

20 April 2022

Sam Jenkins
fyi-request-18939-c1e8ed38@requests.fyi.org.nz

REF: OIA-9753

Dear Sam

Request made under the Official Information Act 1982

Thank you for your email of 21 March 2022 requesting the following information under the Official Information Act 1982 (the Act):

...With New Zealand setting a target 0 road deaths, with a 'road to zero' strategy over the next 10 years to December 2029 (<https://www.transport.govt.nz/area-of-interest/safety/road-to-zero/>) - has there been any comparisons or analysis of the Dutch 'sustainable road safety' approach (<https://sustainablesafety.nl/>)

If there has been a comparison, has any advice been sought on whether this approach to design would achieve New Zealand's aim?...

I appreciate your interest in New Zealand's road safety strategy, Road to Zero. Our vision is a New Zealand where no one is killed or seriously injured on our roads with an interim target to reduce deaths and serious injuries by 40% by 2030 (compared to 2018). All New Zealanders should get where they're going safely whether they're walking, cycling, driving, motorcycling or using public transport.

Whilst there was no formal comparison undertaken, the Dutch Sustainable Road Safety strategy was one of the international best practice strategies that fed into the development of the Road to Zero strategy. Both strategies therefore have significant areas of alignment, such as:

- Both are underpinned by a Safe System approach to road safety – which requires a mix of solutions that all combine to keep people safe.
- Both recognise the functionality of roads as a key design consideration. This is recognised as a key part of Road to Zero through adoption of Movement and Place principles as part of the One Network Framework and developments associated with the new Speed Management Guide (under Tackling Unsafe Speeds). More information on this can be found here:
 - <https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/>
 - <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-management/>
 - <https://www.transport.govt.nz/area-of-interest/safety/tackling-unsafe-speeds/>
- Both recognise the critical importance of injury biomechanics and the need to protect people from harmful forces. This is achieved by limiting differences in speed, direction, mass and size, and giving road users appropriate protection either through physical separation or speed management.

- Both require greater responsibility from system designers, effectively allocating responsibility to all parties (across all industry, public and private), particularly those responsible to designing the road transport system, rather than just focussing on the behaviour of road users.
- Both also recognise learning, innovating and building capability as key to improving road safety performance. This is recognised under Road to Zero as a key principle as well as being a focus under System Management.

The adoption of Safe System principles and the steps taken by the best performing countries are well reflected in Road to Zero. The challenge is to catch up to countries like Sweden, Norway and the Netherlands which are around 20 years ahead in terms of Safe System implementation.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'F Marsh', written in a cursive style.

Fabian Marsh
Senior Manager Road Safety