



# How do the interventions of non-transport-related agencies affect transport safety?

New Zealand's government agencies develop policy interventions in health, education, the environment and many other sectors. These agencies have a diverse range of priorities, which may at times conflict with or even undermine other agencies' priorities.

Using a literature review, interviews and case studies, this report examines these issues as related to road safety. It suggests how agencies can include transport safety in their planning, no matter what their main priorities may be.

## WHAT INTERVENTIONS WERE EXAMINED, AND WHY?

In this study, researchers assessed road safety co-benefits (benefits that are not intended as the primary outcome) across all government interventions. They created the New Zealand Road Safety Actor Map, which shows the wide range of groups, individuals, environments and equipment that intersect with road safety issues.

Through their literature review and interviews with a range of experts, researchers identified interventions that, beyond meeting their primary objectives outside of transport, also have positive impacts on road safety. Of these, they presented three case studies that best illustrate the various ways that interventions are developed.



New Zealand road safety actor map

## THE CASE STUDIES: EDUCATION, CRIME AND EMISSIONS

The three case studies included interventions by the Ministry of Education (Tomorrow's Schools reform), New Zealand Police (Youth Crime Action Plan) and the Productivity Commission (emissions reduction).



There were some common themes across the case studies, including that agencies:

- found it hard to access and effectively use transport data
- didn't have enough time to consider road safety co-benefits
- weren't required to consider road safety co-benefits.

## WHAT CAN WE LEARN FROM THE CASE STUDIES?

- 1 Road safety co-benefits are often left out of intervention logics due to complexity, uncertainties, risks and resource pressures.

An example is the difficulty of considering road safety co-benefits in changes to enrolment schemes.

They have been left out of the intervention logic for the Tomorrow's Schools reforms so that the Ministry of Education can focus on their primary objectives.

- 2 Road safety co-benefits are seldom carried through intervention logics for non-road-safety projects.

For example, road safety co-benefits when switching to a low-carbon economy were initially considered in a Productivity Commission report but were not included in the final version.

## WHAT PRACTICAL IMPROVEMENTS CAN TRANSPORT-RELATED AGENCIES MAKE?

To encourage other agencies to include road safety co-benefits in their interventions, transport-focused agencies can:

- share road safety and transport data in more useful ways with other agencies
- improve access to road safety expertise for other agencies
- actively encourage other agencies to consider road safety co-benefits.

## WHAT ELSE CAN WE IMPROVE?

So that transport co-benefits and disbenefits carry greater weight in the design of interventions, the researchers also suggest applying a systems approach. This would be easier if working across agency boundaries was more explicitly encouraged in departmental key performance indicators (KPIs).

## OTHER RECOMMENDATIONS AND FURTHER RESEARCH

Other useful approaches to road safety co-benefits include:

- where possible, undertaking a multi-level approach - the New Zealand Police did this by co-designing a local action plan with iwi Māori so all Māori may live full and prosperous lives, free from crime, victimisation and road trauma
- improving coordination between public-sector agencies by co-developing interventions with intersecting interests - this is a key objective of the Youth Crime Action Plan, which actively encourages agencies to stop working in silos and to work together to address youth crime
- listing co-benefits and disbenefits in advice to decision makers so that they can be considered in decision making
- conducting more interdisciplinary research.



RR 668 - A cross-portfolio consideration of interventions impacting transport safety outcomes, Waka Kotahi NZ Transport Agency research report. Available at [www.nzta.govt.nz/resources/research/reports/668](http://www.nzta.govt.nz/resources/research/reports/668)