

Proactive Release

This document is proactively released by Te Manatū Waka the Ministry of Transport.

Some information has been withheld on the basis that it would not, if requested under the Official Information Act 1982 (OIA), be released. Where that is the case, the relevant section of the OIA has been noted and no public interest has been identified that would outweigh the reasons for withholding it.

Listed below are the most commonly used grounds from the OIA.

<u>Section</u>	<u>Description of ground</u>
6(a)	as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government
6(b)	as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by <ul style="list-style-type: none"> (i) the Government of any other country or any agency of such a Government; or (ii) any international organisation
6(c)	prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
9(2)(a)	to protect the privacy of natural persons
9(2)(b)(ii)	to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information
9(2)(ba)(i)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public
9(2)(ba)(ii)	to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
9(2)(f)(ii)	to maintain the constitutional conventions for the time being which protect collective and individual ministerial responsibility
9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
9(2)(i)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities
9(2)(j)	to enable a Minister of the Crown or any public service agency or organisation holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

In Confidence

Office of the Minister of Transport

Cabinet Economic Policy Committee

Releasing the Road Safety Objectives document

Proposal

- 1 This paper seeks agreement to publish the attached New Zealand Road Safety Objectives Document (objectives document).

Relation to government priorities

- 2 The introduction of a new set of objectives and intended actions for road safety is a commitment outlined in the Government Policy Statement on land transport 2024 – 2034 (GPS 2024).
- 3 GPS 2024, and its direction for road safety, has guided the development of the objectives document. The objectives document sets out the actions that will be delivered to give effect to the Government's priorities outlined in GPS 2024.

Improving road safety is a priority for the Government

- 4 Provisionally, over the course of 2023, there were 341 fatalities and 2,435 serious injuries from 2,359 crashes on New Zealand's roads.
- 5 New Zealand's annual rate of road deaths per 100,000 people is higher than comparable states in Australia. In 2022, New Zealand had 7.3 road deaths per 100,000 people. With similar populations and road networks, Victoria had 4.4 road deaths per 100,000 people, and Queensland had 5.1 road deaths per 100,000 people.
- 6 Each year, road deaths and serious injuries (DSIs) place a burden on families, communities, the economy, and the health sector, with significant costs incurred by the Accident Compensation Corporation (ACC) and other parties.

The objectives document rebalances the Safe System approach and promotes personal responsibility

- 7 In line with GPS 2024, the objectives document rebalances the Safe System approach. The actions target the highest contributing factors in fatal crashes, with a focus on delivering road policing and enforcement activities.

- 8 The objectives document reinforces the intent of the Land Transport Rule: Setting of Speed Limits 2024¹ and rebalances the Safe System approach to ensure speed limit reductions are not the first tool that is reached for when safety interventions are being considered.
- 9 The highest income countries that have the lowest rates of road deaths (Norway, Sweden, Iceland, Japan, Denmark, and the United Kingdom) all have default speed limits of 50 kilometres per hour or more on urban roads, with exceptions for lower speed limits. These countries have strong safety records, and target alcohol, drugs, and speeding.

The road safety actions I have proposed are clear and targeted

- 10 The objectives document sets out clear and targeted actions across four objectives over the next three years. The objectives are:
 - 10.1 Safer roads: Lift the quality of our road infrastructure
 - 10.2 Safer drivers: Ensure road users are alert, unimpaired and comply with the road rules
 - 10.3 Safer vehicles: Improve the safety performance of our vehicle fleet
 - 10.4 Resetting speed: A balanced and targeted approach to speed limits.
- 11 The actions reflect the priority projects outlined in GPS 2024. This includes working with ACC to increase use of ACC injury prevention funding for road safety initiatives.

I am seeking approval to publish the objectives document

- 12 Safety is one of the strategic priorities outlined in GPS 2024. Through the GPS 2024 consultation process, over 2000 submissions were received. Officials have drawn on those submissions to develop the objectives, given that several road safety priorities were outlined in GPS 2024. Therefore, I do not intend to engage with the public on the objectives document before publishing it.

Cost-of-living, financial, legislative, climate, population and human rights implications

- 13 There are no direct implications (including, cost-of-living, financial, legislative, population and human rights) arising from this paper.

¹ I intend to sign the new Land Transport Rule: Setting of Speed Limits 2024 in September 2024 enabling it to come into force in October 2024.

Consultation

- 14 The following government departments were consulted on this paper: NZTA, NZ Police, Treasury, WorkSafe NZ, ACC, Department of Internal Affairs, Ministry of Social Development with input from the Office for Seniors and the Ministry of Education.
- 15 The Department of the Prime Minister and Cabinet was informed.

Proactive Release

- 16 Once I have publicly released the objectives document, I will proactively release this paper with appropriate redactions.

Recommendations

The Minister of Transport recommends that the Committee:

- 1 **note** the contents of the final Road Safety Objectives Document and its focus on safer roads, safer vehicles, safer drivers, and resetting the approach to speed
- 2 **agree** to the release and publication of the final New Zealand Road Safety Objectives document.

Authorised for lodgement.

Hon Simeon Brown

Minister for Transport

PROACTIVELY RELEASED BY
MINISTRY OF TRANSPORT TE MANATŪ WAKA

Attachment to this Cabinet paper is refused under section 18(d) as it is or soon will be released on the Ministry of Transport website here - <https://www.transport.govt.nz/about-us/what-we-do/proactive-releases/SearchForm>

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Cabinet Economic Policy Committee

Minute of Decision

This document contains information for the New Zealand Cabinet. It must be treated in confidence and handled in accordance with any security classification, or other endorsement. The information can only be released, including under the Official Information Act 1982, by persons with the appropriate authority.

Releasing the Road Safety Objectives Document

Portfolio Transport

On 24 September 2024, the Cabinet Economic Policy Committee:

- 1 **noted** the contents of the New Zealand Road Safety Objectives Document and its focus on safer roads, safer vehicles, safer drivers, and resetting the approach to speed;
- 2 **agreed** to the release and publication of the New Zealand Road Safety Objectives Document, attached to the paper under ECO-24-SUB-0211, subject to any changes approved by the Minister of Transport to reflect discussion at ECO.

Rachel Clarke
Committee Secretary

Present:

Hon David Seymour
Hon Nicola Willis (Chair)
Hon Chris Bishop
Hon Shane Jones
Hon Brooke van Velden
Hon Simeon Brown
Hon Paul Goldsmith
Hon Louise Upston
Hon Mark Mitchell
Hon Tama Potaka
Hon Penny Simmonds
Hon Mark Patterson

Officials present from:

Office of the Prime Minister
Office of Hon Chris Bishop
Officials Committee for ECO



Cabinet

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Report of the Cabinet Economic Policy Committee: Meeting of 24 September 2024

On 30 September 2024, Cabinet made the following decisions on the work of the Cabinet Economic Policy Committee for the period ended 27 September 2024:

Out of Scope

ECO-25-MIN-0211 **Releasing the Road Safety Objectives Document** CONFIRMED
Portfolio: Transport

Out of Scope

Rachel Hayward
Secretary of the Cabinet

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