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13 February 2023

Out of Scope

REF: OIA-11879

Dear Out
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Request made under the Official Information Act 1982

Thank you for your email of 18 January 2023 requesting information regarding the Road to Zero campaign under the Official Information Act 1982 (the Act). I will respond to each of your questions in turn.

1) **there are many references to how NZ is keeping in line with the international move towards slower speeds on roads. Please provide all data and research and reports used to show which other countries are doing the same as us with the same Road to Zero strategy.**
2) **What if any countries have NO deaths from car accidents?**

Road to Zero is Aotearoa New Zealand's Vision Zero strategy to significantly reduce road trauma. It has an ambitious target of reducing deaths and serious injuries on the roads by 40 percent by 2030 (from 2018 levels). Road to Zero is underpinned by the Safe System approach.

This kind of 'Safe System' thinking has dramatically improved road safety in some countries, and underpins approaches adopted in other fields like aviation, shipping, and workplace health and safety

The concept of a Safe System, in the context of road safety, originated in Sweden and the Netherlands in the 1980s and 1990s. As the decades-long decreases in the number of road fatalities and severe injuries were levelling out, it became clear a predominant focus on education, information, regulation and enforcement was no longer delivering progress. It was then that experts began to explore the notion of traffic as a Safe System.

The approach to conceive complex systems in a way that takes into account the failings of humans had long been applied elsewhere, notably in occupational safety. For road transport, however, it was novel and even revolutionary, for it requires a fundamental change in mindset. Adopting a Safe System starts with accepting the validity of a simple ethical imperative: No human being should be killed or seriously injured as the result of a road crash.

Please see below a list of research and reports relevant to the Vision Zero and the Safe System Approach:

- Recommendations from Academic Expert Group for 3rd Global Ministerial Conference on Road Safety: https://www.roadsafetysweden.com/about-the-conference/recommendations-from-academic-expert-group/
- Vision Zero: How dreams become reality: https://bransch.trafikverket.se/contentassets/5cd510b77a70430694044f1cab5ab78a/vision-zero-how-dreams-become-reality-eng-2017.pdf
- OECD (2008) Towards Zero: Ambitious Road Safety Targets and the Safe System Approach: https://fevr.org/wp-content/uploads/2017/12/Towards-Zero-OECD-PDF-57-MB.pdf
- OECD (2016) Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System: https://www.itf-oecd.org/sites/default/files/docs/zero-road-deaths.pdf
- Sweden Management by Objectives 2018: http://trafikverket.diva-portal.org/smash/get/diva2:1389250/FULLTEXT01.pdf
- World Bank (2009) Road Safety Management Capacity Reviews: https://openknowledge.worldbank.org/bitstream/handle/10986/12706/703930ESW0P1030BGRSF0Guidelines0PDF.pdf?sequence=1&isAllowed=y
- Austroads (2018) Towards Safe System Infrastructure: A Compendium of Current Knowledge: https://austroads.com.au/publications/road-safety/ap-r560-18
- Austroads (2018) Towards Safe System Infrastructure - Webinar: https://austroads.com.au/resources/documents/supporting-documents/webinars/Austroads_Webinar_Towards_Safe_System_Infrastructure.pdf
- Australian Review of National Road Safety Governance Arrangements: https://www.roadsafety.gov.au/sites/default/files/2019-11/stp_review_of_national_road_safety_governance_arrangements.pdf
- Saving Lives Beyond 2020: The Next Steps: https://www.roadsafetysweden.com/contentassets/c65bb9192abb44d5b26b633e70e0be2c/200113_final-report-single.pdf
- Other publications related to Vision Zero: https://bransch.trafikverket.se/en/startpage/operations/Operations-road/vision-zero-academy/Publications-related-to-Vision-Zero/

3) provide studies and data regarding how lowering speeds from 100km down to 80km stops fatal accidents?

Speed makes a major difference in a crash. The faster you go, the less time you and others have to react when something unexpected happens. Regardless of the cause of a crash, speed is the difference between someone being unharmed, seriously injured, or killed.

A 5 percent decrease in average speed leads to about a 10 percent decrease in all injury crashes and a 20 percent decrease in fatal crashes. Even a small reduction in average speed makes a big difference in preventing crashes causing injury and loss of life. The role and impact of speed in serious crashes is often underestimated.

Higher speeds increase crash probability through several mechanisms: by reducing the capacity to stop in time; by reducing manoeuvrability in evading a problem; by making it impossible to negotiate curves and corners at speeds which are too high for the friction available; by reducing the driver's field of vision; and by causing others to misjudge gaps. For example, a vehicle travelling above the speed limit allows pedestrians less gap to cross the road than expected for the distance between the pedestrian and the vehicle.

People who walk or ride bikes or motorbikes have a strong chance of surviving and avoiding a serious injury if the person driving is going less than 30km/h at impact. The risk of death and serious injury approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h.

Please see below relevant research:
https://documents1.worldbank.org/curated/en/298381607502750479/pdf/Road-Crash-Trauma-Climate-Change-Pollution-and-the-Total-Costs-of-Speed-Six-graphs-that-tell-the-story.pdf

4) if reducing speeds down to 30km/h WILL prevent all fatal accidents then why aren't all roads 30km/h?

In 2022, Waka Kotahi NZ Transport Agency published the Speed Management guide to support regional transport. The guide sets out an approach to speed management planning for Aotearoa New Zealand that draws together the Rule and the main elements of Road to Zero with Toitū te Taiao (the Waka Kotahi sustainability action plan) and the One Network Framework (the national classification system for streets and roads). The result is a principles-based approach to setting speed limits and managing speeds.

The setting of safe and appropriate speed limits aligns with the urban and rural One Network Framework street categories, which closely align with Safe System principles.

All Road Controlling Authorities are required to use the guide to set safe and appropriate speeds across New Zealand, here: https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf.

The guide is using the One Network Framework, which is the national classification system for Aotearoa New Zealand roads and streets. It recognises that the transport network has a ‘place’ function as well as a ‘movement’ function – roads and streets are destinations (places) for people as well as serving a transport purpose (movement). The framework uses an approach that includes consideration of surrounding land use, community wellbeing, economic activity and growth aspirations.

This approach links transport more clearly with land use, the people present and how they’re travelling around. The movement and place classifications provide a strong foundation for consistently and clearly linking safe speed limit ranges to the current and future use of streets and roads. Under the framework, roads and streets are grouped into categories, depending on their movement and place importance.

Further information on the speed management guide can be read here:
https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf

5) has any research reports or data been looked into about the negative effects of lowering speeds unnecessarily? Like increasing road rage incidents, stress loads on people, transport times etc

While lower speed limits would have a small impact on travel time, this pales in comparison with the potential to save lives, prevent serious injuries and reduce the economic cost from crashes.

We commissioned a research project that found a drop in maximum speed travelled along certain routes from 100km/h to 80km/h increased travel times by around 10 percent and reduced fuel use by about 15 percent. An earlier report studied the combined impacts of changes in mean speeds to road safety risk, travel times and fuel use for heavy vehicles. It concluded that the 'optimum' speed for heavy vehicles, taking these three factors into account, would be around 80km/h (Max Cameron, 2012). The Max Cameron research can be accessed, here: www.nzta.govt.nz/resources/economic-analysis-of-optimum-speeds-on-rural-state-highways-in-nz/.

Waka Kotahi has not completed any research reports on reducing speed limits impact on road rage incidents and stress loads on people. While we understand the concern about driver frustration, there is a critical need to move freight, support industry and enable journeys that don't take all day, and we acknowledge there is a balance to be found. Any proposal to drop speed limits is being driven by one objective – reducing harm and saving lives.

This isn't just about protecting drivers. The changes we are proposing are also about protecting passengers, the school kids crossing the road, the residents waiting for a bus, the motorcyclists without the same protection as someone in a car, and the many people who walk, run, cycle or scoot on our roads and footpaths.

6) was having a school speed zone in SCHOOL HOURS ONLY looked into? Like 40km/h from 8am to 9am and then 2pm to 4pm? What was the data provided for this option?

The variable speed limits around schools were looked into as part of the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule). The new Rule makes the setting of speed limits more efficient for Road Controlling Authorities by enabling a network approach rather than a piecemeal, road-byroad approach. This will improve speed management planning and consultation.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires road controlling authorities to use reasonable efforts to have at least 40 percent of speed limit changes for roads outside schools completed by 30 June 2024, and the remainder must be completed by 31 December 2027, and these changes must be built into speed management plans.

Each school, in conjunction with the road controlling authority, can determine the roads outside that school – it may simply be a single road that runs past the school gate, or (at the other end of the spectrum) a wider area around the school plus roads that have a higher volume of active-mode travel. Schools will be grouped into two categories to determine the appropriate speed limit for their surrounding roads. The Speed Management Guide: Road to Zero edition provides more guidance on this.

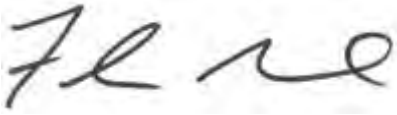
Te Manatū Waka – Ministry of Transport is solely responsible for the analysis and advice set out in the Regulatory Impact Statement for the Tackling Unsafe Speeds, this is publicly available here: www.transport.govt.nz//assets/Uploads/Regulatory-Impact-Summary-Tackling-Unsafe-Speeds-FINALpdf.pdf

Further documentations about this work are publicly available here: https://www.transport.govt.nz/area-of-interest/safety/tackling-unsafe-speeds/#:~:text=Speed%20limits%20around%20schools%20(including,by%20the%20end%20of%202027.

In line with Waka Kotahi policy, this response will soon be published on our website, with personal information removed.

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

Yours sincerely



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