content of the strategy and broader engagement and implementation
11. These groups would be established early in phase 1 (discussed below), and their advice and input sought throughout the process.
12. As well as these formal groups, we would engage throughout the process with a broad range of stakeholders, including interest groups, the general public and local communities. We

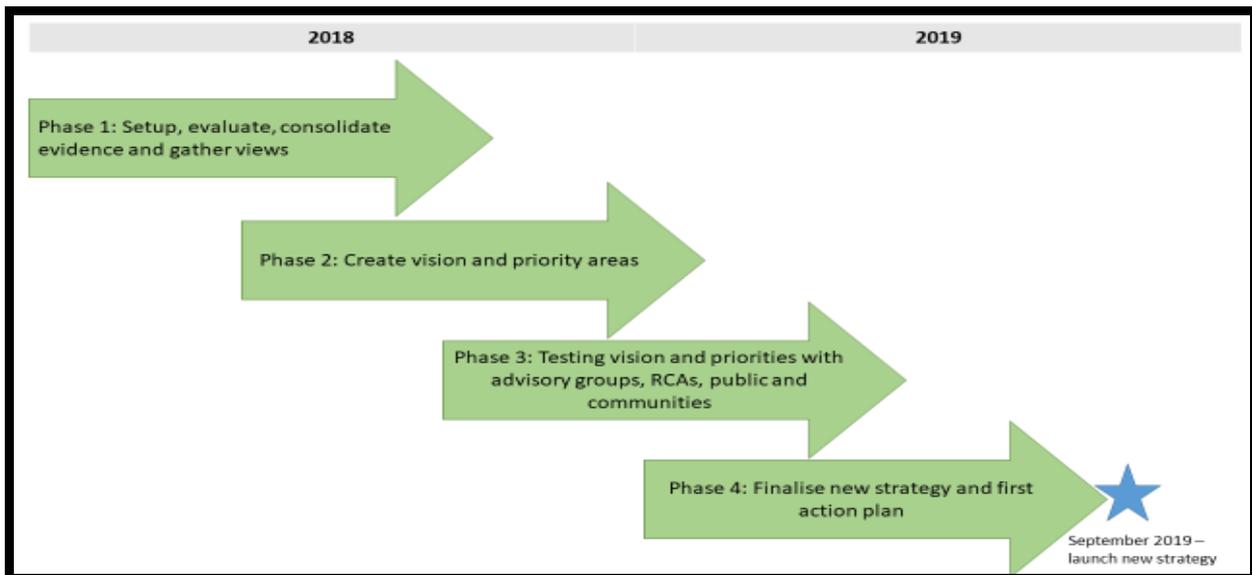
would like to explore a range of approaches, such as innovation labs, workshops, and social media to enable wide engagement.

13. Continuous engagement with Road Controlling Authorities (RCAs) will be key. Feedback from local government at the Road Safety Summit, tentatively planned for March 2018, will assist with this and would be the first of an expected series of engagements. The Summit would also provide an opportunity to launch the development phase of the strategy and commence a wider discussion.
14. We also recommend that you establish a small group of Ministers with an interest in this area, that could meet a few times during the development of the strategy (for example: the Minister of Police, the Minister for ACC and Workplace Relations and Safety, the Minister of Education, the Minister of Health).

Timeframe

15. If we are to undertake the engagement approach outlined above, we believe it will take 18 months to develop the new strategy and action plan, with final documents ready for launch in September 2019.
16. We suggest that you take an item to Cabinet in the first quarter of 2018 to inform Cabinet about the proposed approach, and seek agreement to the Ministerial Group.
17. The strategy development would contain the following overlapping stages:
 - a) Phase 1 - we would establish the project, consolidate evidence and gather views of key stakeholders inside and outside government. This would include establishing the three committees. During this phase you would need to advise your Cabinet colleagues of the planned programme of work. As part of consolidating the evidence base, we will provide you with an evaluation of Safer Journeys. We will also start to identify where further research needs to be commissioned.
 - b) Phase 2 - we will develop and seek your agreement to an initial view on the new vision, framework and focus areas for the new strategy. We will also develop and seek your agreement to an initial set of priorities for the first action plan. This will be done in partnership with the advisory groups and RCAs through workshops or innovation labs and other engagement mechanisms.
 - c) Phase 3 - we would test the proposed new approach to the strategy and interventions for the first action plan with a broader range of stakeholders. This will include further discussions with the advisory groups and RCAs. It will also include testing with communities and the public.
 - d) Phase 4 - we would review the feedback from Phase 3 and develop the final strategy and first action plan for submission to Cabinet for sign off. The strategy and first action plan would be launched in September 2019 for implementation on or before 1 January 2020.

Figure 1: Broad timing of the programme of work



18. As discussed with you, we are also planning shorter-term packages of safety initiatives that will be progressed in parallel to the strategy being developed. In order for us to undertake all of this work, we will need your agreement to defer some work identified in the current Safer Journeys Action Plan 2016–2020. We will seek agreement from you on this in early 2018.

Recommendations

19. The recommendations are that you:
- (a) **agree** the proposed approach to developing a new road safety strategy set out in this briefing Yes/No
 - (b) **agree** that to enable the Ministry to develop its project plans, the strategy will be ready for public release by September 2019 Yes/No

Brent Johnston
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MINISTER’S SIGNATURE:

DATE:

