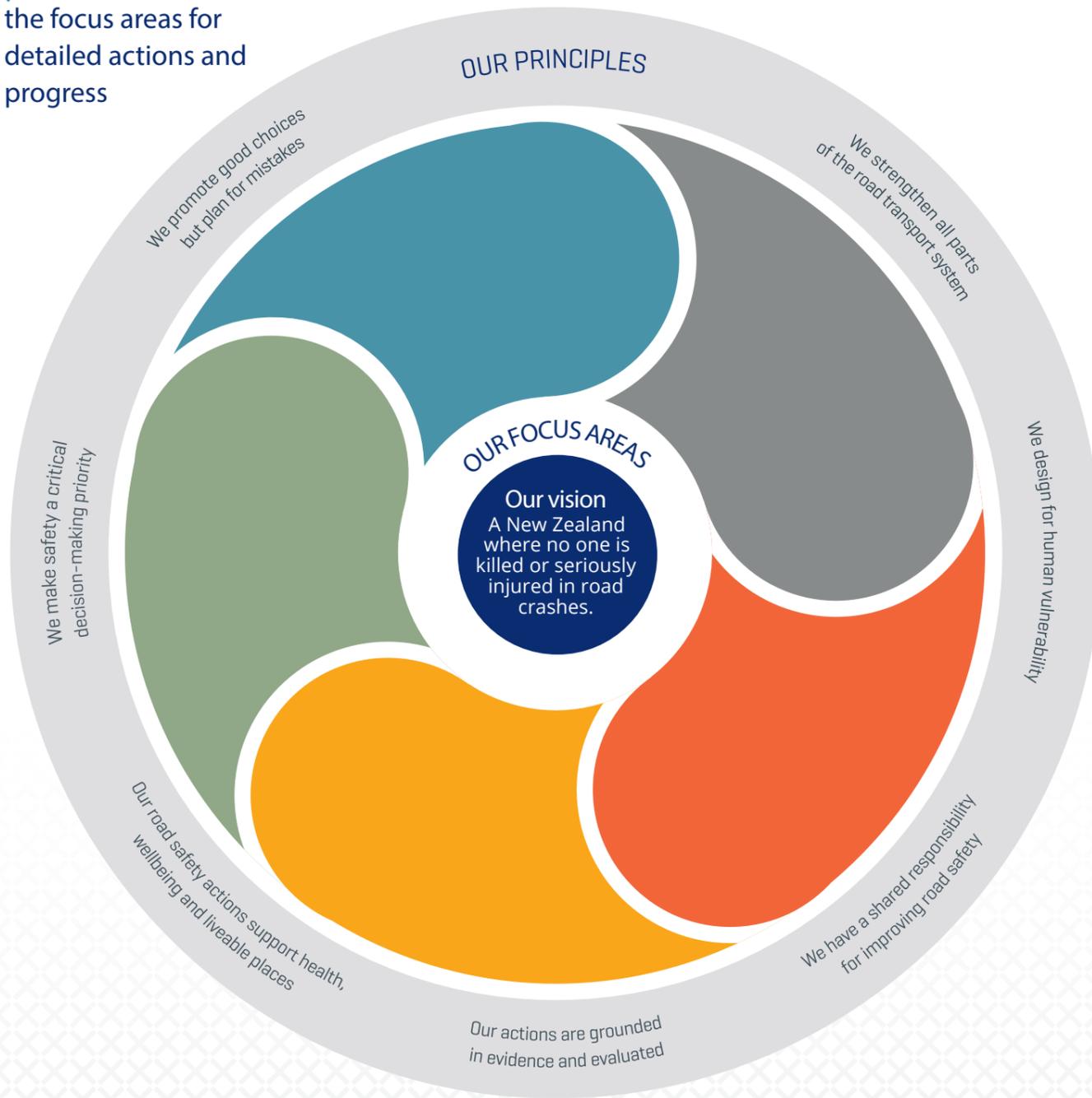


Te Ara Ki Te Ora – Te Rīpoata Aroturuki ā-tau 2022 | Road to Zero Annual Monitoring Report 2022

September 2023

➤ Click on any of the focus areas for detailed actions and progress



Contribution towards the 2030 DSI target				
1	2	3	4	5
46%	22%	The actions in the <i>Work-Related Road Safety Focus Area</i> had not been fully developed during the initial <i>Road to Zero</i> modelling.	32%	It is not possible to model the specific effects of <i>System Management</i> on reducing DSIs. Effective <i>System Management</i> is an enabler of <i>Road to Zero</i> actions – it ensures the Strategy is informed by robust evidence and best practices, and that agencies are working together in pursuit of a shared goal.
1,192 total DSIs saved a year in 2030				

Baseline assumptions (which are required to meet the 40% reduction target by 2030) on DSI reductions from *Road to Zero* actions.

1 Infrastructure improvements and speed management

Action	Intervention indicator	What's happened in this space over 2022
Invest more in safety treatments and infrastructure improvements	<p>Kilometres of the network treated with new median barriers: 97km (cumulative figure, with 47km in 2022).</p> <p>Kilometres of the network treated with new <i>Supporting Safe System</i> interventions (including side barriers, rumble strips and wide centrelines): 356km of side barriers (cumulative figure with 55km in 2022)</p> <p>Number of intersections treated with <i>Primary Safe System</i> interventions: 84 Primary Safe System Treatments.¹</p>	<p>The delivery of infrastructure treatments is not yet at the necessary rate.</p> <p>Waka Kotahi has made changes to design, procurement and funding of infrastructure projects to help scale up delivery of new median barriers.</p>
Review infrastructure standards and guidelines	<p>Progress around the review of infrastructure standards and guidelines: described in Section 3.1 of the report</p>	<p>This action is about embedding Safe System principles into New Zealand's infrastructure standards and guidelines.</p> <p>The review and update of a suite of standards and guidelines by Waka Kotahi to ensure they have Safe System principles embedded within them is largely complete. In 2022, this included updating documents such as the Aotearoa Urban Street Design Guide.</p>
Introduce a new approach to tackling unsafe speeds	<p>Kilometres of highest risk roads addressed through speed management: 1,780km²</p> <p>Percentage of traffic travelling within speed limits: 80% on rural roads; 77% on urban roads.</p> <p>Mean speed of vehicles: 93.9km/h on rural roads; 44.4km/h on urban roads.</p> <p>Mobile safety-camera deployment activity: 58,406 hours</p>	<p>A number of key areas have been progressed within this action, including the introduction of a new land transport rule for setting speed limits and associated Speed Management Guide, the establishment of an independent Speed Management Committee to advise the Director of Land Transport, and a new campaign to increase public awareness of the role safe speed limits play in keeping everyone safe.</p> <p>Waka Kotahi has been progressing the delivery of a new approach to safety cameras, with support from Police, which includes a new offence processing operating model, a significant expansion of the safety camera network in future years and the transfer of ownership and operation of safety-cameras from Police to Waka Kotahi.</p>
Enhance the safety and accessibility of footpaths, bike lanes and cycleways	<p>Implementing the <i>Accessible Streets</i> package: described in Section 3.1 of the report</p>	<p>Advice has been prepared for Cabinet on the final package of rule changes.</p> <p>Once decisions have been made, Waka Kotahi will lead the development and delivery of an education campaign to support the implementation of any new rules.</p>

¹ Measurement of this indicator has changed between the 2020/21 and 2021/22 financial years. This figure for 2021/22 represents the number of safe system interventions on state highways and local roads.

² Reporting has changed in 2021/22 for this indicator to more accurately reflect progress and is therefore not comparable with figures from 2019/20 and 2020/21



2 Vehicle safety

Action	Intervention indicator	What's happened in this space over 2022
Raise standards for vehicles entering New Zealand	Progress around the delivery of a package of new safety standards for vehicles entering the fleet: underway in 2022/23	Progress has been made on this action over the 2022 calendar year, though not yet enough to have made up for delays in previous years. This progress has included initial advice provided to the Minister on the vehicle standards work programme and increasing modern safety features in light vehicles entering the fleet. A review of the regulatory framework for how New Zealand accepts and implements vehicle standards is also in the process of being scoped. Work has begun on reviewing the current in-service vehicle inspection system.
Increase understanding of vehicle safety	N/A	Waka Kotahi provided various educational and promotional activities to improve safety rating awareness, including updating the Rightcar website and integrating minimum safety rating requirements into the Clean Car Discount.

Implement anti-lock braking systems for motorcycles	Policy implemented to mandate ABS for new motorcycles over 125 cc by April 2020: completed	From 1 April 2020, new-model motorcycles have been required to be fitted with ABS or a combined braking system (CBS). All new and used models of imported motorcycles that come into New Zealand must have ABS or CBS as of 1 November 2021.
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3 Work-related road safety

Action	Intervention indicator	What's happened in this space over 2022
Strengthen commercial transport regulation	Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme: to continue into 2023	This action is behind the indicative schedule as set out in the Action Plan 2020-22. A review of work-time limits, logbook and fatigue-monitoring technology commenced in 2022. Engagement with industry and unions is planned to get underway in 2023.

4 Road user choices

Action	Intervention indicator	What's happened in this space over 2022
Prioritise road policing	Number of sworn staff dedicated to road policing: 1,064 (average over the four quarters of 2022/23) ³ Number of breath tests conducted: 1,748,153	<i>Raising performance across all road policing activities remains an operational priority for Police. Road policing has improved in 2022, especially in the latter half of the calendar year. A Road Policing Deployment Dashboard has been developed to support data informed and evidence-based road policing deployment decisions.</i>
Review road safety penalties	Progress around the alignment of key road safety penalties and remedies to the appropriate framework: in progress	A discussion document has been developed for Cabinet consideration.
Increase access to driver training and licensing	Progress around improving access to driver training and to the licensing system: in progress	Additional funding has been secured to support work to improve graduated driver licensing system (GDLS) access. Waka Kotahi has led a cross-agency Driver Licensing Improvement Programme (DLIP) to improve access, equity, safety and wellbeing
Enhanced drug-driver testing	N/A	Parliament passed the Land Transport (Drug Driving) Amendment Act 2022 to detect and deter drug driving. The Amendment Act came into force 12 months later (in March 2023). The amendments established new drug driving offences based on blood drug concentration levels for 25 potentially impairing drugs. The Police procurement process to identify roadside oral fluid testing devices was unable to find a device that meets the approval criteria set out in the legislation. Advice has been provided to the Minister of Police and Minister of Transport on options for progressing roadside oral fluid testing. This has delayed the full delivery of this action.
Support motorcycle safety	Number of licensed motorcyclists who have taken an approved training course: 20,701 (cumulative figure, with 6,409 in 2022)	Delivery of the motorcycle road safety training programme, Ride Forever, and on a second package of infrastructure safety treatments targeted at motorcyclist safety has continued. The motorcycle licensing review continues to progress, however at a slower pace than indicated in the Action Plan 2020-22

³ This represents the number of sworn staff as of the last day of each quarter.

5 System management

Action	Intervention indicator	What's happened in this space over 2022
<p>Strengthen system leadership, support and coordination</p> <ul style="list-style-type: none"> • Strengthen national system leadership and coordination of road safety and support ongoing monitoring and evaluation. • Support effective regional responses. • Develop and share evidence. • Improve road safety outcomes for Māori. • Assist in public understanding. • Improve post-crash response. 	N/A	<p>The Road to Zero Chief Executive Governance Group and the Deputy Chief Executive Management Group was established with broad representation from road safety partners.</p> <p>The Road to Zero Collaboration Project formed by Waka Kotahi continues to support effective regional implementation of Road to Zero. The project team has advanced several initiatives in 2022, including communication and engagement resources. Workshops have been held to improve Safe System capabilities.</p> <p>The Study of Road Trauma: Evidence and Data (SORTED) report was produced and published by the National Trauma Network.</p> <p>A national advertising campaign delivered to build support and understanding for Road to Zero</p>