

New Zealand Government

Annual Monitoring
Report 2020



July 2021



Contents

Purpose of this document

New Zealand has committed to decisive action on road safety under *Road to Zero*: New Zealand's road safety strategy for 2020–2030. *Road to Zero* adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and a target for reducing annual deaths and serious injuries by 40 percent by 2030. *Road to Zero* is supported by an Action Plan for 2020–2022, which sets out 15 initial actions under the five focus areas of the strategy.

A key commitment under *Road to Zero* is regular monitoring and reporting against indicators set out in the strategy's outcomes framework. This can help drive action and hold relevant agencies accountable for the delivery of the strategy.

This report is the first of 10 annual monitoring reports on *Road to Zero*. It reports on progress made in the first year of implementing the strategy, and actions that have been taken in 2020.

How to navigate this document

This document consists of four sections.

Section 1 sets out the background to the *Road to Zero* strategy and action plan, and our monitoring framework for measuring progress.

Section 2 provides a summary of overall progress made in 2020.

Section 3 outlines how we're tracking towards *Road to Zero's* 2030 target.

Section 4 contains more detailed information on progress made on specific actions and how we're tracking against the specific safety outcomes and indicators for each of the five focus areas.

A full list of indicators is set out in **Appendix 1**.

A view of how the focus areas, actions and indicators all fit together is provided in **Appendix 2**.

01 Background



Road to Zero – New Zealand's road safety strategy p2

Road to Zero Action Plan 2020–2022 p3

Monitoring against the outcomes framework p4

02 Summary of progress in 2020



Overall progress on key indicators p5

Overall progress on actions p5

03 Progress towards the target



Target p6

Progress in 2020 p6

04 Focus Areas



Focus Area 1 p10
Infrastructure and speed

Objective p10

Safety outcomes p11

Progress on specific actions p13

Focus Area 2 p20
Vehicle safety

Objective p20

Safety outcomes p21

Progress on specific actions p23

Focus Area 3 p25
Work-related road safety

Objective p25

Safety outcomes p26

Progress on specific actions p28

Focus Area 4 p29
Road user choices

Objective p29

Safety outcomes p30

Progress on specific actions p34

Focus Area 5 p39
System management

Objective p39

Progress on specific actions p40

Appendix 1

Full list of indicators p43

Appendix 2

Road to Zero focus areas, actions and indicators p48

01 Background



Road to Zero – New Zealand’s road safety strategy

On average, one person is killed every day on New Zealand roads, and another seven are seriously injured.¹

Road deaths are the second largest cause of death from injury [after suicide] in New Zealand² and more than half of major trauma injuries treated in our hospitals relate to road crashes.³ The total social cost of fatal and injury crashes in 2018 was \$4.9 billion [at June 2019 prices].⁴ New Zealand performs poorly compared with many OECD nations based on road deaths by population, by vehicle number and by kilometres travelled.⁵

To address this problem, *Road to Zero – New Zealand’s road safety strategy for 2020–2030* – was published in December 2019. *Road to Zero* outlines a 10-year strategy to guide improvement in road safety in New Zealand from 2020.

Road to Zero sets out an overarching vision of a New Zealand where no one is killed or seriously injured in road crashes, with a target of 40 percent reduction in deaths and serious injuries by 2030. The vision and target are underpinned by seven principles and five focus areas [as set out in the diagram below].

VISION:



A New Zealand where no one is killed or seriously injured in road crashes

2030 TARGET:



A 40 percent reduction in deaths and serious injuries [from 2018 levels]

PRINCIPLES:



- We promote good choices but plan for mistakes
- We design for human vulnerability
- We strengthen all parts of the road transport system
- We have a shared responsibility for improving road safety
- Our actions are grounded in evidence and evaluated
- Our road safety actions support health, wellbeing and liveable places
- We make safety a critical decision making priority

FOCUS AREAS:



- Infrastructure and speed
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

¹ Ministry of Transport [2021]. Road deaths and injuries: Time series of casualty and crash categories. Wellington: Ministry of Transport. Retrieved from: <https://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/sheet/road-deaths-and-injuries#element-926>.

² IPRU. [2012]. Factsheet 42 – Causes of injury by age. Injury Prevention Research Unit. University of Otago. Retrieved from: <https://psm-dm.otago.ac.nz/ipru/FactSheets/FactSheet42.pdf>

³ Major Trauma National Clinical Network [2018]. Annual Report 2017–2018. Wellington: Major Trauma National Clinical Network. Retrieved from: <https://www.majortrauma.nz/assets/Publication-Resources/Annual-reports/Annual-Report-2017-18.pdf>.

⁴ Ministry of Transport [2020]. Social cost of road crashes and injuries – June 2019 update. Wellington: Ministry of Transport. Retrieved from: <https://www.transport.govt.nz/assets/Uploads/Report/SocialCostofRoadCrashesandInjuries2019.pdf>.

⁵ International Transport Forum [2020]. Road safety annual report 2020. Paris: ITF OECD. Retrieved from: https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2020_0.pdf.

Road to Zero Action Plan 2020–2022

Road to Zero is supported by the Action Plan for 2020–2022.

A range of agencies are responsible for leading different actions, or the different components within individual actions, including:

- ▶ *the Ministry of Transport* (the Ministry), who is the steward of the transport system and the Government’s principal transport adviser
- ▶ *Waka Kotahi New Zealand Transport Agency* (Waka Kotahi), who is the Government’s land transport delivery agency. It is a Crown entity and its functions are set out in the Land Transport Management Act
- ▶ *The New Zealand Police* (Police), who are responsible for enforcement of the land transport system. Police enforce regulatory provisions relating to both road traffic and transport.

Other agencies such as the Accident Compensation Corporation (ACC), WorkSafe New Zealand and the Ministry of Business, Innovation and Employment, as well as local government, non-government organisations, and transport industry partners, also have key roles to play.

Progress on each of the 15 actions in the Action Plan for 2020–2022 is key to laying the foundations for *Road to Zero’s* 10-year change programme, with the delivery of some actions continuing over the term of the strategy.

The 15 actions [categorised by focus areas] are set out below.

Focus Area 1: Infrastructure and speed

- 01** Invest more in safety treatments and infrastructure improvements
- 02** Introduce a new approach to tackling unsafe speeds [‘Tackling Unsafe Speeds’]
- 03** Review infrastructure standards and guidelines
- 04** Enhance the safety and accessibility of footpaths, bike lanes and cycleways [‘Accessible Streets’]

Focus Area 2: Vehicle safety

- 05** Raise safety standards for vehicles entering New Zealand
- 06** Increase understanding of vehicle safety
- 07** Implement mandatory anti-lock braking systems (ABS) for motorcycles

Focus Area 3: Work-related road safety

- 08** Support best practice for work-related road safety
- 09** Strengthen commercial transport regulation

Focus Area 4: Road user choices

- 10** Prioritise road policing
- 11** Enhance drug driver testing
- 12** Increase access to driver training and licensing
- 13** Support motorcycle safety
- 14** Review road safety penalties

Focus Area 5: System management

- 15** Strengthen system leadership, support and coordination.

Monitoring against the outcomes framework

Regular monitoring and reporting is critical to keep us on track towards our 2030 target, and provides a transparent way to assess and review progress on actions. *Road to Zero* has an outcomes framework that covers programme delivery, system performance and outcomes across all five focus areas. This will enable us to take stock of where things are at, identify areas where more action is needed, and report publicly on our progress on an annual basis.

As noted in the strategy:

- ▶ **Intervention indicators** measure progress of specific action plan initiatives. These will be published in each action plan to show how we intend to monitor the progress of those actions. The intervention indicators will be updated in each action plan to ensure that they stay relevant.
- ▶ **Safety performance indicators** are what we seek to improve through successful programme delivery. The safety performance indicators are enduring and will be monitored throughout the duration of the strategy.
- ▶ **Outcome indicators** relate closely to the overarching goal, which is a 40 percent reduction in the number of deaths and serious injuries by 2030. Like the safety performance indicators, these indicators are enduring and will be monitored throughout the duration of the strategy.

Progress made in the first year of implementing *Road to Zero* is outlined in the following sections.

In *Section 3: Progress towards the target*, the annual number of deaths and serious injuries (DSIs) is reported for the 2019 and 2020 calendar years. This is because our overarching target on DSI reduction was set against the 2018 calendar year. Where appropriate, discussion on progress on *Road to Zero* actions has also been reported for the calendar year.

However, all other indicator data are reported by financial year (July to June) to align with the reporting time period for other monitoring reports. This means that for monitoring the progress of *Road to Zero* actions, we have used the 2018/19 financial year data as the baseline for most indicators. Where 2018/19 data are not available, we have used data from 2019/20 (or later) as the baseline.

Finally, some indicators have sub-targets associated with them. Where these exist, we have recorded them alongside 2018/19 and 2019/20 data in the relevant sections.



Intervention indicators measure progress of specific action plan initiatives.

These will be published in each action plan and will be updated in each action plan to ensure that they stay relevant.

e.g. percentage of the general public exposed to advertising and/or resources on vehicle safety ratings

Safety performance indicators are what we seek to improve through successful delivery of programmes in each focus area.

The safety performance indicators are enduring and will be monitored throughout the duration of the strategy.

e.g. percentage of the vehicle fleet with a high safety rating

Outcome indicators relate closely to the overarching 40% DSI reduction target for 2030.

Outcome indicators are enduring and will be monitored throughout the duration of the strategy.

e.g. number of DSI crashes involving a vehicle with a low safety rating

02

Summary of progress in 2020



Overall progress on indicators

When we developed the *Road to Zero* outcomes framework, we knew there were a number of existing data gaps that needed to be filled as some of the indicators were not historically monitored. Identifying the appropriate mechanisms to fill the data gaps became our first priority.

In 2020, extensive work was undertaken to develop new data collection and analysis mechanisms, including the re-establishment of the Public Attitudes to Road Safety Survey and baseline data collection for indicators that we previously did not collect data for.

Three-quarters of the indicators are available for reporting in the first year, and we will continue to build on this for future monitoring reports. Future work will include investigating where and how we could source additional data, and providing additional granularity in our data (e.g. breakdowns between state highways and local roads).

Finally, some indicators in *Road to Zero* have been refined for better alignment to the overarching outcomes and/or actions.

Appendix 1 sets out the full list of indicators and the rationale for any refinements made.

Overall progress on actions

In 2020, we progressed a number of actions under the 2020–2022 Action Plan. Key progress achievements over the past year include:

- ▶ Government decisions on the proposed oral fluid drug testing regime, the establishment of the Independent Expert Panel on Drug Driving, and the introduction of the Drug Driving Bill.
- ▶ Public consultation on the Accessible Streets package of rule changes to enhance safety and accessibility of footpaths, bike lanes and cycleways.
- ▶ Cabinet agreement to the Tackling Unsafe Speeds package, and Parliament making the Land Transport (NZTA) Legislation Amendment Act 2020. This Amendment Act enabled provisions for the Setting of Speed Limits Rule (currently under development), which together will bring the new speed management framework into effect.
- ▶ Launch of the Safe Vehicles programme, aimed primarily at increasing awareness of vehicle safety ratings and encouraging consumers to buy the safest vehicle possible in their price range.
- ▶ Delivery of national road safety advertising programmes, guidance and training for road safety professionals, and driver training and licensing support (including Ride Forever, a key rider skills training course for motorcyclists).

However, the impact of COVID-19 and the subsequent Government response has resulted in delays on some actions as considerable policy, operational policy, and drafting resource was diverted to managing the response. This included a series of emergency regulatory amendments to the driver licensing and vehicle licensing systems.

Some regulatory programmes (including the Tackling Unsafe Speeds programme, the Drug Driving Bill, and the Accessible Streets package) are expected to be significantly advanced in 2021, with implementation to follow once the new legislative or regulatory settings are in place. Other regulatory actions will commence in 2021 (e.g. the proposed driver licensing review and a review of road safety penalties), while some have been re-phased to begin in 2022 (e.g. work to raise the standards of the vehicle fleet and strengthening commercial transport regulations).

In addition to delays in progressing some regulatory actions, implementation challenges on some key operational actions (particularly the safety infrastructure programme and road policing) have meant that these actions are not on track to meet their delivery targets. We will need to significantly ramp up and improve performance in these areas if these programmes are to make their full contribution towards the 40 percent reduction target by 2030.

Waka Kotahi is undertaking further modelling to identify the impacts these delays could have on achievement of the 2030 target. This will also inform the shape and scope of future actions and action plans.

Further details on progress on each of the 15 actions, grouped by focus area, are set out in **Section 4**.

03 Progress towards the target



Target

A 40% reduction in the number of deaths and serious injuries (from 2018 levels) by 2030.

As an intermediate target towards achieving the *Road to Zero* vision, we have set a target to reduce deaths and serious injuries (DSIs) on our roads by 40 percent over the next decade.

This section reports on progress towards the 2030 target in the first year of the strategy.

Progress in 2020

In 2020, there were 318 deaths and 2,176 serious injuries (total 2,494 DSIs) on our roads (provisional figures). While the number is still unacceptably high, this represents a 16% reduction from 2,978 in 2018 (see **Table 1**).

The temporary but recurring COVID-19 alert level travel restrictions imposed from March 2020 are likely to be one of the biggest contributing factors for the reduction in DSIs in 2020.

Figure 1 illustrates the influence of the COVID-19 alert level changes on the amount of travelling across the country. The drop in trips, travel distance and road traffic, particularly during alert levels 3 and 4, significantly reduced the risk of crashes at a population level.

Figure 2 illustrates a dramatic decrease in the number of DSIs between April and June 2020 (covering six weeks of levels 3 and 4 nationwide lockdown). However, there was a rebound in the number of DSIs when the travel restrictions were lifted. The number of DSIs in January to March (Q3) and April to June (Q4) 2020 was only slightly lower than the preceding year (622 vs 637 in Q3 and 714 vs 749 in Q4). It is therefore important to continue our effort and commitment to the 40 percent reduction target and the associated actions, and achieve sustained DSI reduction through effective road safety interventions.

TABLE 1
Number of deaths and serious injuries, 2018–2020

YEAR	DEATHS	SERIOUS INJURIES	TOTAL DSIs	REDUCTION FROM THE 2018 LEVEL
2018	378	2,600	2,978	-
2019	351	2,506	2,857	4%
2020 (provisional)	318	2,176	2,494	16%
2030 target	<227	<1,560	<1,787	40%

FIGURE 1
Proportion of survey respondents who indicated their movement (excludes exercise) over the past week, April – August 2020

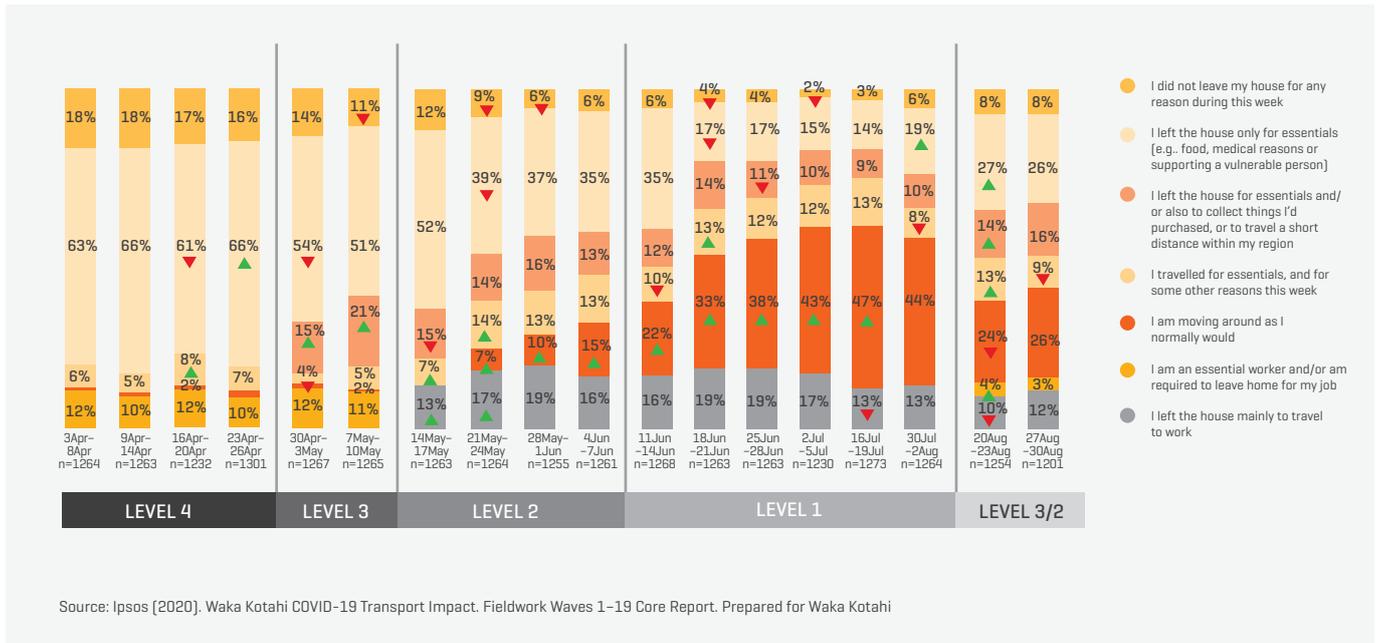
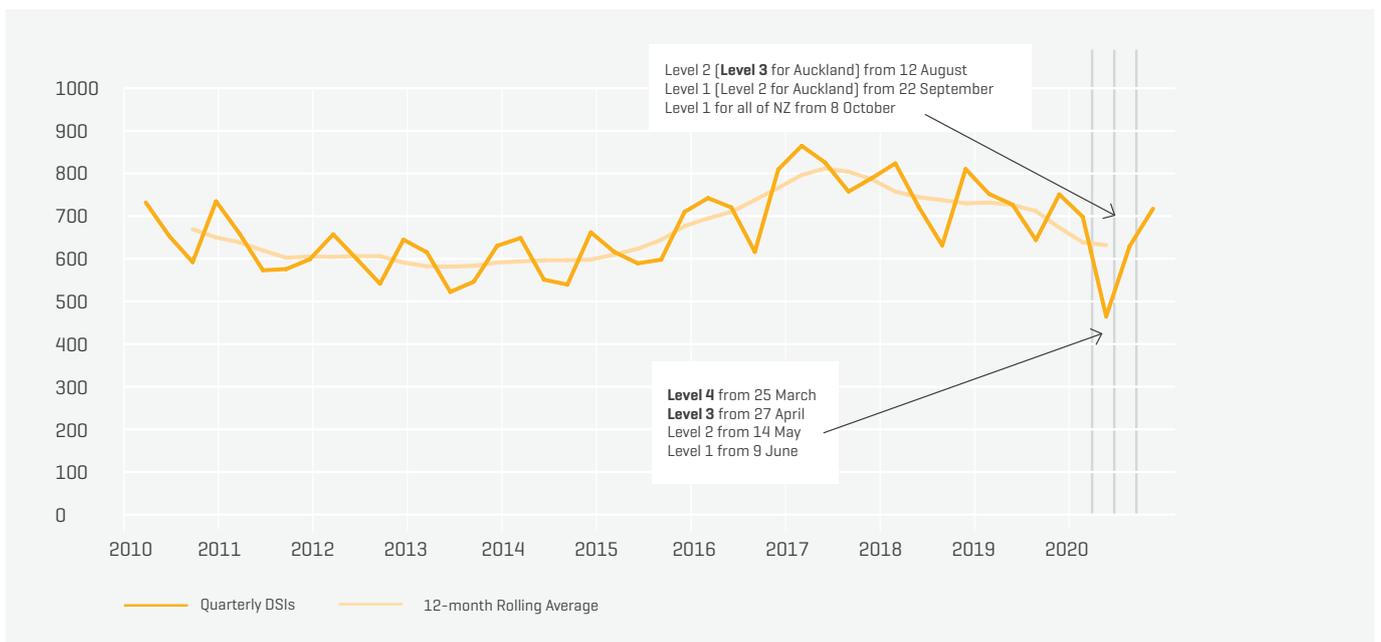


FIGURE 2
Quarterly number of deaths and serious injuries, 2010–2020



04

Focus areas



The journey towards our vision will require significant effort to enhance the quality of our roads, to strengthen regulation and social expectations for safer vehicles, to improve people's compliance with traffic laws and to create a more empathetic transport culture that protects human life. Action across these areas must be underpinned by effective system management to drive long-term change. These goals form the basis of our five focus areas.

Each focus area has a set of indicators under the outcomes framework to monitor our progress. We have categorised progress in our five focus areas by the actions that were set in the 2020-2022 Action Plan. A full list of indicators sorted by focus area and action can be found in **Appendix 2**.

Our five focus areas are:

- 1 Infrastructure and speed
- 2 Vehicle safety
- 3 Work-related road safety
- 4 Road user choices
- 5 System management





FOCUS AREA 1

Infrastructure and speed

OBJECTIVE**Improve road safety in our cities and regions through infrastructure improvements and speed management**

Improving the safety of our roads is critical to reducing deaths and serious injuries. New Zealand roads can be unforgiving and the speed limits are not always safe for the road. Building a safe road network requires investment in infrastructure safety treatments proven to save lives, as well as ensuring that speeds across the network are safe, appropriate, and enforced effectively. Modelling suggests that interventions in this area have the largest potential to reduce deaths and serious injuries.

THE INITIAL ACTIONS IN THIS FOCUS AREA ARE TO:

Invest more in safety treatments and infrastructure improvements

Introduce a new approach to tackling unsafe speeds

Review infrastructure standards and guidelines

Enhance the safety and accessibility of footpaths, bike lanes and cycleways

Progress on the overarching safety outcomes for this focus area, as well as each action and its relevant system performance and programme level indicators, is set out in the sections below.



Safety outcomes

Between the 2018/19 and 2019/20 financial years, there was a 30 percent reduction in the number of intersection DSIs and a 23 percent reduction in pedestrian and cyclist DSIs.

Figures 3 and 4 show that, disregarding the abrupt reduction in DSIs observed between April and June 2020 [covering 6 weeks of the COVID-19 national lockdown], there was a general downward movement in these indicators, suggesting that the lockdown is unlikely to be the sole contributor to the reduction in intersection DSIs, and pedestrian and cyclist DSIs.

While a general downward trend is also observed in the quarterly figures on the number of DSIs where the posted speed limit does not align with the Safe and Appropriate Speed, the data for 2018/19 were incomplete.

However, the number of DSIs that were head-on/run-off-road, or where speed was a contributing factor, fluctuated over the two-year period and did not follow a downward trend [see **Figure 3**].

Apart from using the Crash Analysis System (CAS) to monitor the number of pedestrian and cyclist DSIs where a motor vehicle is involved, we also monitor the number of ACC entitlement claims related to walking and cycling injuries that occurred with or without the involvement of a motor vehicle. These indicators together provide a more comprehensive understanding of safety outcomes of walking and cycling. While there was a steady reduction in the number of pedestrian and cyclist DSIs recorded in the CAS, the number of ACC entitlement claims related to walking and cycling fluctuated and did not follow a downward trend [see **Figure 4**].

Six safety outcomes are tracked in this focus area. Annual figures for the 2018/19 and 2019/20 financial years are included in the table below. Quarterly figures are presented in Figures 3 and 4 to illustrate how we are tracking against these outcome indicators, and how the COVID-19 national lockdown may have impacted on our results.

OUTCOME INDICATORS	2018/19 n [% OF DSIs]	2019/20 n [% OF DSIs]
Number of head-on and run-off-road DSIs [#1.3.1]	1,504 [52%]	1,439 [57%]
Number of intersection DSIs [#1.3.2]	524 [18%]	367 [15%]
Number of DSIs with speed being a contributing factor [#1.3.3]	605 [21%]	605 [24%]
Number of DSIs where the speed limit does not align with the Safe and Appropriate Speed [#1.3.4]	Not available ⁶	1,488 [60%]
Number of pedestrian and cyclist DSIs [#1.3.5]	514 [18%]	394 [16%]
Number of ACC entitlement claims related to walking and cycling injuries [#1.3.6]	4,365 [-]	4,286 [-]

⁶ 2019/20 Quarter 1 data are not available, and therefore, we could not calculate the annual figure for that year.

FIGURE 3

Number of DSIs that were head-on/run-off-road, at intersections, with speed being a contributing factor, and where the speed limit does not align with the Safe and Appropriate Speed (SaAS)

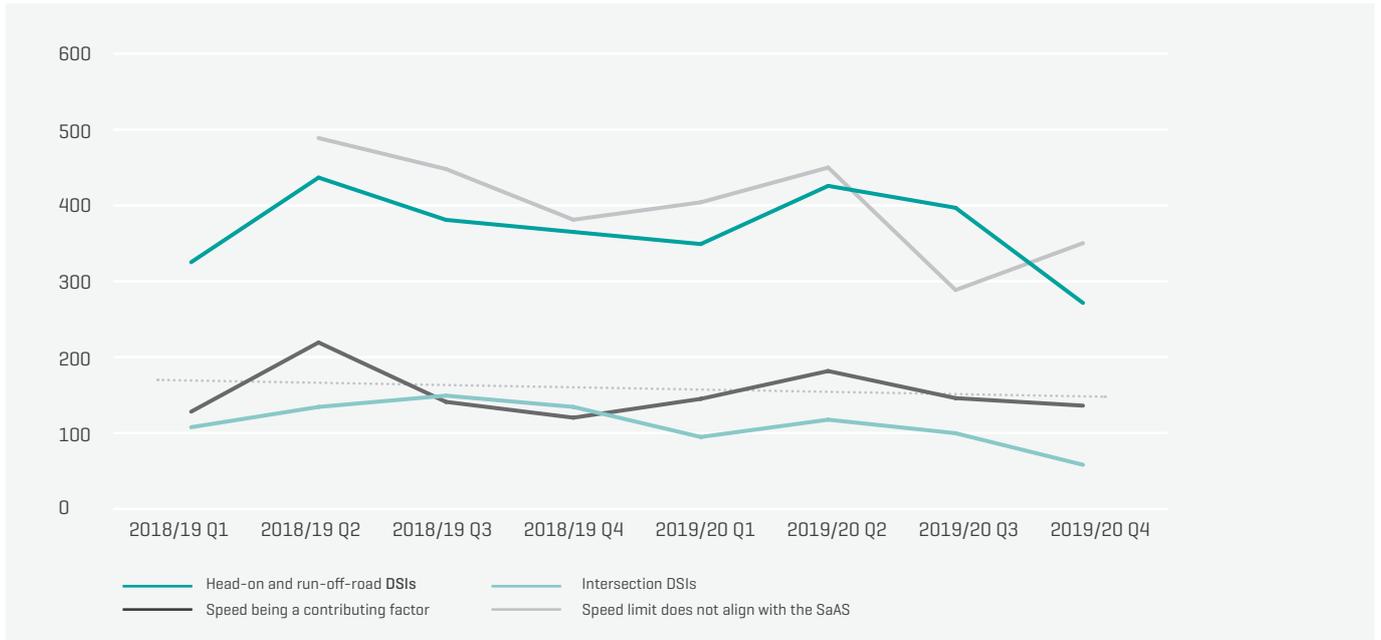
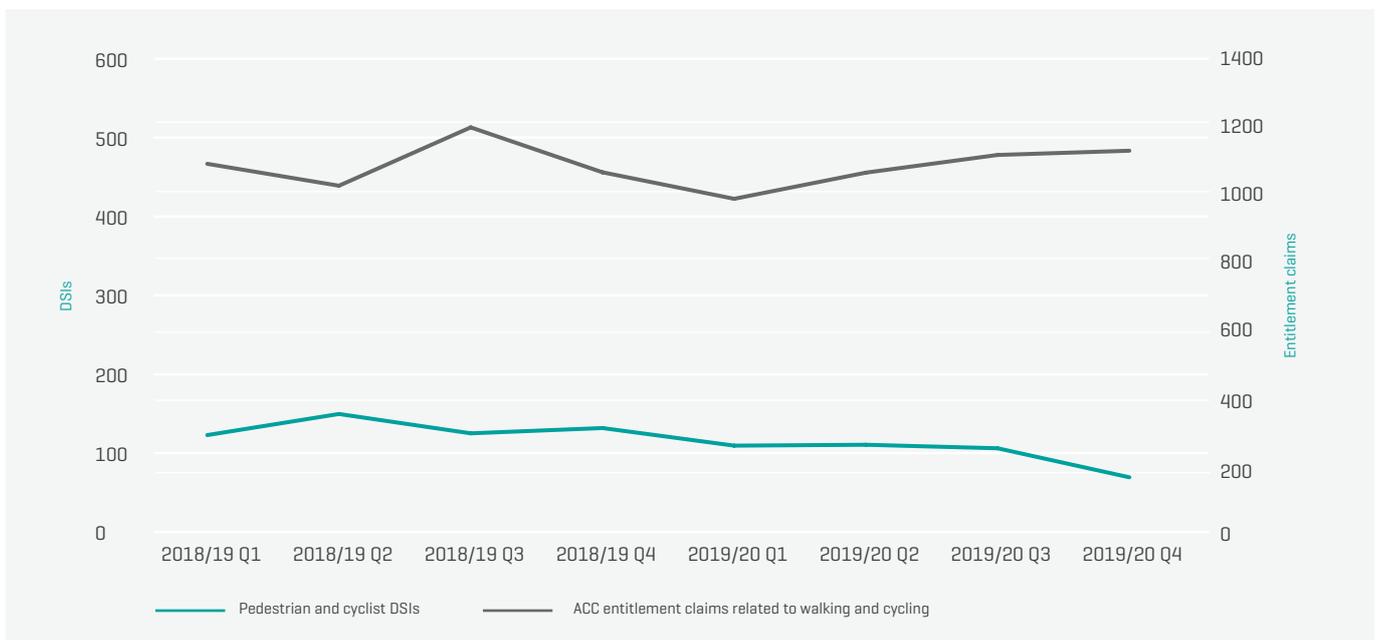


FIGURE 4

Number of pedestrian and cyclist DSIs and ACC entitlement claims relating to walking and cycling injuries





Progress on specific actions

Invest more in safety treatments and infrastructure improvements

The *Road to Zero* Action Plan (2020–22) signals increased investment in infrastructure and speed management to at least \$5 billion over the 10-year period. Our modelling indicates that approximately half of the 40 percent target would need to be achieved through infrastructure and speed management changes. This investment is targeted to roads and roadsides which offer the greatest potential for reducing DSIs. These improvements will create roads that are safer at the current speed limit and reduce the risk of head-on and run-off-road crashes, urban and rural intersection crashes, and harm to vulnerable road users.

The Speed and Infrastructure Programme (SIP, but formerly known as the Safe Network Programme) is focused on adding median and side barriers, rumble strips, wider centrelines, roundabouts and reviewing speed limits to ensure they are safe and appropriate. The programme also focuses on safety improvements at level rail crossings.

The Safe Network Programme was launched before the adoption of the *Road to Zero* strategy. However, Waka Kotahi has aligned the programme to deliver the targets set out in the strategy [e.g. km of median barriers, rumble strips installed].

In the 2019/20 financial year, a total of \$372 million has been invested in the SIP. This includes 37km of median barriers, 169km of side barriers, over 3,100km of rumble strips⁷ and no new intersections treated with primary Safe System interventions, such as roundabouts. In addition, speed limit changes were made to 119km of the network.⁸ A breakdown of what has been achieved in each financial year is set out in the table below.

The initial targets for the SIP 2018–21 are an investment of \$1.4 billion that would yield approximately 198km of median barriers, 322km of side barriers, 3,500km of rumble strips and 3,000km of speed limit changes on state highways by mid-2021.

However, implementation delays have meant that the programme is lagging behind its targets. We will need to significantly ramp up and improve delivery in this area if safety infrastructure improvements are to make their full contribution towards the 40 percent target.

INTERVENTION INDICATORS	2018/19	2019/20	TARGETS
Kilometres of the network treated with new median barriers [#1.1.1]	Not applicable	37km	300km by 2024 1,000km by 2030
Kilometres of the network treated with new Supporting Safe System interventions [including side barriers, rumble strips and wide centrelines] [#1.1.2]	Not applicable	169km side barriers	1,700km by 2024 4,000km by 2030
Number of high-risk intersections treated to operate within Safe System limits [#1.1.3]	Not applicable	-	600 by 2024 1,300 by 2030
SAFETY PERFORMANCE INDICATORS	2018/19	2019/20	TARGETS
Percentage of VKT ⁹ on roads with speed limit above 80km/h that have a median barrier [#1.2.1]	Not available	21.4%	37% by 2024 41.8% by 2030
Percentage of VKT on rural network that have a 3-star equivalent rating or better [#1.2.2]	Not available	63.6%	70.6% by 2024 77.4% by 2030
Percentage of high-risk intersections treated to operate within Safe System limits [#1.2.3]	Not available	1%	25% by 2024 69.6% by 2030
Network kilometres of roads adapted for safe pedestrian and cyclist use [#1.2.4]	Not available	Not available	-
Network kilometres of roads with motorcycling safety treatment [#1.2.5]	Not available	Not available	-

Note: Network targets are for both state highways and local roads, but figures reported for the 2019/20 financial year are for state highways only. Local road data will be added for future reports.

⁷ These rumble strips were installed as part of Waka Kotahi's Safety Boost Programme, which is separate to *Road to Zero*. This figure is not counted in tracking progress towards our target.

⁸ These figures are for state highways only. Local road data will be added for future reports.

⁹ Vehicle kilometres travelled.

Introduce a new approach to tackling unsafe speeds

The Tackling Unsafe Speeds programme aims to establish a more coordinated regulatory process for setting speed limits, moving towards a more transparent and effective approach to automated speed enforcement, and reducing speeds on the highest risk roads and where there are high numbers of active mode users, such as around schools. It also works to ensure that infrastructure treatments are focused on key freight routes so as to maintain higher speeds safely.

In 2020, Parliament made legislative changes through the Land Transport (NZTA) Legislation Amendment Act 2020, which came into force in September 2020. This Amendment Act includes some enabling provisions for the new regulatory framework for speed management and the requirements for safer speed limits outside schools.

We also began developing the Setting of Speed Limits Rule, which will give effect to the new regulatory framework for speed management and safer speed limits around schools.

The draft Setting of Speed Limits Rule would require all road controlling authorities to transition to lower speed limits around all schools. Speed limits would need to be reduced to 30km/h (or 40km/h in some circumstances) around urban schools and a maximum of 60km/h around rural schools. These speed limits could either be permanent or variable.

Road controlling authorities would be able to define what they consider 'a road outside a school' and identify roads where lower speed limits apply.

Road controlling authorities would be required to ensure 40 percent of roads around schools in their area are compliant with the new rule by 30 June 2024, with the remaining roads needing to be compliant by the end of 2029. It is estimated that about 20 percent of roads outside schools already have speed limits that will comply with the new rule, although this varies considerably between road controlling authorities.

Due to delays associated with the Government's response to COVID-19 and the reallocation of resources, in July 2020 we provided local government and key stakeholders with a detailed explanation of the proposed changes to the current Rule.

This document provided local government and key stakeholders with visibility of the direction of the proposed changes to the Rule. It also enabled local government to begin planning for implementation of the new speed management framework. Public consultation on the draft Rule will occur in April 2021.

Under the proposed Rule, speed limits and other speed management treatments would also be signalled in State Highway and Regional Speed Management Plans. These Plans would be developed with local government and bring together infrastructure and speed management planning and decision-making. As part of this, road controlling authorities would propose speed management changes (which also includes infrastructure changes) on roads around schools and consult on these proposed changes through Speed Management Plans.

Prior to 2023, road controlling authorities and regional transport committees will be encouraged to develop interim plans. From 2023, road controlling authorities and regional transport committees will be required to follow the full speed management planning process alongside the 2024 Regional Land Transport Planning process. Many road controlling authorities are already working to reduce speeds in line with the new approach.

Following the finalisation of the new Rule, the Ministry of Transport will establish the independent speed management committee. This committee will have two roles:

- certify the Waka Kotahi State Highway Speed Management Plan
- review and oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to road controlling authorities.

In 2021, Waka Kotahi will develop the Register of Land Transport Records, which will be the national register for all speed limits. A speed limit will become legal when it is entered into the Register. It is expected that the Register will be completed by December 2021.

We acknowledge that the kilometres of highest risk roads addressed through speed management is very low (119km) compared to the 2024 target of 3,500km. With work underway to establish a more coordinated and transparent process for setting speed limits, we expect this number to grow more steadily in the coming years.

INTERVENTION INDICATORS	2018/19	2019/20	TARGETS
Kilometres of highest risk roads addressed through speed management [#1.1.5]	Not applicable	119km	3,500km by 2024 10,000km by 2030
Percentage of rural schools with 60km/h speed limits or lower [#1.1.6]	Not available	Not available	40% by 2024; 100% by 2030
Percentage of urban schools with 30–40km/h speed limits [#1.1.7]	Not available	Not available	40% by 2024; 100% by 2030
Mobile speed camera deployment activity [hours] [#1.1.9]	61,274 hours	62,090 hours	80,000 by June 2020
SAFETY PERFORMANCE INDICATORS	2018/19	2019/20	TARGETS
Percentage of road network where speed limits align with Safe and Appropriate Speed [#1.2.7]	Not available	9.9%	15.5% by 2024 21.2% by 2030
Percentage of traffic travelling within speed limits [#1.2.8]	Not available	Not available	-
Mean speed of vehicles [#1.2.9]	Not available	Not available	-
Percentage of road network covered by automated safety cameras [#1.2.12]	Not available	Not available	-

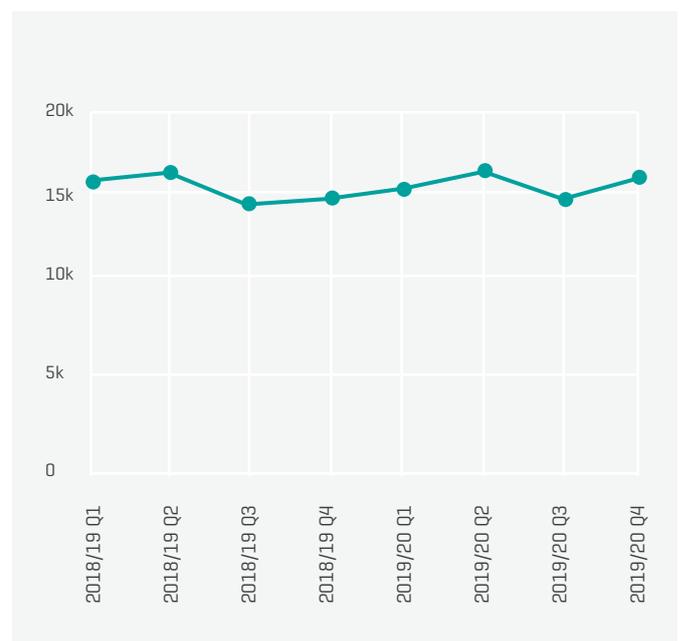
Note: Additional speed-related indicators are reported under Focus Area 4 – road user choices.

Note: Network targets are for both state highways and local roads, but figures reported for the 2019/20 financial year are for state highways only. Local road data will be added for future reports.

Waka Kotahi and Police have been progressing the delivery of the safety camera and infringement processing operating model. This includes transferring the ownership and operation of cameras from Police to Waka Kotahi. The *Road to Zero Action Plan* indicated that Police and Waka Kotahi will also upgrade the existing stock of mobile speed cameras. The first phase of investment in additional safety cameras is expected to begin from mid-2021. This will reduce deaths and serious injuries on our roads by encouraging motorists to slow down on the highest risk parts of the network.

Mobile speed cameras remain an important intervention to reduce travel speed and DSIs. In the 2019/20 financial year, a total of 62,090 hours of deployment activity was recorded by Police, and the level of activity per quarter had been consistent over the two-year period [see **Figure 5**]. A target has been set to increase this activity to 80,000 hours per year by the end of the 2019/20 financial year.

FIGURE 5
Mobile speed camera deployment activity (hours)



A number of indicators are included to track public attitudes towards speeding, including public understanding of the risk associated with driving speed and perception of enforcement.

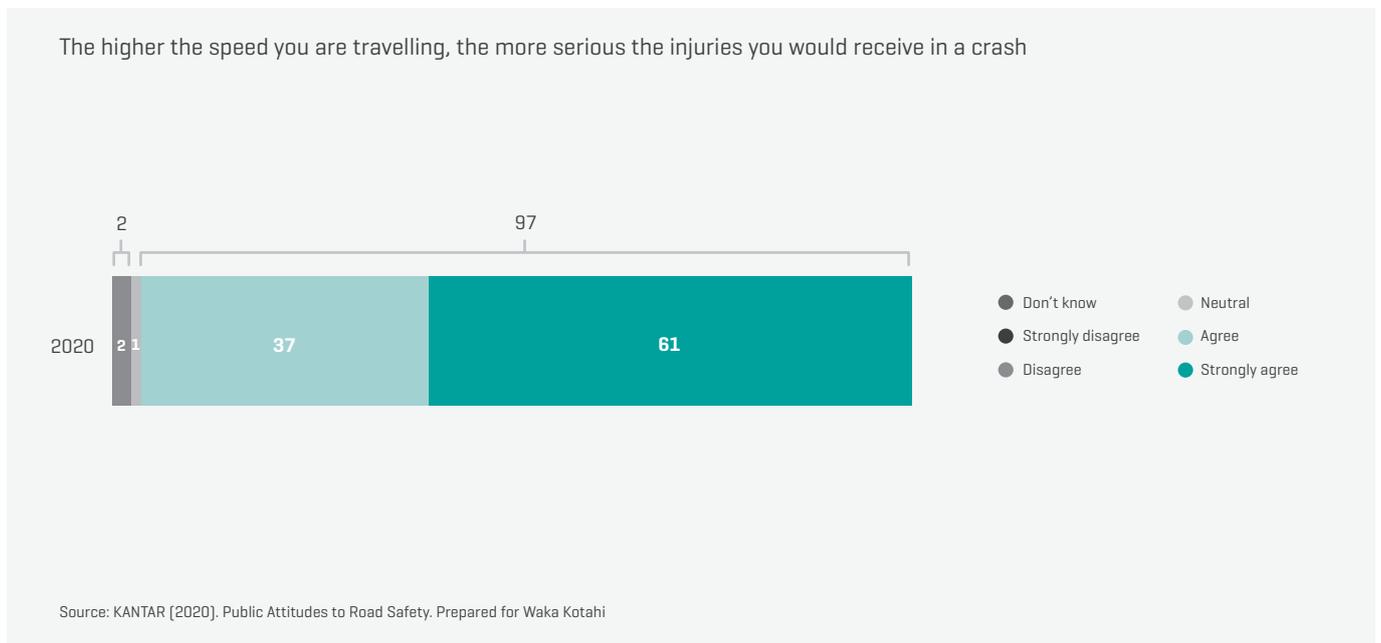
In the 2019/20 financial year, while 97 percent of adults understood the risk associated with driving speed (Figure 6), only 62 percent agreed that they are likely to get caught when driving

over the posted speed limit (at 110 km/h). Figure 7 demonstrates how perception changes as the travelling speed changes.

About two-thirds of adults agreed that safety cameras are an important intervention to reduce the number of road deaths, and the level of agreement has been relatively stable since 2008 [see Figure 8].

FIGURE 6

Level of agreement or disagreement with a statement relating to understanding of risk associated with driving speed



SAFETY PERFORMANCE INDICATORS	2018/19	2019/20
Percentage of the general public who understand the risk associated with driving speed [#1.2.10]	Not available	97% ¹⁰
Percentage of the general public who agree that they are likely to get caught when driving over the posted speed limit [#1.2.11]	Not available	62% ¹¹
Percentage of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths [#1.2.13]	Not available	65% ¹²

¹⁰ % of adults agree that the higher the speed you are travelling, the more serious the injuries you would receive in a crash.

¹¹ % of adults agree that they are likely to get a ticket when exceeding 110km/h past a Police Officer.

¹² % of adults agree that using speed cameras helps lower the road toll.

FIGURE 7
Perceived chance of getting a speeding ticket on the open road if driving past a Police officer at various speeds

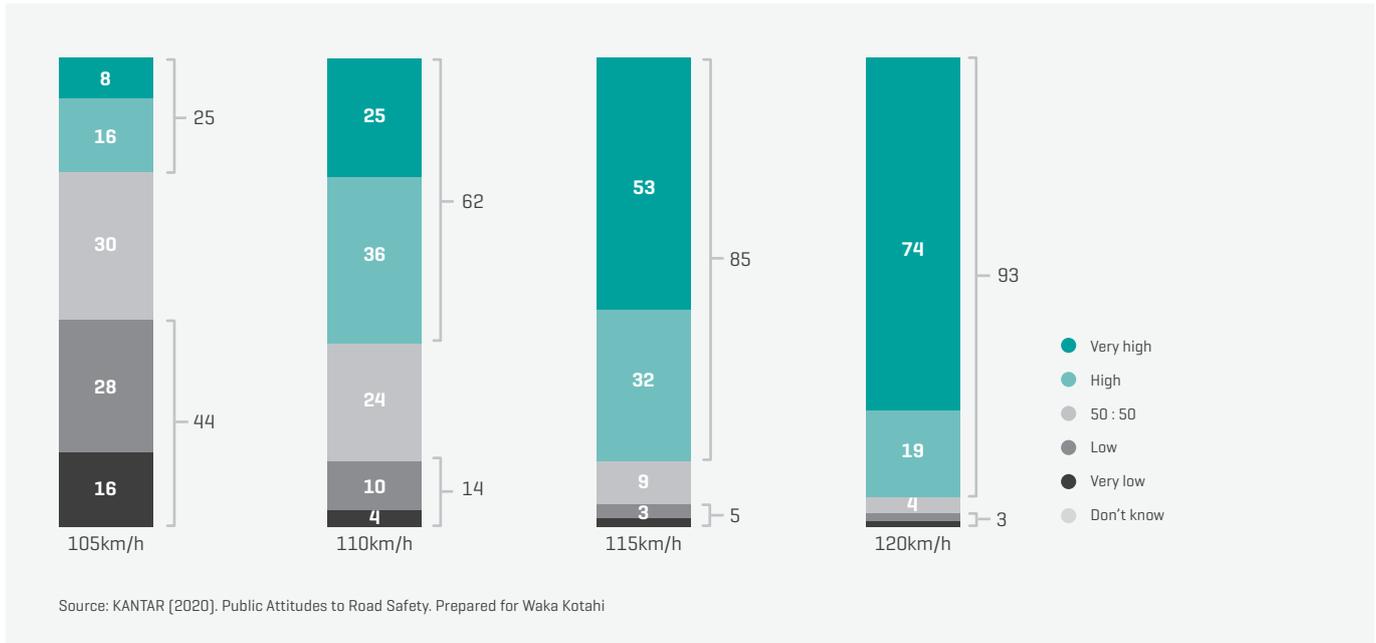
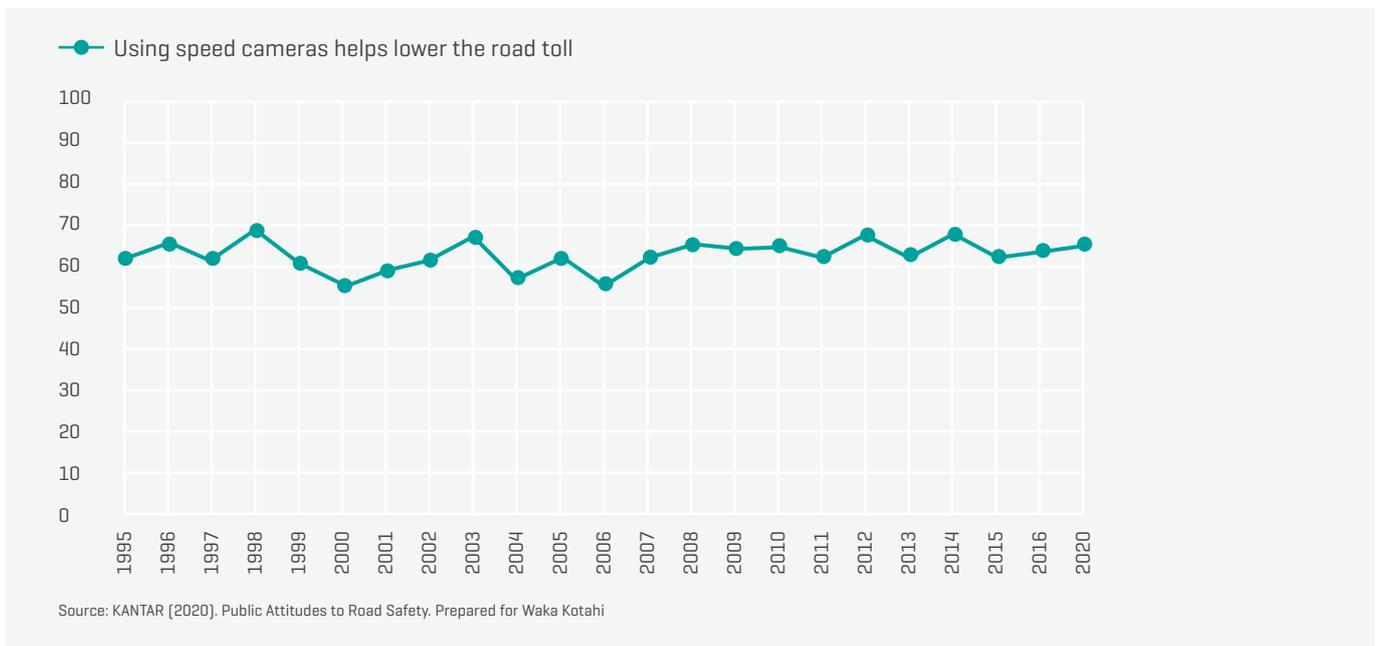


FIGURE 8
Level of agreement that safety cameras are an important intervention to reduce the number of road deaths



Review infrastructure standards and guidelines

Infrastructure standards and guidelines should naturally lead transport planners, designers and engineers to Safe System outcomes. Waka Kotahi is leading a review and update of a suite of standards and guidelines to ensure they have *Road to Zero* principles [grounded in the Safe System] embedded within them.

There are two elements to the review. The first is to update the suite of guidance and the second is a supporting capability programme. The table summarises progress Waka Kotahi has made on the guidance in 2020. Overall the programme has progressed as well as could be expected given the impact of COVID-19.

ACTION	SUMMARY
Embed the Standard Safety Intervention Toolkit	The first edition of the toolkit was finished in 2020, supplemented by draft guidance. This guidance is due to be circulated to key parties early in 2021, with the aim of having it ratified later in the year.
Embed Austroads Guide Integrating Safe System with movement and place for vulnerable road users	The guide has been a key input to several of the guidelines covered below, notably the One Network Framework.
Update Road Safety Audit Guidance to embed the Safe System	A new draft guideline has been developed and is due to be finalised in the first half of 2021.
Replace the One Network Road Classification with the One Network Framework	A draft One Network Framework was completed early in 2020. Sector engagement was delayed due to COVID-19, but user testing is now underway, and some RCAs have begun remapping their networks. The One Network Framework is also a key input to updated speed management guidance planned for later in 2021.
Publish the Good Practice Guide to integrating land use and transport.	The first edition of the Good Practice Guide was published in Dec 2019. Work is underway on the second edition to reflect the updates to related guidance.
Embed the key elements of the National Policy Statement on urban development into existing planning frameworks	The first steps have been to embed the National Policy Statement on urban development into the development of the Good Practice Guide and an urban streets toolkit.
Develop and launch an Urban Street Guide	This project was substantially delayed due to COVID-19. A draft has been completed and sector engagement is due early in 2021.
Update the pedestrian planning and design guide	A draft update has been developed, but not yet publicly released. The aim is to complete this in the first half of 2021.
Publish new public transport design guidelines	The initial focus was to develop guidance for six areas, including the safety of people getting to and from public transport. The aim is to publish these in draft form early in 2021.

While COVID-19 impacted the use of in-person workshops and training courses to build capability, progress was made in other areas. A range of webinars covered updates to some of the standards and guidelines, and work began to redesign several existing Safe System courses to reflect the new guidance and *Road to Zero* in general.



INTERVENTION INDICATORS	2018/19	2019/20
Progress around the review of infrastructure standards and guidelines [#1.1.4]	Not applicable	Described in table above

Enhance the safety and accessibility of footpaths, bikes lanes and cycleways

The Accessible Streets package is a set of regulatory proposals aimed at enhancing safety and accessibility for pedestrians, cyclists, and users of wheeled recreational devices and mobility devices.

Cabinet agreed to consult on the proposed Rule changes in December 2019. Public consultation on Accessible Streets ran from 9 March – 20 May 2020. The consultation period was extended beyond the initial six weeks to take into account the disruption caused by the COVID-19 pandemic. More than 1,800 submissions were received. Waka Kotahi have analysed submissions and have developed a summary of submissions report. This will inform advice to Cabinet on the final package. Decisions will also be informed by an additional disability impact

assessment, which Waka Kotahi are developing in light of concerns raised by the disability sector and pedestrian advocates on some of the proposals.

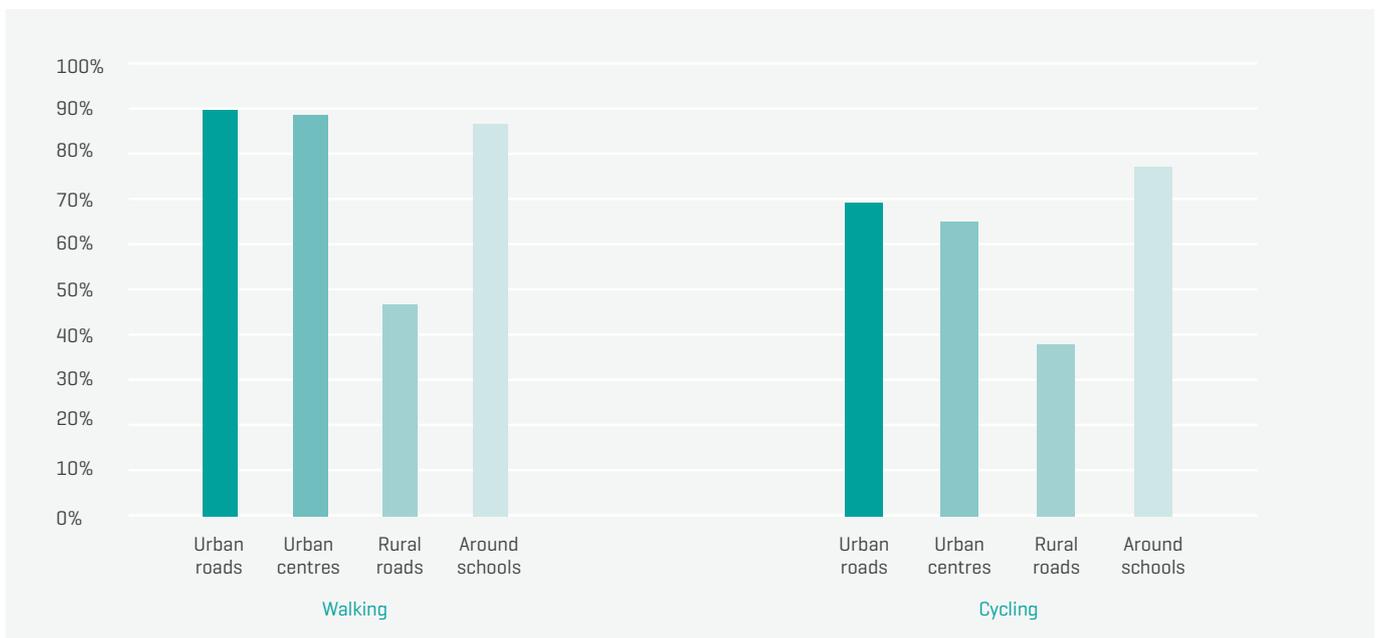
While the extension to consultation was the sensible and practical option, it put pressure on the Government's ability to consider the proposals and have the package of rule changes in place prior to the 2020 General Election. The Government is now expected to take decisions on the proposals in 2021.

New Zealand adults' perceived safety of walking and cycling in different environments was assessed in the 2019/20 financial year to set a baseline for ongoing tracking. Walking and cycling are believed to be safer on urban roads and in urban centres than on rural roads. A majority of adults agreed that it is safe to walk [87%] or cycle [77%] around schools.

SAFETY PERFORMANCE INDICATORS	2018/19	2019/20
Perceived safety of walking [#1.2.6a]	Not available	Urban roads – 90% Urban centres – 89% Rural roads – 47% Around schools – 87%
Perceived safety of cycling [#1.2.6b]	Not available	Urban roads – 69% Urban centres – 65% Rural roads – 38% Around schools – 77%

FIGURE 9

Perceived safety of walking and cycling



FOCUS AREA 2

Vehicle safety

OBJECTIVE

Significantly improve the safety performance of the vehicle fleet

Safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen. New Zealand has a high number of unsafe vehicles. Currently, vehicles with a 1 and 2-star safety rating make up 45 percent of the fleet, but 66 percent of deaths and serious injuries involving light vehicle occupants on our roads occur in these vehicles. One in five vehicles imported in 2016 had a 1 or 2-star safety rating – and crashes in a 1-star safety-rated car are over twice as likely to be fatal than those in a 5-star vehicle.

THE INITIAL ACTIONS IN THIS FOCUS AREA ARE TO:

Raise standards for vehicles entering New Zealand

Increase understanding of vehicle safety

Implement mandatory anti-lock braking systems for motorcycles

Progress on the overarching safety outcomes for this focus area, as well as each action and its relevant system performance and programme level indicators, is set out in the sections below.



Safety outcomes

There was a 10 percent reduction in the number of DSIs involving a vehicle with a low safety rating.

This represented 29 percent of total DSIs in the 2019/20 financial year, similar to the previous year. Based on the quarterly data presented in **Figure 10**, the national lockdown is unlikely to be the sole contributor to the reduction in DSIs.

The number of motorcyclist DSIs and the number of ACC entitlement claims related to motorcycling injuries followed a similar seasonal pattern, with a higher number of incidents recorded at Q2 in both years (between October and December).

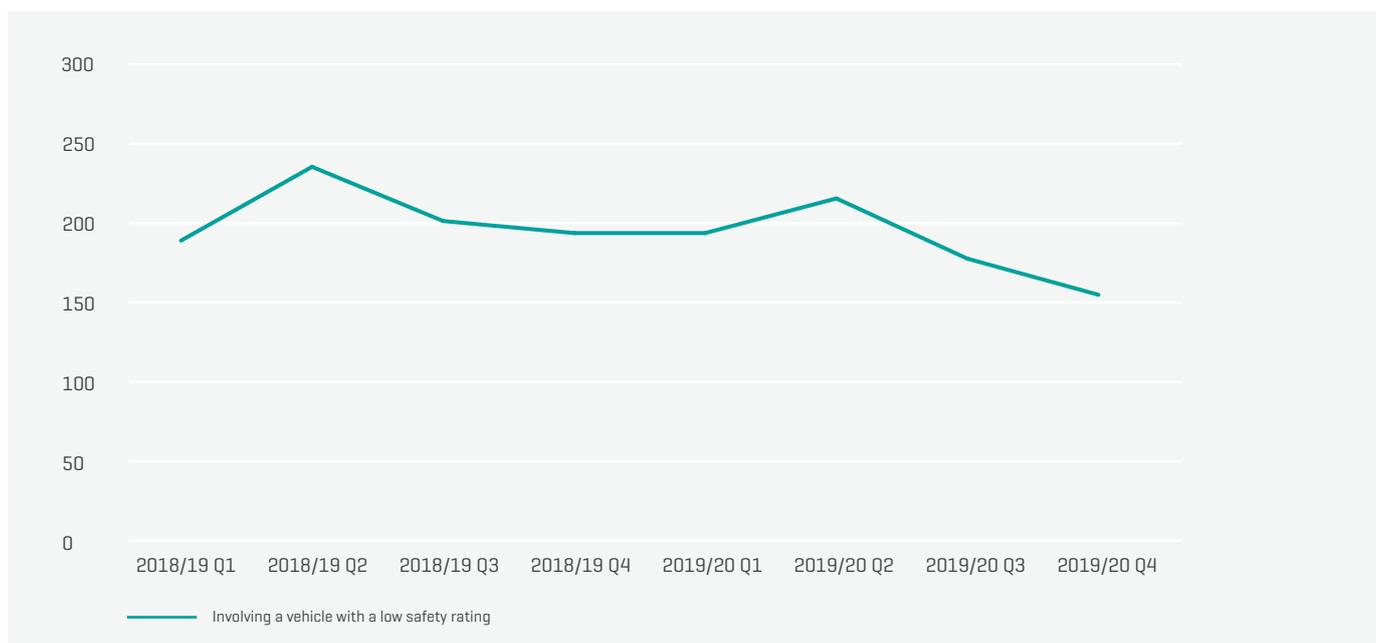
When comparing the annual total between the 2018/19 and 2019/20 financial years, there was a four percent reduction in DSIs (which contributed to a similar proportion of total DSIs, 18% vs 19%). Between the 2018/19 and 2019/20 financial years, there was a 17 percent reduction in ACC entitlement claims. However, as illustrated in **Figure 11**, the reduction is likely to be attributable to the national lockdown, given the dip observed at Q4 of the 2019/20 financial year.

Three safety outcomes are tracked in this focus area. Annual figures for the 2018/19 and 2019/20 financial years are included in the table below. Quarterly figures are presented in Figures 10 and 11 to illustrate how we are tracking in these outcome indicators, and how the COVID-19 national lockdown may have impacted on our results.

OUTCOME INDICATORS	2018/19 n [% OF DSIs]	2019/20 n [% OF DSIs]
Number of DSIs involving a vehicle with a low safety rating ¹³ [#2.3.1]	827 [28%]	745 [29%]
Number of motorcyclist DSIs [#2.3.2]	511 [18%]	490 [19%]
Number of ACC entitlement claims related to motorcycling injuries [#2.3.3]	1,272 [-]	1,054 [-]

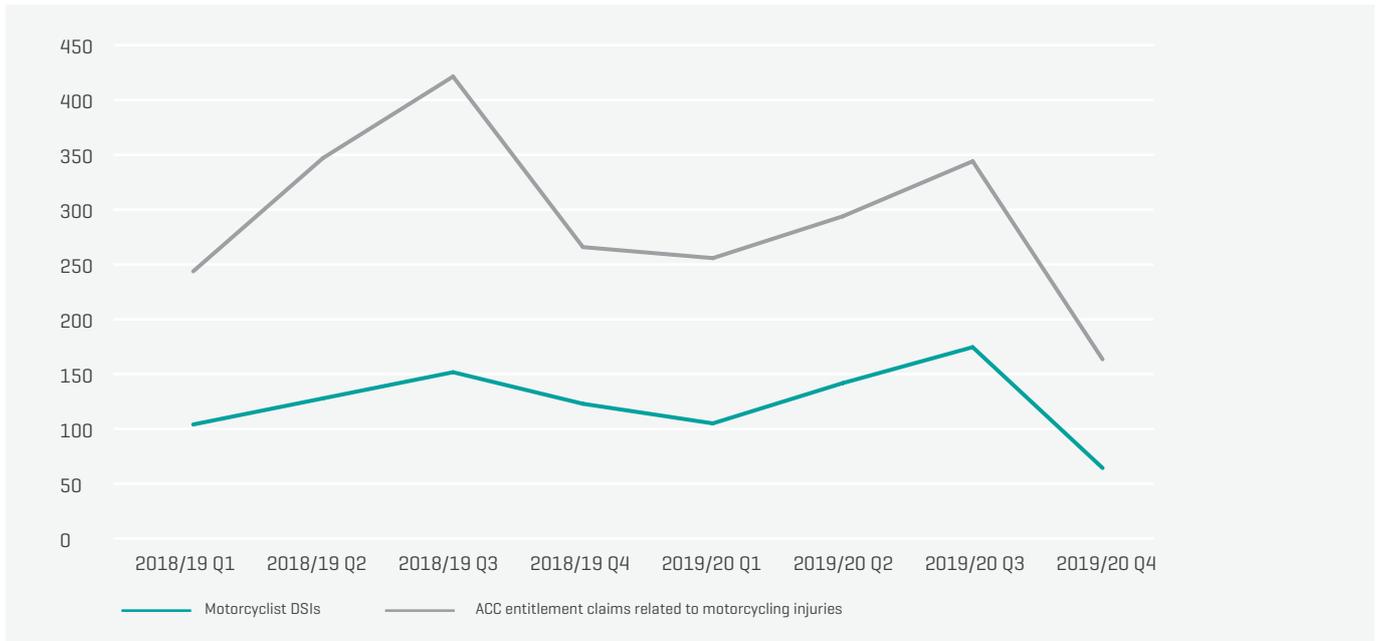
FIGURE 10

Number of DSIs involving a vehicle with a low safety rating



¹³ Defined as 1 and 2-star safety rated light passenger vehicles.

FIGURE 11
Number of motorcyclist DSIs and ACC entitlement claims related to motorcycling injuries





Progress on specific actions

Raise standards for vehicles entering New Zealand

This action seeks to improve the safety of vehicles entering the light vehicle fleet. The design of a vehicle, its structural integrity and its safety features can lessen the risk to its occupants if a crash occurs, and in some cases, prevent a crash from occurring.

The percentage of the vehicle fleet with a high safety rating was similar in the 2018/19 and 2019/20 financial years.

The Ministry planned to begin work in 2020 to identify the newest safety technology that would have the greatest safety benefits, before determining whether particular technologies should be mandated for vehicle imports. Due to the impacts of COVID-19 and resource constraints, this work has been re-phased to begin in 2022.

INTERVENTION INDICATORS	2018/19	2019/20
Progress around the delivery of a package of new safety standards for vehicles entering the fleet [#2.1.1]	Not applicable	Re-phased to begin in 2022
SAFETY PERFORMANCE INDICATORS		
Percentage of the vehicle fleet with a high safety rating [#2.2.1]	32.7%	33.7%

Increase understanding of vehicle safety

The safety of different vehicles, both new and old, can vary greatly. Many people are unaware of the impact of vehicle safety on crash outcomes. In the 2019/20 financial year, only 42 percent of drivers in New Zealand said that they knew the star safety rating of their car. About three-quarters thought it is important for their car to have a high safety rating [see **Figure 12**].

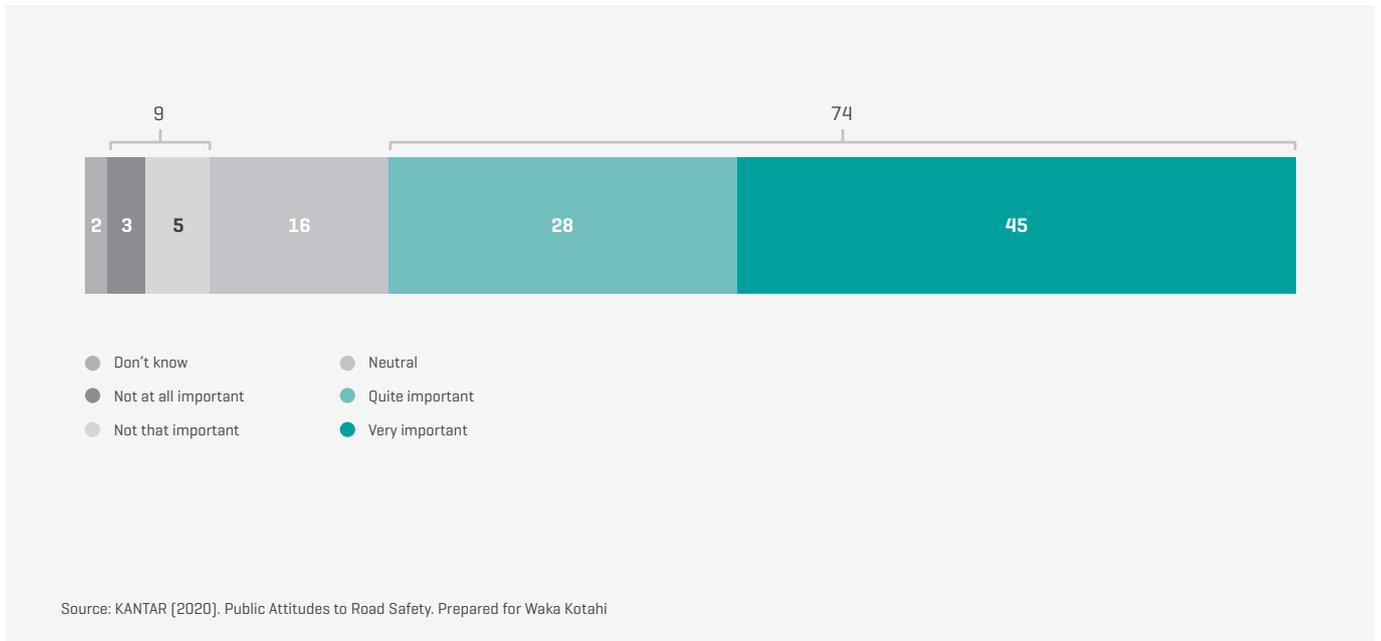
Waka Kotahi is tasked under *Road to Zero* to increase public understanding of the role a vehicle can play in the outcome of a crash. This will be achieved through ongoing advertising and media engagement to raise consumer awareness of vehicle safety ratings. Exposure to these activities will be measured and reported on in future annual monitoring reports.

In 2020 Waka Kotahi continued to work with the motor vehicle sector [including marketplaces, insurers, vehicle inspectors, automotive media and car dealers] to ensure as many vehicles as possible display a vehicle safety rating and that these ratings are consistent, accurately applied and visible to consumers. The aim is to educate vehicle buyers, at all points of contact along their purchasing journey, that a vehicle's safety rating should be a critical consideration when purchasing a vehicle.

Waka Kotahi has also launched the CrashLab Experiment, which filmed a controlled collision between a 1-star and a 5-star vehicle. This initiative will be promoted nationwide in 2021. Exploratory research examining the geography of the vehicle fleet is also underway.

INTERVENTION INDICATORS	2018/19	2019/20
Percentage of the general public exposed to advertising and/or resources on vehicle safety ratings [#2.1.2]	Not available	Not available
SAFETY PERFORMANCE INDICATORS		
Percentage of drivers who know the star safety rating of their car [#2.2.2]	Not available	42%
Percentage of drivers who think it is important for their car to have a high safety rating [#2.2.3] [see Figure 13]	Not available	74%

FIGURE 12
Perceived importance of having a car with a high star safety rating



Implement mandatory anti-lock braking systems for motorcycles

This action involves implementing the regulatory changes mandating anti-lock braking systems (ABS) for motorcycles introduced in 2019.

ABS is a safety anti-skid braking system which operates by preventing the wheels from locking up during braking. An extensive body of international research confirms that fitting ABS on motorcycles can prevent injuries by around 30 percent. No other motorcycle-related technology is available that can deliver such large gains in rider safety.

In 2019, the Government introduced rule changes to mandate anti-lock braking systems for motorcycles, with strong support and uptake from motorcyclists and the sector.

From 1 April 2020, new-model motorcycles have been required to be fitted with ABS or a combined braking system (CBS). The Ministry has not received any feedback suggesting industry has struggled to adapt to the new requirements.

All existing-model new motorcycles and all used motorcycles entering the fleet will be required to be fitted with ABS or CBS from 1 November 2021.

INTERVENTION INDICATORS	2018/19	2019/20
Policy implemented to mandate ABS for new motorcycles over 125cc by April 2020 [#2.1.3]	Not applicable	Complete
Percentage of motorcycles over 125cc fitted with ABS [#2.2.4]	Not available	Not available

FOCUS AREA 3

Work-related road safety

OBJECTIVE**Ensure that businesses and other organisations treat road safety as a critical health and safety issue**

Road safety is a critical health and safety at work issue – studies suggest that around 25 percent of road fatalities involve a person driving for work. There are significant opportunities to encourage businesses throughout the supply chain to take ownership of road safety issues, strengthen the regulatory framework for commercial transport services, promote the uptake of safer vehicles and technology, and improve our understanding of work-related crashes.

THE INITIAL ACTIONS IN THIS FOCUS AREA ARE TO:

Strengthen commercial transport regulation

Support best practice for work-related road safety

Progress on the overarching safety outcomes for this focus area, as well as each action and its relevant system performance and programme level indicators, is set out in the sections below.



Safety outcomes

There was a 32 percent reduction in the number of DSIs involving a heavy vehicle.

Figure 13 illustrates a constant decline in the quarterly number of DSIs from Q3 of the 2018/19 financial year.

The number of DSIs with fatigue being a contributing factor stayed at about 140 a year. After a consistent decline from Q2 of the 2018/19 financial year, the number has increased noticeably from Q2 of the 2019/20 financial year, with a decline at Q4 which coincided with the timing of the COVID-19 national lockdown.

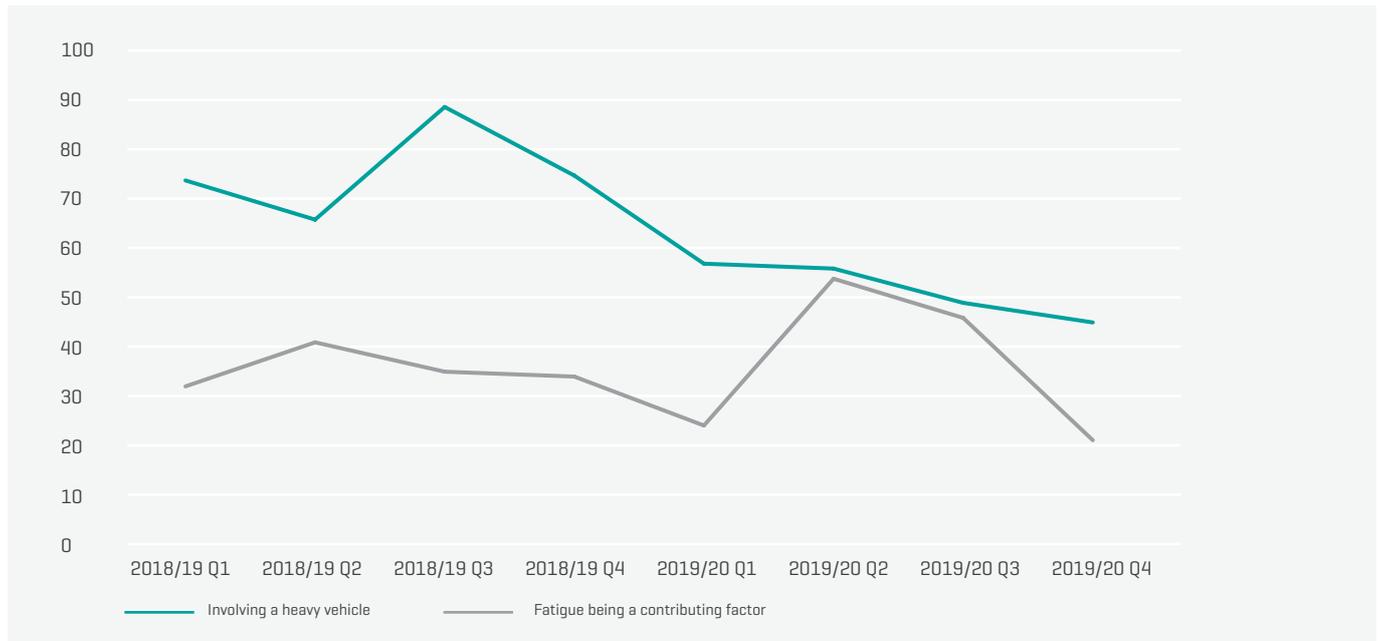
Six safety outcomes are tracked in this focus area. Given the data limitations in the area of work-related road safety, only two out of six outcome indicators could be reported on this year. In 2021 we will continue work to identify and develop mechanisms to improve our reporting.

Annual figures for the 2018/19 and 2019/20 financial years are included in the table below. Quarterly figures are presented in Figure 13 to illustrate how we are tracking against these outcome indicators, and how the COVID-19 national lockdown may have impacted on our results.

OUTCOME INDICATORS	2018/19 n [% OF DSIs]	2019/20 n [% OF DSIs]
Number of DSIs involving a person travelling to/from work [#3.3.1]	Not available	Not available
Number of DSIs involving a person travelling as part of work [#3.3.2]	Not available	Not available
Number of DSIs involving a heavy vehicle [#3.3.3]	304 [11%]	207 [8%]
Number of DSIs at a roadworks site [#3.3.4]	Not available	Not available
Number of DSIs with fatigue being a contributing factor [#3.3.5]	142 [5%]	145 [6%]
Percentage of work-related fatalities and serious injuries involving motor vehicles [#3.3.6]	Not available	Not available

FIGURE 13

Number of DSIs involving a heavy vehicle and those with fatigue being a contributing factor





Progress on specific actions

Strengthen commercial transport regulation

There are opportunities to strengthen our current regulatory settings for work-related driving. Our regulatory framework needs to incentivise the right behaviours in commercial transport, apply obligations at the right level, and ensure we can enforce these obligations in a responsive and risk-based manner.

Two key elements to this work include:

- reviewing logbook and work-time requirements under the Land Transport Act 1998
- reviewing the roles and powers of regulators (including considering designating Waka Kotahi to take on Health and Safety at Work Act functions).

Initial scoping of this action began in early 2020, but was paused as policy resource was diverted to managing the COVID-19 response. As a result, work has been re-phased to recommence in 2022.

INTERVENTION INDICATORS	2018/19	2019/20
Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme [#3.1.2]	Not applicable	Re-phased to begin in 2022

Support best practice for work-related road safety

Alongside strengthening our regulatory settings, there are also opportunities to improve data collection about work-related driving, and support the development of best practice road safety standards for businesses and other organisations.

In 2020 WorkSafe continued a research programme to understand the harm around work-related road safety stemming from supply chain pressures. A workshop was held in October 2020 to gain a better understanding of the key issues and identify areas for change. There were 68 participants representing a wide range of stakeholder groups participating in this workshop.

The final research report will be published in the first half of 2021.

There is also a need to improve data captured in the Crash Analysis System (CAS) relating to work-related crashes. In 2020 Waka Kotahi and Police began work to modify existing IT systems to enable information on trip purpose to be transferred from Police's Traffic Crash Report (TCR) to the CAS.

Shopcare, the representative body for the retail and supply chain health and safety sector, is also continuing to advance its transport charter for the retail sector and its supply chain. The intention is to have a safety charter developed and socialised to its members by 2022.

INTERVENTION INDICATORS	2018/19	2019/20
Progress around private sector initiatives to establish best practice road safety standards in the supply chain [#3.1.1]	Not applicable	In progress
Incorporate journey purpose into the CAS [#3.1.3]	Not applicable	In progress
SAFETY PERFORMANCE INDICATORS		
Number of organisations with health and safety plans in place that recognise road safety as a critical health and safety issue [#3.2.1]	Not available	Not available
Percentage of sector satisfied with their access to relevant data and information on road safety for work-related travel [#3.2.2]	Not available	Not available

FOCUS AREA 4

Road user choices

OBJECTIVE**Encourage safer choices and safer behaviour on our roads**

Road users still have a vital role to play in keeping themselves and other road users safe, as dangerous behaviours [e.g. impaired and distracted driving] continue to be a major factor contributing to deaths and serious injuries. This focus area includes actions to shift public attitudes, behaviour and understanding of road safety, and ensure that we deliver effective enforcement targeted towards risk.

THE INITIAL ACTIONS IN THIS FOCUS AREA ARE TO:

Prioritise road policing

Review road safety penalties

Increase access to driver training and licensing

Enhance drug driver testing

Support motorcycle safety

Progress on the overarching safety outcomes for this focus area, as well as each action and its relevant system performance and programme level indicators, is set out in the sections below.



Safety outcomes

There was a 12 percent reduction in the number of DSIs involving alcohol and/or drugs. However, the quarterly data in Figure 14 do not show a clear pattern or trend.

The number of DSIs with distraction being a contributing factor reduced by six percent. Since Q3 of the 2018/19 financial year, the number of DSIs had been stable, with a dip during the time of the COVID-19 national lockdown [see **Figure 14**].

However, despite a dip at Q4 of the 2019/20 financial year [covering 6 weeks of the national lockdown], there was still a five percent increase in the number of deaths where restraints were not worn [see **Figure 15**].

The number of unlicensed/disqualified driver DSIs and 'novice' driver¹⁴ DSIs dropped in the 2019/20 financial year, by 10 percent and 5 percent respectively. The quarterly figures for unlicensed/disqualified driver DSIs fluctuated during the two-year period [with a notable dip at Q4 of the 2019/20 financial year], while the number of 'novice' driver DSIs was relatively stable [see **Figure 16**].

Five safety outcomes are tracked in this focus area.

Annual figures for the 2018/19 and 2019/20 financial years are included in the table below. Quarterly figures are presented in Figures 14 to 16 to illustrate how we are tracking against these outcome indicators, and how the COVID-19 national lockdown may have impacted on our results.

OUTCOME INDICATORS	2018/19 n [% OF DSIs]	2019/20 n [% OF DSIs]
Number of DSIs involving alcohol and/or drugs [#4.3.1]	490 [17%]	429 [17%]
Number of DSIs with fatigue being a contributing factor [#4.3.2]	Reported in Focus area 3	
Number of DSIs with distraction being a contributing factor [#4.3.3]	159 [6%]	149 [6%]
Number of vehicle occupant deaths where restraints were not worn [#4.3.4]	156 [5%]	163 [6%]
Number of unlicensed or disqualified driver DSIs [#4.3.5]	83 [3%]	75 [3%]
Number of 'novice' driver DSIs [#4.3.6]	418 [14%]	399 [16%]

¹⁴ Novice drivers is defined as those with a learners or restricted driver's license.

FIGURE 14

Number of DSIs involving alcohol and/or drugs and those with distraction being a contributing factor

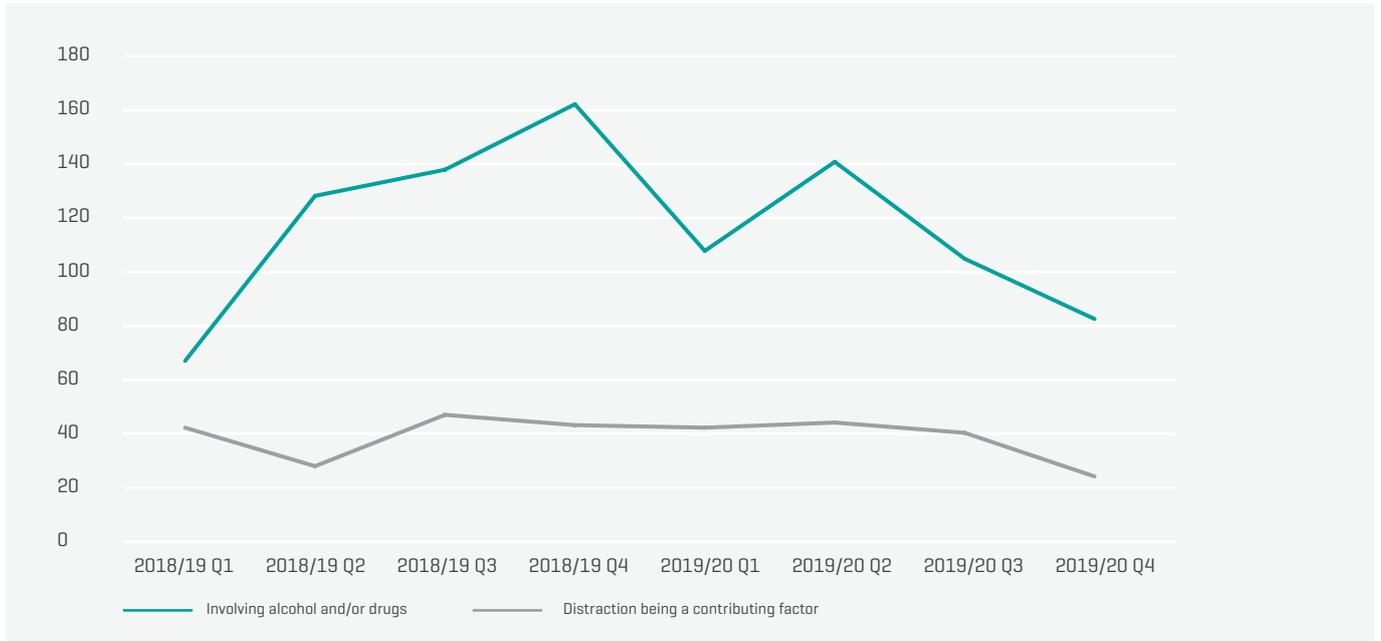


FIGURE 15

Number of vehicle occupant deaths where restraints were not worn

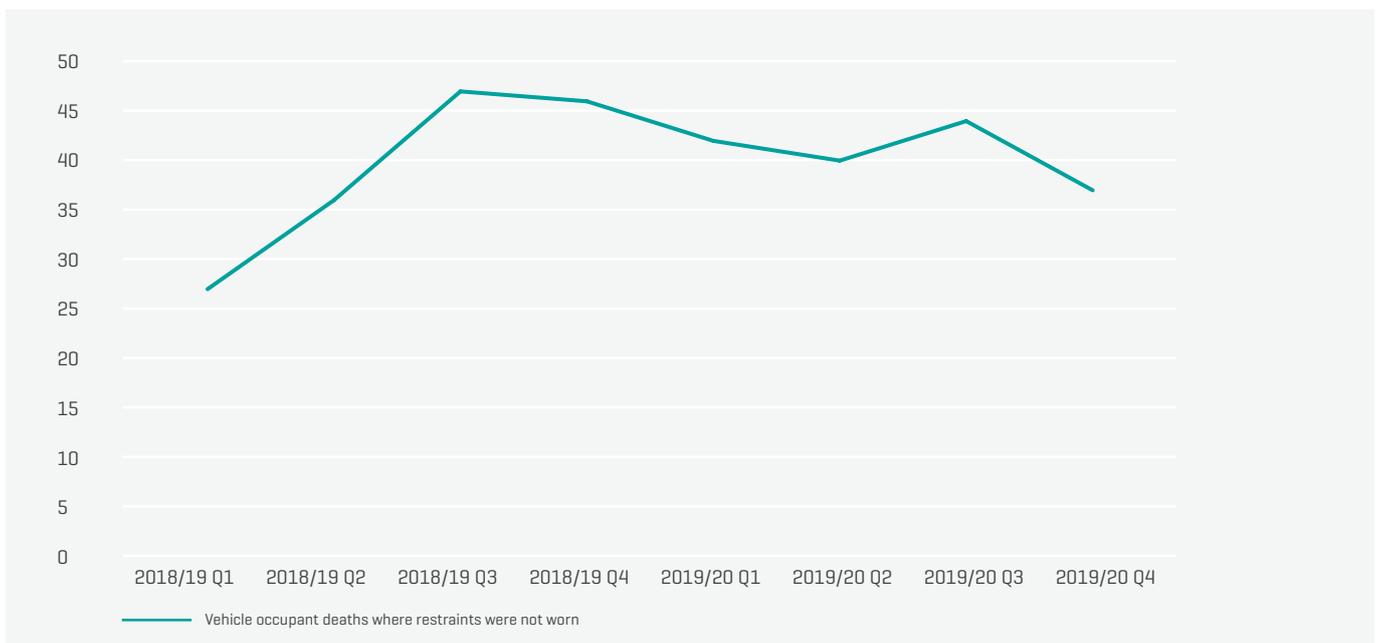
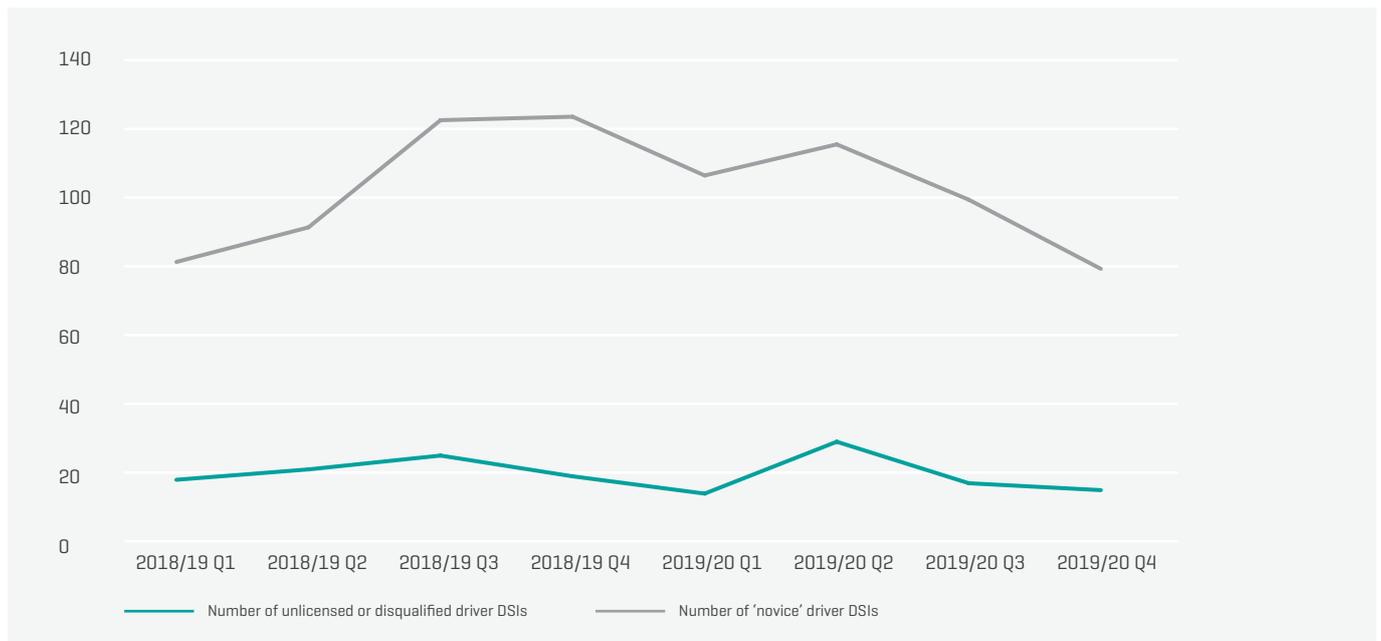


FIGURE 16

Number of unlicensed/disqualified driver DSIs and 'novice' driver DSIs



Four indicators track the collective impact of actions in this focus area. These assess self-reported prevalence of various risky behaviours that are associated with DSIs, and the perceived likelihood of being caught for undertaking such behaviours.

In the 2019/20 financial year, 12 percent of drivers reported that they have driven at least once in the past 12 months while they were slightly intoxicated. While this is still a notable proportion, there had been a consistent decrease since the 1990s [see **Figure 17**].

Using a mobile phone while driving continues to be an issue, with 16 percent of drivers reporting that they have done so in the last month [a decrease from 22% in 2016] [see **Figure 18**].

In their most recent car trip with a child [or children], 83 percent of drivers reported that the youngest child was using a baby seat, child seat or booster seat.

When asked about their perceived likelihood of being caught for undertaking various risky behaviours, the proportion of those who answered 'likely' are as below [averaged at 33%]:

- ▶ drink driving [42%]
- ▶ speeding [40%]
- ▶ breaking a traffic law, other than drink driving or speeding [32%]
- ▶ not wearing a seat belt [32%]
- ▶ using a handheld mobile phone or texting while driving [17%].

SAFETY PERFORMANCE INDICATORS	2018/19	2019/20
Percentage of drivers impaired by alcohol [#4.2.1]	Not available	12% ¹⁵
Percentage of drivers using handheld mobile phones while driving [#4.2.3]	Not available	16% ¹⁶
Percentage of car occupants using a seatbelt or child restraint [#4.2.4]	Not available	83% ¹⁷
Percentage of the general public who agree that they are likely to get caught for undertaking risky behaviours [#4.2.5]	Not available	33% ¹⁸

¹⁵ % of drivers who say they have driven at least once during the past 12 months while slightly intoxicated.

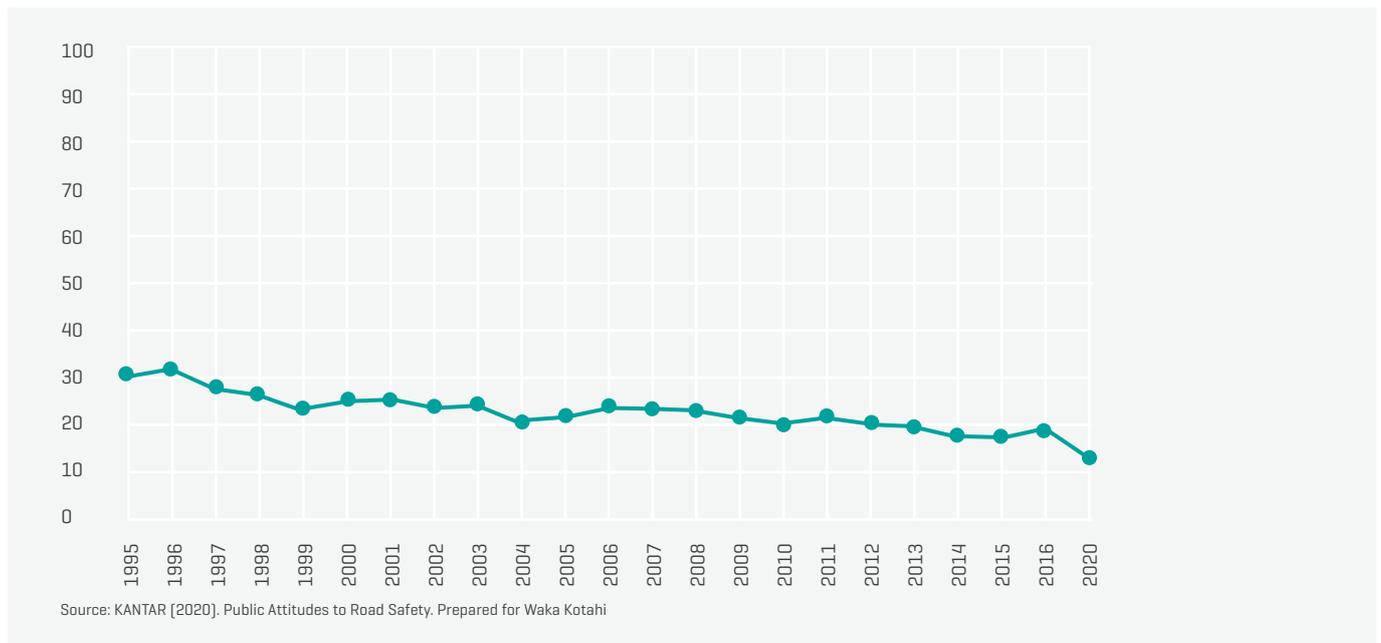
¹⁶ % of drivers who say they have used a mobile phone while driving in the last month.

¹⁷ % of drivers who say that last time they drove with the youngest child they drive regularly with, the child was in a baby seat, child seat or booster seat.

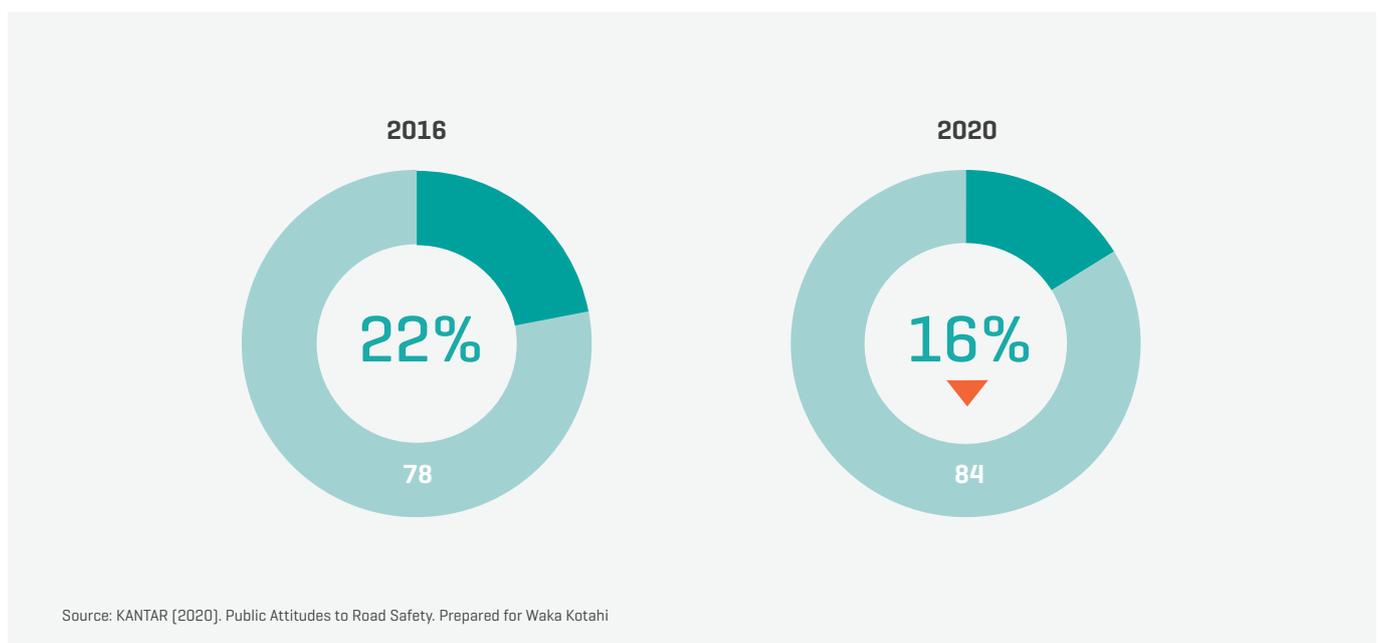
¹⁸ An average over five questions covering the following risky behaviours: speeding, drink driving, breaking a traffic law other than drink driving or speeding, not wearing a seat belt, and using a hand-held mobile phone or texting while driving.

FIGURE 17

Percentage of drivers impaired by alcohol [self-report]

**FIGURE 18**

Percentage of drivers using handheld mobile phones while driving [self-report]





Progress on specific actions

Prioritise road policing

A key focus in prioritising road policing over the first year of *Road to Zero* was to embed the new governance arrangements established through the Road Safety Partnership Programme (RSPP). In 2020 Waka Kotahi and Police activated the new governance arrangements for the partnership programme to provide oversight of both programme performance and the delivery of technology upgrades that would provide operational improvements.

In the 2019/20 financial year and 2020 calendar year, Police were significantly impacted in their progress on *Road to Zero* actions due to the COVID-19 response requiring all police staff to cease undertaking Impairment Checkpoints altogether and to only breath test drivers where staff suspected that the driver was impaired by alcohol. During the initial months of COVID-19, the number of breath tests fell to almost zero and it continued to be impacted by subsequent lockdowns. For the reporting period, there were also significant numbers of dedicated road policing resources being diverted to assist with various lockdown checkpoints and assisting with security at Managed Isolation and Quarantine facilities.

Operationally, the Police continued to deliver on the key priorities of restraints, impairment, distraction and speed (RIDS), although these were clearly impacted by COVID-19. A total of 12 national operations targeting RIDS are reported for the 2019/20 financial year. However, there were regular district-specific operations targeting RIDS, these ranged from a sustained approach to impairment testing comprising large numbers of staff down to a small number of staff from one team undertaking Restraints or Distractions operations.

While there was an increase in the number of breath tests conducted in the 2019/20 financial year when compared with the previous year, the target of 2 million tests a year was not met.

Despite a significant increase in the number of breath tests conducted at the beginning of the 2019/20 financial year, the level of activities has tapered off for the remainder of the year [see **Figure 19**].

The reduction in activities was due to the significant impact of the lockdown and the precautions around conducting breath testing during the pandemic (including a cleaning regime required to ensure the virus was not transmitted during breath testing operations).

At present, Police only maintain records of the number of Offender Management Plans in place for high-risk drivers reported to Police through the Police Communications Centres, which totalled 432. Police have indicated that there are other operations ongoing that target high-risk drivers, including a significant number of operations relating to Illegal Street Racers (ISR) and other high-risk driving behaviours. At present there is no way to report on all of these, but Police will work to ensure these can be reported on for future monitoring purposes.

We will need to significantly ramp up and improve performance in these areas if road policing is to make its full contribution towards the 40 percent target.

In the 2020 calendar year, Police have undertaken to lift performance for the key risky behaviours including drink driving, speeding, seat belt use, and hand-held mobile phone use to raise general deterrence. General deterrence is achieved when drivers know the risk of being detected for offending is high so:

- ▶ avoid speeding
- ▶ ensure they wear their seat belt
- ▶ do not use a mobile phone while driving
- ▶ do not drive while intoxicated.

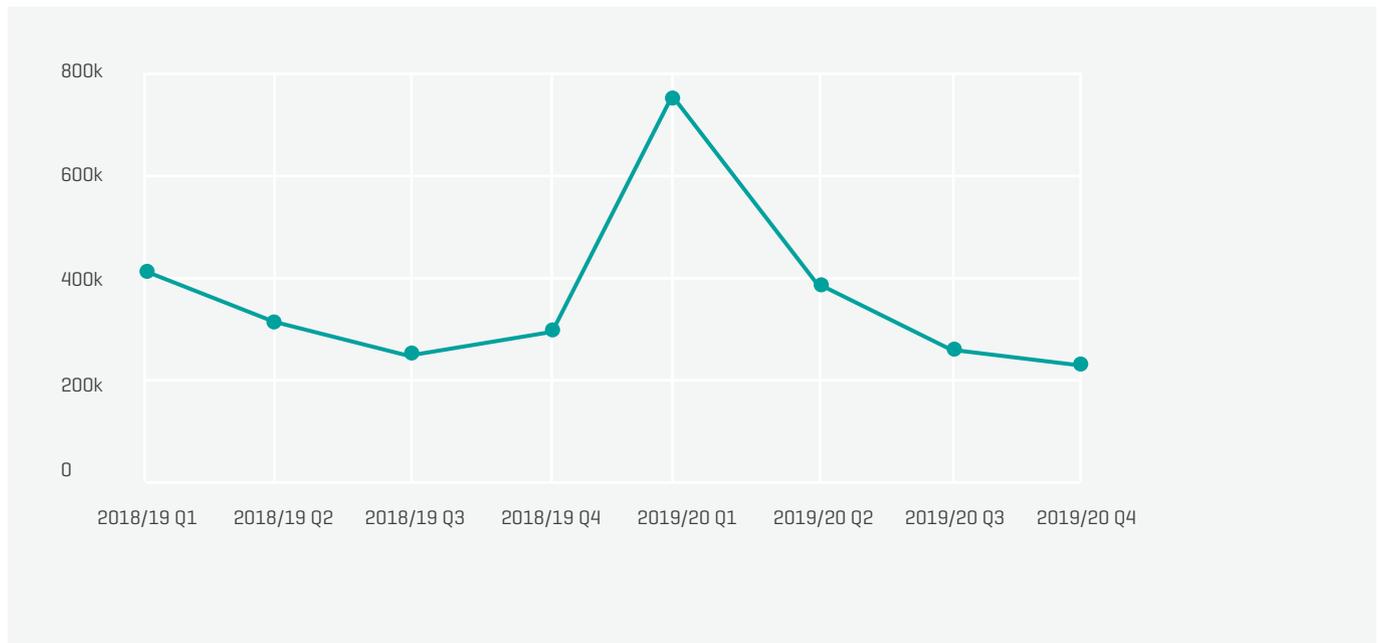
Police have introduced district targets to focus efforts on those activities and deployment decisions that will improve compliant driving behaviour and reduce the role of risky offending in road trauma.

INTERVENTION INDICATORS	2018/19	2019/20	TARGETS
Number of sworn staff dedicated to road policing ¹⁹ [#4.1.1]	Q1 – 1,054 Q2 – 1,062 Q3 – 1,060 Q4 – 1,053	Q1 – 1,073 Q2 – 1,066 Q3 – 1,068 Q4 – 1,068	1,070 [ongoing]
Number of breath tests conducted [#4.1.2]	1,270,648	1,647,543	2 million/year by June 2020
Number of Police operations targeting restraints, impairment, distraction and speed offences [#4.1.3]	12	12	Under development
Number of Offender Management Plans in place for high-risk drivers ²⁰ [#4.1.4]	432	432	1700+/year [ongoing]

¹⁹This represents the number of sworn staff as of the last day of each quarter.

²⁰108 is quoted as a possible figure for the quarters. This is based on each district being given 3 RRR offenders each month to contact regarding their driving. It is a theoretical figure at this stage because it is known that for some offenders they may have to be managed for longer than one month so new offenders will not be taken on until resolution with the current offender is completed. Therefore a more accurate figure of plans in place will be less than these figures but this has not been able to be quantified. At this stage this process will only provide at maximum 432 plans per year so other ways of identifying the more serious of other high-risk drivers (as determined by their infringements and offences received) are being investigated.

FIGURE 19
Number of breath tests conducted by Police



Review road safety penalties

Many of New Zealand’s current transport financial penalties are inconsistent with each other and do not provide the desired deterrent effect.

The Ministry is leading a review of road safety penalties [prioritising distraction-related penalties – such as mobile phone use while driving – in the first instance]. This will ensure that these penalties reflect the levels of road safety risk created by the offending behaviour. Initial scoping was undertaken in early 2020, but policy work paused when policy and legal resource was diverted to the initial and subsequent [resurgence] COVID-19 response. This work is due to recommence in 2021.



INTERVENTION INDICATORS	2018/19	2019/20
Progress around the alignment of key road safety penalties and remedies to the appropriate framework [#4.1.6]	Not applicable	Re-phased to begin in 2021

Increase access to driver training and licensing

This action seeks to build a more equitable and agile driver licensing system that takes into account accessibility and economic outcomes, along with road safety.

In July 2020, following discussions with the Education, Employment and Training Ministerial Group, officials began a two-phased work programme to improve accessibility to the driver licensing system. As part of Phase 1, officials from the Ministry of Social Development have undertaken a review of current driver licensing programmes.

The aim of this was to improve the cohesion of the current driver licensing system and enhance the uptake and progression through the system. Development of relevant safety performance indicators is underway, and they will be reported on in the next annual monitoring report.

In early 2021, the Ministry of Transport will undertake a regulatory review of the driver licensing system. This will aim to assess the extent the driver licensing system is achieving road safety, access and equity outcomes, and determine whether any regulatory changes are required.

INTERVENTION INDICATORS	2018/19	2019/20
Progress around improving access to driver training and to the licensing system [#4.1.8]	Not applicable	In progress
SAFETY PERFORMANCE INDICATORS		
Number of driver licences issued per licence type [#4.2.7]	Not available	Not available
Proportion of learner drivers who have progressed to restricted [#4.2.8]	Not available	Not available
Proportion of restricted drivers who have progressed to full [#4.2.9]	Not available	Not available

Enhanced drug driver testing

Impairment from alcohol and drugs remains a significant contributing factor to deaths on New Zealand roads. While drink-driving rates have decreased since 2012, a significant number of New Zealanders are driving after taking recreational or prescription drugs that impair driving. In the 2019/20 financial year, self-reported prevalence of driving while under the influence of drugs was seven percent, the same as 2016 [see **Figure 20**].

While drug drivers already face serious criminal penalties if caught, the current law makes it hard for Police to carry out higher numbers of tests that could deter drug driving.

Only 26 percent of drivers think they are likely to be caught drug driving, compared to 60 percent for drink driving.

To address this issue, the Drug Driving Bill was introduced in July 2020. The Bill proposes a new random roadside oral fluid testing regime. An Independent Expert Panel on Drug Driving was set up in April 2020 to provide expert advice on the criminal limits to be included in the Bill.

The Bill was referred to Select Committee in August 2020. Once in force, the new regime will enable Police to test far more drivers each year for drug driving, which will increase detection and deterrence of this dangerous behaviour.

SAFETY PERFORMANCE INDICATORS	2018/19	2019/20
Percentage of drivers impaired by drugs [#4.2.2]	Not available	7% ²¹

²¹ % of drivers who say they have driven when they felt affected by a prescription, pharmacy or other drug.

FIGURE 20
Percentage of drivers impaired by drugs [self-report]



Source: KANTAR (2020). Public Attitudes to Road Safety. Prepared for Waka Kotahi



Support motorcycle safety

Motorcyclists are vulnerable road users and are overrepresented in deaths and serious injuries. This action aims to improve the licensing pathway for motorcyclists, increase safety treatments for motorcyclists on the highest risk routes, and incentivise motorcycle skills training through courses such as Ride Forever.

During the 2019/20 financial year, 4,469 new and unique riders have taken part in the Ride Forever programme funded by ACC (a total of 7,493 courses). An analysis that compared the number of ACC claims made by trained versus untrained riders for the 2019/20 financial year demonstrated the effectiveness of this programme in reducing the likelihood of crashes [1.51 ACC claims per 1,000 trained riders vs 3.89 per 1,000 untrained riders] – a 39 percent reduction in claims. The claim rate for both trained and untrained riders was notably lower than the previous year, with the COVID-19 national lockdown being a likely contributor.

In 2020, following consultation with key stakeholders (including the Motorcycle Safety Advisory Council), the ACC's board approved investment to deliver Ride Forever coaching to 27,500 riders for

a further three years. Thirteen companies have been contracted for the 2021–2023 period (an increase from nine providers in the previous period). To increase awareness of the Ride Forever programme, ACC has continued to engage with the riding community via events such as Shiny Side Up, NZ Motorcycle show and the Burt Munro Challenge. ACC will continue to target hard-to-reach riders (especially in rural, younger and Māori communities who are overrepresented in crash statistics).

ACC are also developing a project plan with Waka Kotahi assistance to facilitate delivery of safety treatments (such as under-run barriers) across 26 identified routes over the next 5 years.

The Ministry and ACC planned to begin policy work in 2020 to improve the licensing system for motorcyclists. Funding was approved in early 2020 for this work, but initial scoping was paused as policy resource was diverted to managing the COVID-19 response. As a result, this work has been re-phased to begin in late 2021 to align with the wider regulatory review of the driver licensing system.

INTERVENTION INDICATORS	2018/19	2019/20
Number of licensed motorcyclists who have taken an approved training course [#4.1.7]	4,818 new and unique riders (total of 7,247 courses)	4,469 new and unique riders (total of 7,493 courses)
SAFETY PERFORMANCE INDICATORS		
Number of ACC claims trained motorcycle riders make compared to untrained riders [#4.2.6a]	4.42 per 1,000 trained riders vs 18.82 per 1,000 untrained riders (standardised rate)	1.51 per 1,000 trained riders vs 3.89 per 1,000 untrained riders (standardised rate)
Number of ACC claims DRIVE trained drivers make compared to untrained drivers [#4.2.6b]	4.00 per 1,000 trained drivers vs 4.80 per 1,000 untrained drivers (standardised rate)	1.80 per 1,000 trained drivers vs 2.99 per 1,000 untrained drivers (standardised rate)

FOCUS AREA 5

System management

OBJECTIVE

New Zealand's road safety management system reflects international best practice

Effective implementation and system oversight is critical to the strategy's success. Evidence from other jurisdictions highlights the importance of strong leadership, accountability for results and coordinated action across government agencies. It is also important to build public understanding and support for action and to gather, utilise and share reliable data to understand road safety issues and prioritise resources efficiently.

THE INITIAL ACTION IN THIS FOCUS AREA IS TO:

Strengthen system leadership, support and coordination

WITHIN THIS INITIAL ACTION, THERE ARE A NUMBER OF SUB-ACTIONS TO:

Strengthen national system leadership and coordination of road safety

Support effective regional responses

Support monitoring and evaluation

Develop and share evidence

Improve road safety outcomes for Māori

Assist in public understanding

Improve post-crash response

Progress on these sub-actions, and their relevant system performance and programme level indicators, is set out in the sections below.



Progress on specific actions

Strengthen national system leadership and coordination of road safety

Strong leadership from central government is essential for a good road safety system. In 2020, the Ministry of Transport reviewed the functions of the National Road Safety Committee, and developed a new cross-agency governance framework for oversight of *Road to Zero*.

The Terms of Reference will be finalised in 2021 alongside consideration of supporting governance functions [e.g. programme director, programme manager] to support cross-agency coordination, oversight and reporting.

Support effective regional responses (*Road to Zero* Collaboration Project)

A *Road to Zero* Collaboration Project and project team has been formed by Waka Kotahi to support effective regional responses. The purpose of the project is to identify and respond to key capability and capacity gaps, to ensure the local and regional road safety responses are well-resourced, and that key guidelines are being applied.

In the 2019/20 financial year:

- ▶ 722 people in the sector had completed approved Safe System training.
- ▶ 46 percent of people in the sector were satisfied with their access to information relevant to road safety decision making
- ▶ 55 percent of local government were satisfied with support they received from central government transport agencies.

To further support effective regional responses, in 2020, Waka Kotahi developed a *Road to Zero* resource and communications toolkit, a range of training courses and e-modules, and began a review and update of strategic guidance for local government. A Regional Road Safety Dashboard has also been developed, with the launch planned for mid-2021.

Waka Kotahi have developed a national cycling education system called BikeReady, in partnership with ACC and local government. This education system aims to increase the reach of cycling education in New Zealand. The system intends to ensure all cycling education aligns with best practice standards and guidelines, and provide a monitoring and evaluation framework so we can assess how effective the system is at improving safety and encouraging more people to ride. In the 2019/20 financial year, 32,410 people had attended cycle skills training courses; this included 1,485 adults and 30,925 students.

INTERVENTION INDICATORS	2018/19	2019/20
Number of people in the sector who have completed an approved Safe System training course [#5.1.3]	Not available	722
SAFETY PERFORMANCE INDICATORS		
Percentage of people who have completed an approved Safe System training course and who showed improved understanding of the Safe System [#5.2.3]	Not available	Not available
Percentage of road infrastructure projects that have been subject to a Road Safety Audit and/or Safe System Assessment [#5.2.4]	Not available	Not available
Number of adults and students attending cycle skills training courses [#5.2.6]	Not available	32,410 (including 1,485 adults and 30,925 students)
OUTCOMES INDICATORS		
Percentage of sector satisfied with their access to information relevant to road safety decision making [#5.3.1]	Not available	46%
Percentage of local government satisfied with support they received from central government transport agencies [#5.3.2]	Not available	55%

Support monitoring and evaluation

The Ministry and Waka Kotahi play a lead role in developing and implementing a robust monitoring mechanism, including production of an annual monitoring report, to keep track of progress.

At the time the outcomes framework was developed, we were aware that it will take time to develop appropriate data capture and/or analysis mechanisms to fully report on the indicator set.

In 2020, extensive work was undertaken to improve our data capture, including the re-establishment of the Public Attitude to Road Safety Survey. Some indicators in *Road to Zero* have been refined for better alignment to the overarching outcomes and/or actions; some were amended due to data constraints [see **Appendix 1**].

At Year 1, we are able to report on 75 percent of the indicators and we will continue to build on this.

Develop in-depth crash investigations

Waka Kotahi is leading development of a pilot programme for in-depth investigations of fatal and serious crashes, building on the information available from existing Serious Crash Reports prepared by NZ Police. The pilot will focus on identifying the cause of injuries as well as on the cause of the crash itself. Waka Kotahi will also investigate the potential to create a National Safe System Crash Investigation Working Group to draw on relevant crash and injury expertise from the wider industry.

This project takes a holistic approach pulling in a broad range of specialists to fully understand the contributing factors behind deaths and serious injuries. The process follows a Safe System principles approach where the entire road transport system is explored to determine what gaps currently exist, how those gaps allowed or contributed to the injury causing event, and where we need to focus activity to address those gaps.

Otago and Waikato regions have been identified for a pilot run of the in-depth investigation process. Discussions with Police, Coroners, ACC and health professionals are planned for 2021.

SAFETY PERFORMANCE INDICATORS	2018/19	2019/20
Percentage of indicators that can be measured, tracked and reported annually [#5.2.5]	Not applicable	75%

Improve road safety outcomes with Māori

Waka Kotahi and Police are working to better understand and improve road safety outcomes with Māori. This will enable us to partner with Māori to co-design and implement [where appropriate] meaningful actions to improve the safety and wellbeing of Māori communities.

This work is planned in three phases:

- Phase 1: Investigate and analyse existing research, data and information to identify road safety issues for Māori: Phase 1 consisted of Police and Waka Kotahi coming together as a cross organisational team. Police provided previous research and intelligence reports relating to Māori road safety outcomes while Waka Kotahi analysed their data and summarised their findings in a research report – He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori [He Pūrongo]. The findings provide a baseline for Waka Kotahi and our partners and are an important step towards tracking progress against the Road to Zero vision.
- Phase 2: Engage and build relationships with Māori to better understand context, undertake further research and co-design culturally relevant road safety interventions: In beginning Phase 2, He Pūrongo is currently being used to help a cross-organisational team develop a detailed Phase 2 plan for engaging and building relationships with Māori. Police have continued to engage with and built relationships with Iwi specifically in relation to the He Tangata graduated driver licence initiative where Police have partnered with 11 Iwi Service Providers to provide driver licence training across NZ.
- Phase 3: Support delivery of interventions: As these relationships develop, we will continue to partner with Iwi Māori to co-design culturally relevant interventions using tikanga Māori values and principles.

Phase 2 is expected to continue throughout the remainder of the Road to Zero Action Plan 2020–2022 timeframe.

INTERVENTION INDICATOR	2018/19	2019/20
Progress around the development and delivery of a road safety programme that demonstrates the principles of Tikanga Māori [#5.1.4]	Not applicable	Described above

Assist in public understanding

Waka Kotahi is leading the development of an engagement and communications package to improve public understanding and acceptance of *Road to Zero* principles. In the 2019/20 financial year, 44 percent of the general public thought that the acceptable number of deaths from road crashes is zero, this is considered to be a proxy measure of public support for the Vision Zero approach. The level of public acceptance for different road safety interventions varied, with a weighted average of 63 percent.

In 2020, Waka Kotahi appointed a strategic creative agency to develop and deliver a new public awareness campaign in 2021. The aim of this campaign is to lift public understanding of *Road to Zero* and the safe system approach. This will build on and support existing advertising and behavioural change initiatives (which continue to be delivered through the national road safety advertising programmes), and support community actions on road safety.

An initial meeting was held in December 2020 to kickstart the work. In early 2021 a pilot phase will develop and test a range of approaches with the public and measure their reactions.

INTERVENTION INDICATORS	2018/19	2019/20
Percentage of the general public who were exposed to messages on Vision Zero [#5.1.1]	Not applicable	Not available
Percentage of the general public who were exposed to messages on effectiveness of road safety interventions [#5.1.2]	Not available	Not available
Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria [#5.1.5]	87%	90%
Percentage of the general public who were exposed to messages on the effectiveness of road safety interventions [#5.1.6]	Not available	Not available
SAFETY PERFORMANCE INDICATORS		
Percentage of the general public who understand and support the Vision Zero approach [#5.2.1]	Not applicable	44% ²²
Percentage of the general public who show acceptance of road safety interventions [#5.2.2]	Not available	63% (weighted average) ²³

Improve post-crash response

The aims of this action are to:

- strengthen policy and operational collaboration between road managers, Police and emergency responders to better equip the transport and health systems to manage incidents
- facilitate closer engagement between health and transport participants to improve data capture and use.

Waka Kotahi is currently looking to set up a cross-agency post-crash working group in 2021. This will build on preliminary work carried out by the Midland Trauma Service.

²² % of NZ adults who think that the acceptable number of deaths from road crashes is zero.

²³ % adults support or agree with the following interventions: enhanced roadside drug testing, increased use of wire rope median barriers, raised safety standards for light vehicles, more 30km/h urban centre speed limits, higher fines for mobile phone use when driving, more speed cameras, lower speed limits around schools and prioritised road policing.

Appendix 1

Full list of indicators

INDICATOR	AVAILABLE IN YEAR 1 REPORTING	COMMENTS
1.1.1 Kilometres of the network treated with new median barriers	☑	
1.1.2 Kilometres of the network treated with new Supporting Safe System interventions (including side barriers, rumble strips and wide centrelines)	☑	Refined to be consistent with operational practice in target setting and intervention decisions (previously 'kilometres of the network treated with side barriers' and 'kilometres of the network treated with new rumble strips')
1.1.3 Number of high-risk intersections treated to operate within Safe System limits	☑	
1.1.4 Progress around the review of infrastructure standards and guidelines	☑	
1.1.5 Kilometres of highest risk roads addressed through speed management	☑	Refined to a better metric to measure overall progress as the top 10% highest risk roads are identified/updated every 3 years. (previously 'percentage of highest risk roads addressed through speed management')
1.1.6 Percentage of rural schools with 60km/h speed limits or lower	☒	Awaiting information on school speed limits (permanent and variable) to be available through the National Speed Limits Register from 2022
1.1.7 Percentage of urban schools with 30-40km/h speed limits	☒	
1.1.8 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	☑	Combined with #4.1.5 to increase sample size, and reported under 'System Management' #5.1.5
1.1.9 Mobile speed camera deployment activity (hours)	☑	
1.1.10 Number of police operations targeting speed, restraints impairment and distraction offences	☑	Combined with #4.1.3 as breakdown by operation focus is not available. (Previously 'Number of police operations targeting speed')
1.2.1 Percentage of VKT on roads with speed limit above 80km/h that have a median barrier	☑	
1.2.2 Percentage of VKT on rural network that have a 3-star equivalent rating or better	☑	
1.2.3 Percentage of high-risk intersections treated to operate within Safe System limits	☑	
1.2.4 Network kilometres of roads adapted for safe pedestrian and cyclist use	☒	Further work required in 2021 to define and measure
1.2.5 Network kilometres of roads with motorcycling safety treatment	☒	Further work required in 2021 to define and measure
1.2.6 Perceived safety of walking and cycling (by rural, urban, urban centres and around schools)	☑	
1.2.7 Percentage of road network where speed limits align with Safe and Appropriate Speed	☑	
1.2.8 Percentage of traffic travelling within speed limits (by rural, urban and urban centres)	☒	Awaiting development of speed surveys to measure. Planned for 2021 for Year 3 reporting, subject to funding
1.2.9 Mean speed of vehicles (by rural, urban and urban centres)	☒	Awaiting development of speed surveys to measure. Planned for 2021 for Year 3 reporting, subject to funding

INDICATOR	AVAILABLE IN YEAR 1 REPORTING	COMMENTS
1.2.10 Percentage of the general public who understand the risk associated with driving speed		
1.2.11 Percentage of the general public who agree that they are likely to get caught when driving over the posted speed limit		
1.2.12 Percentage of road network covered by automated safety cameras		Further work required in 2021 to define and measure
1.2.13 Percentage of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths		
- Percentage of road network where speed limits align with Safe System -		Removed as it is conceptually similar to #1.2.7
1.3.1 Number of head-on and run-off-road DSIs		Refined to be consistent with the overarching target that focuses on DSI reduction [previously 'number of head-on and run-off-road DSI crashes']
1.3.2 Number of intersection DSIs		Refined to be consistent with the overarching target that focuses on DSI reduction. [previously 'number of intersection DSI crashes']
1.3.3 Number of DSIs with speed being a contributing factor		Refined to be consistent with the overarching target that focuses on DSI reduction [previously 'number of DSI crashes with speed being a contributing factor']
1.3.4 Number of DSIs where the speed limit does not align with the Safe and Appropriate Speed		Refined to be consistent with the overarching target that focuses on DSI reduction, and aligns indicator to the focus area on infrastructure and speed. [previously 'number of DSI crashes where the speed limit does not align with the Safe System']
1.3.5 Number of pedestrian and cyclist DSIs		Refined to be consistent with the overarching target that focuses on DSI reduction, and operationally define vulnerable road user. [previously 'number of DSI crashes involve a vulnerable road user']
1.3.6 Number of ACC entitlement claims related to walking and cycling injuries		
2.1.1 Progress around the delivery of a package of new safety standards for vehicles entering the fleet		
2.1.2 Percentage of the general public exposed to advertising and/or resources on vehicle safety ratings		Further work required in 2021 to define and measure
2.1.3 Policy implemented to mandate ABS for new motorcycles over 125cc by April 2020		
2.2.1 Percentage of the vehicle fleet with a high safety rating		
2.2.2 Percentage of drivers who know the star safety rating of their car		Refined to clarify population of interest and metric. [previously 'percentage of the general public understand vehicle safety information']
2.2.3 Percentage of drivers who think it is important for their car to have a high safety rating		Refined to clarify population of interest. [previously 'percentage of the general public who agree that it is important to have a vehicle that has a high safety rating']

INDICATOR	AVAILABLE IN YEAR 1 REPORTING	COMMENTS
2.2.4 Percentage of motorcycles over 125cc fitted with ABS	⊗	Work underway to identify ways to capture/report on this indicator
2.3.1 Number of DSIs involving a vehicle with a low safety rating	⊙	Refined to be consistent with the overarching target that focuses on DSI reduction. [previously 'number of DSI crashes involving a vehicle with a low safety rates']
2.3.2 Number of motorcyclist DSIs	⊙	Refined to be consistent with the overarching target that focuses on DSI reduction. [previously 'number of DSI crashes involving motorcycling']
2.3.3 Number of ACC entitlement claims related to motorcycling injuries	⊙	
3.1.1 Progress around private sector initiatives to establish best practice road safety standards in the supply chain	⊙	
3.1.2 Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme	⊙	
3.1.3 Incorporate journey purpose into the Crash Analysis System (CAS)	⊙	
3.2.1 Number of organisations with health and safety plans in place that recognise road safety as a critical health and safety issue	⊗	Further work required in 2021 to define and measure
3.2.2 Percentage of sector satisfied with their access to relevant data and information on road safety for work-related travel	⊗	Further work required in 2021 to define and measure
3.3.1 Number of DSIs involving a person travelling to/from work	⊗	Refined to be consistent with the overarching target that focuses on DSI reduction, and work underway to have the information available for reporting. [previously 'Number of DSI crashes involving a person travelling to/from work']
3.3.2 Number of DSIs involving a person travelling as part of work	⊗	Refined to be consistent with the overarching target that focuses on DSI reduction. Further work required to operationally define the indicator. [previously 'number of DSI crashes involving a person travelling as part of work']
3.3.3 Number of DSIs involving a heavy vehicle	⊙	Refined to be consistent with the target that focuses on DSIs. [previously 'number of DSI crashes involving a heavy vehicle']
3.3.4 Number of DSIs at a roadworks site	⊗	Refined to be consistent with the overarching target that focuses on DSI reduction. Further work required to operationally define the indicator. [previously 'number of DSI crashes at roadworks sites']
3.3.5 Number of DSIs with fatigue being a contributing factor	⊙	Refined to be consistent with the overarching target that focuses on DSI reduction. [previously 'number of DSI crashes with fatigue being a contributing factor']
3.3.6 Percentage of work-related fatalities and serious injuries involving motor vehicles	⊗	Work underway to identify ways to capture/report on this indicator
4.1.1 Number of sworn staff dedicated to road policing	⊙	

INDICATOR	AVAILABLE IN YEAR 1 REPORTING	COMMENTS
4.1.2 Number of breath tests conducted		
4.1.3 Number of Police operations targeting restraints, impairment, distraction and speed offences		Combined with #1.1.11 as breakdown by operation focus is not available. [previously 'Number of Police operations targeting restraints, impairment and distraction offences']
4.1.4 Number of Offender Management Plans in place for high-risk drivers		Further work required to improve the reporting of this indicator. Currently we could only report on theoretical figures.
4.1.5 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria		Combined with #1.1.10 to increase sample size, and reported under 'System Management' #5.1.5
4.1.6 Progress around the alignment of key road safety penalties and remedies to the appropriate framework		
4.1.7 Number and percentage of licensed motorcyclists who have taken an approved training course	Partial	Work underway to enable reporting on the 'percentage' in future years
4.1.8 Progress around improving access to driver training and to the licensing system		
4.2.1 Percentage of drivers impaired by alcohol		
4.2.2 Percentage of drivers impaired by drugs		
4.2.3 Percentage of drivers using handheld mobile phones while driving		
4.2.4 Percentage of car occupants using a seatbelt or child restraint		
4.2.5 Percentage of the general public who agree that they are likely to get caught for undertaking risky behaviours		
4.2.6a Number of ACC claims trained motorcycle riders make compared to untrained riders		Refined to clarify metric. [previously 'Involvement in a motorcycling crash following participation in an approved motorcycling training course']
4.2.6b Number of ACC claims DRIVE trained drivers make compared to untrained drivers		New indicator
4.2.7 Number of driver licences issued per licence type		Work underway. Expected to be available for Year 2 reporting
4.2.8 Proportion of learner drivers who have progressed to restricted		Work underway. Expected to be available for Year 2 reporting
4.2.9 Proportion of restricted drivers who have progressed to full		Work underway. Expected to be available for Year 2 reporting
4.3.1 Number of DSIs involving alcohol and/or drugs		Refined to be consistent with the target that focuses on DSIs. [previously 'Number of DSIs crashes involving alcohol and/or drugs']
4.3.2 Number of DSIs with fatigue being a contributing factor		Refined to be consistent with the target that focuses on DSIs [previously 'Number of DSIs crashes with fatigue being a contributing factor']

INDICATOR	AVAILABLE IN YEAR 1 REPORTING	COMMENTS
4.3.3 Number of DSIs with distraction being a contributing factor		Refined to be consistent with the target that focuses on DSIs. [previously 'Number of DSIs crashes with distraction with a contributing factor']
4.3.4 Number of vehicle occupant deaths where restraints were not worn		
4.3.5 Number of unlicensed or disqualified driver DSIs		Refined to be consistent with the target that focuses on DSIs [previously 'Number of unlicensed or disqualified drivers involving in a DSI crash']
4.3.6 Number of 'novice' driver DSIs		Refined to be consistent with the target that focuses on DSIs [previously 'Number of 'novice' drivers involved in a DSI crash']
5.1.1 Percentage of the general public who were exposed to messages on Vision Zero		
5.1.2 Percentage of the general public who were exposed to messages on effectiveness of road safety interventions		Further work required to operationally define this indicator
5.1.3 Number of people in the sector who have completed an approved Safe System training course		
5.1.4 Progress around the development and delivery of a road safety programme that demonstrates the principles of Tikanga Māori		
5.1.5 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria		
5.1.6 Percentage of the general public who were exposed to messages on the effectiveness of road safety interventions		
5.2.1 Percentage of the general public who understand and support the Vision Zero approach		
5.2.2 Percentage of the general public who show acceptance of road safety interventions		
5.2.3 Percentage of people who have completed an approved Safe System training course and who showed improved understanding of the Safe System		Further work required to develop a new survey to collect data for this indicator
5.2.4 Percentage of road infrastructure projects that have been subject to a Road Safety Audit and/or Safe System Assessment		Further work planned for 2021 to develop this indicator
5.2.5 Percentage of indicators that can be measured, tracked and reported annually		
5.2.6 Number of adults and students attending cycle skills training courses		New indicator added to address a gap in the outcomes framework
5.3.1 Percentage of sector satisfied with their access to information relevant to road safety decision making		
5.3.2 Percentage of local government satisfied with support they received from central government transport agencies		



Appendix 2

Road to Zero focus areas, actions and indicators

Intermediate Target

A 40% reduction in the number of deaths and serious injuries [from 2018 levels] by 2030

01

INFRASTRUCTURE AND SPEED

OUTCOME INDICATORS

- 1.3.1 Number of head-on and run-off-road DSIs
- 1.3.2 Number of intersection DSIs
- 1.3.3 Number of DSIs with speed being a contributing factor
- 1.3.4 Number of DSIs where the speed limit does not align with the Safe and Appropriate Speed
- 1.3.5 Number of pedestrian and cyclist DSIs
- 1.3.6 Number of ACC entitlement claims related to walking and cycling injuries

- 1.1.1 Kilometres of the network treated with new median barriers
 - 1.1.2 Kilometres of the network treated with new Supporting Safe System interventions [including side barriers, rumble strips and wide centrelines]
 - 1.1.3 Number of high-risk intersections treated to operate within Safe System limits
 - 1.2.1 Percentage of VKT on roads with speed limit above 80km/h that have a median barrier
 - 1.2.2 Percentage of VKT on rural network that have a 3-star equivalent rating or better
 - 1.2.3 Percentage of high-risk intersections treated to operate within Safe System limits
 - 1.2.4 Network kilometres of roads adapted for safe pedestrian and cyclist use
 - 1.2.5 Network kilometres of roads with motorcycling safety treatment
- Introduce a new approach to tackling unsafe speeds ['Tackling Unsafe Speeds']**
- 1.1.5 Kilometres of highest risk roads addressed through speed management
 - 1.1.6 Percentage of rural schools with 60km/h speed limits or lower
 - 1.1.7 Percentage of urban schools with 30-40km/h speed limits
 - 1.1.9 Mobile speed camera deployment activity [hours]
 - 1.2.7 Percentage of road network where speed limits align with Safe and Appropriate Speed
 - 1.2.8 Percentage of traffic travelling within speed limits [by rural, urban and urban centres]
 - 1.2.9 Mean speed of vehicles [by rural, urban and urban centres]
 - 1.2.10 Percentage of the general public who understand the risk associated with driving speed
 - 1.2.11 Percentage of the general public who agree that they are likely to get caught when driving over the posted speed limit
 - 1.2.12 Percentage of road network covered by automated safety cameras
 - 1.2.13 Percentage of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths
- Review infrastructure standards and guidelines**
- 1.1.4 Progress around the review of infrastructure standards and guidelines
- Enhance the safety and accessibility of footpaths, bike lanes and cycleways ['Accessible Streets']**
- 1.2.6 Perceived safety of walking and cycling [by rural, urban, urban centres and around schools]

02

VEHICLE SAFETY

OUTCOME INDICATORS

- 2.3.1 Number of DSIs involving a vehicle with a low safety rating
- 2.3.2 Number of motorcyclist DSIs
- 2.3.3 Number of ACC entitlement claims related to motorcycling injuries

- 2.1.1 Progress around the delivery of a package of new safety standards for vehicles entering the fleet
 - 2.2.1 Percentage of the vehicle fleet with a high safety rating
- Increase understanding of vehicle safety**
- 2.1.2 Percentage of the general public exposed to advertising and/or resources on vehicle safety ratings
 - 2.2.2 Percentage of drivers who know the star safety rating of their car
 - 2.2.3 Percentage of drivers who think it is important for their car to have a high safety rating
- Implement mandatory anti-lock braking systems (ABS) for motorcycles**
- 2.1.3 Policy implemented to mandate ABS for new motorcycles over 125cc by April 2020
 - 2.2.4 Percentage of motorcycles over 125cc fitted with ABS

● INTERVENTION INDICATORS

● SAFETY PERFORMANCE INDICATORS

03

WORK-RELATED ROAD SAFETY

OUTCOME INDICATORS

- 3.3.1 Number of DSIs involving a person travelling to/ from work
- 3.3.2 Number of DSIs involving a person travelling as part of work
- 3.3.3 Number of DSIs involving a heavy vehicle
- 3.3.4 Number of DSIs at a roadworks site
- 3.3.5 Number of DSIs with fatigue being a contributing factor
- 3.3.6 Percentage of work-related fatalities and serious injuries involving motor vehicles

Support best practice for work-related road safety

- 3.1.1 Progress around private sector initiatives to establish best practice road safety standards in the supply chain
- 3.1.3 Incorporate journey purpose into the Crash Analysis System (CAS)
- 3.2.1 Number of organisations with health and safety plans in place that recognise road safety as a critical health and safety issue
- 3.2.2 Percentage of sector satisfied with their access to relevant data and information on road safety for work-related travel

Strengthen commercial transport regulation

- 3.1.2 Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme

04

ROAD USER CHOICES

OUTCOME INDICATORS

- 4.3.1 Number of DSIs involving alcohol and/or drugs
- 4.3.2 Number of DSIs with fatigue being a contributing factor
- 4.3.3 Number of DSIs with distraction being a contributing factor
- 4.3.4 Number of vehicle occupant deaths where restraints were not worn
- 4.3.5 Number of unlicensed or disqualified driver DSIs
- 4.3.6 Number of 'novice' driver DSIs

SAFETY PERFORMANCE INDICATORS

- 4.2.1 Percentage of drivers impaired by alcohol
- 4.2.3 Percentage of drivers using handheld mobile phones while driving
- 4.2.4 Percentage of car occupants using a seatbelt or child restraint
- 4.2.5 Percentage of the general public who agree that they are likely to get caught for undertaking risky behaviours

Prioritise road policing

- 4.1.1 Number of sworn staff dedicated to road policing
- 4.1.2 Number of breath tests conducted
- 4.1.3 Number of Police operations targeting restraints, impairment, distraction and speed offences
- 4.1.4 Number of Offender Management Plans in place for high-risk drivers

Enhance drug driver testing

- 4.2.2 Percentage of drivers impaired by drugs

Increase access to driver training and licensing

- 4.1.8 Progress around improving access to driver training and to the licensing system
- 4.2.7 Number of driver licences issued per licence type
- 4.2.8 Proportion of learner drivers who have progressed to restricted
- 4.2.9 Proportion of restricted drivers who have progressed to full

Support motorcycle safety

- 4.1.7 Number and percentage of licensed motorcyclists who have taken an approved training course
- 4.2.6a Number of ACC claims trained motorcycle riders make compared to untrained riders
- 4.2.6b Number of ACC claims DRIVE trained drivers make compared to untrained drivers

Review road safety penalties

- 4.1.6 Progress around the alignment of key road safety penalties and remedies to the appropriate framework

05

SYSTEM MANAGEMENT

OUTCOME INDICATORS

- 5.3.1 Percentage of sector satisfied with their access to information relevant to road safety decision making
- 5.3.2 Percentage of local government satisfied with support they received from central government transport agencies

Strengthen system leadership, support and coordination through:

Strengthening national system leadership and coordination of road safety

No specific indicators

Supporting effective regional responses

- 5.1.3 Number of people in the sector who have completed an approved Safe System training course
- 5.2.3 Percentage of people who have completed an approved Safe System training course and who showed improved understanding of the Safe System
- 5.2.4 Percentage of road infrastructure projects that have been subject to a Road Safety Audit and/or Safe System Assessment
- 5.2.6 Number of adults and students attending cycle skills training courses

Supporting monitoring and evaluation

- 5.2.5 Percentage of indicators that can be measured, tracked and reported annually

Developing and sharing evidence

No specific indicators

Improving road safety outcomes for Māori

- 5.1.4 Progress around the development and delivery of a road safety programme that demonstrates the principles of Tikanga Māori

Assisting in public understanding

- 5.1.1 Percentage of the general public who were exposed to messages on Vision Zero
- 5.1.2 Percentage of the general public who were exposed to messages on the effectiveness of road safety interventions
- 5.1.5 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria
- 5.1.6 Percentage of the general public who were exposed to messages on the effectiveness of road safety interventions
- 5.2.1 Percentage of the general public who understand and support the Vision Zero approach
- 5.2.2 Percentage of the general public who show acceptance of road safety interventions

Improving post-crash response

No specific indicators

New Zealand Government

www.transport.govt.nz/zero

ISSN 2744-6247 [ONLINE]
ISSN 2744-6301 [PRINT]