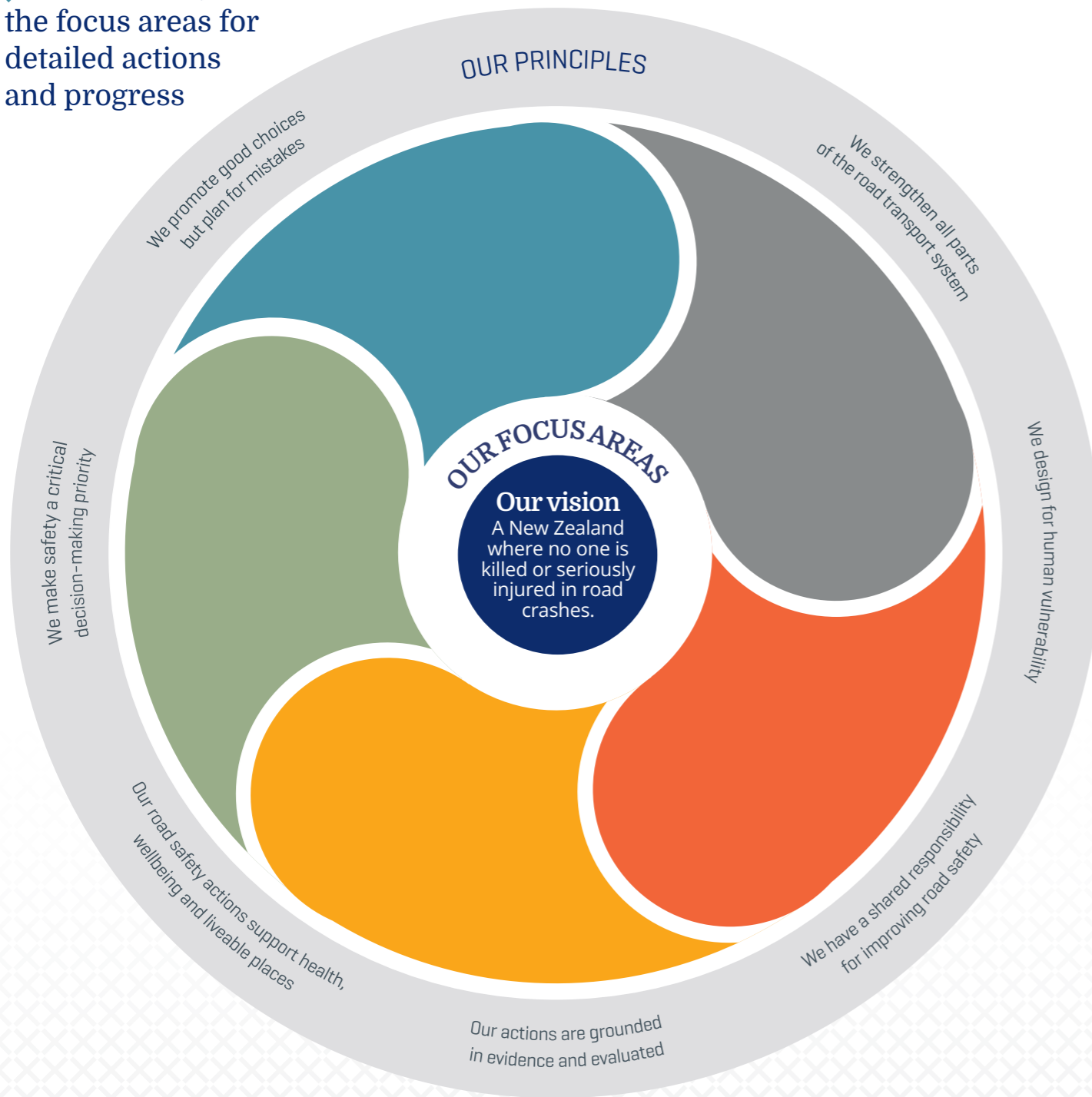


Te Ara Ki Te Ora – Te Rīpoata Aroturuki ā-tau 2021 | Road to Zero Annual Monitoring Report 2021

July 2022

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









Contribution towards the 2030 DSI target

1	2	3	4	5
40-45%	25%	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.	25-30%	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 2021
Invest more in safety treatments and infrastructure improvements	<p> Kilometres of the network treated with new median barriers: 50km</p> <p> Kilometres of the network treated with new <i>Supporting Safe System</i> interventions (including side barriers, rumble strips and wide centrelines): 301km</p> <p> Number of intersections treated with <i>Primary Safe System</i> interventions: 71 roundabouts</p>	<p>The delivery of infrastructure treatments is not yet at the necessary rate.</p> <p>The consultancy Martin Jenkins have reviewed the Waka Kotahi infrastructure investment.</p> <p>Waka Kotahi will prioritise infrastructure investment and explore efficiencies to ramp-up the delivery of infrastructure treatments.</p>
Review infrastructure standards and guidelines	<p> Progress around the review of infrastructure standards and guidelines: described in Section 4 of the report</p>	<p>This action is about embedding <i>Safe System</i> principles into New Zealand's infrastructure standards and guidelines.</p> <p>A number of key areas have been progressed with this action, including embedding the Standard Safety Intervention Toolkit with relevant parties, replacing the old road classification system with the improved One Network Road Classification, and developing and launching the Urban Street Guide.</p>
Introduce a new approach to tackling unsafe speeds	<p> Kilometres of highest risk roads addressed through speed management: 4,478km</p> <p> Mobile safety-camera deployment activity (hours): 61,199 hours</p>	<p>A regulatory programme to improve the way speed limits are set has been developed (see: Land Transport Rule: Setting of Speed Limits 2022), albeit this has been developed slower than the indicative timeline set out in the Action Plan 2020-22. Awaiting Cabinet approval.</p> <p>In the meantime, Waka Kotahi and road controlling authorities have made strong progress on implementing safer speed limits on high-risk areas of the network.</p> <p>Planning is underway to increase safety-camera coverage, which will be a key action in the next Action Plan.</p>
Enhance the safety and accessibility of footpaths, bike lanes and cycleways	<p> Implementing the <i>Accessible Streets</i> package: described in Section 4 of the report</p>	<p>A final package on <i>Accessible Streets</i> has been produced for Cabinet.</p> <p>This package has been developed behind the schedule set out in the indicative timeline from the Action Plan 2020-22, although the successful delivery of this action is not at risk.</p> <p>Waka Kotahi has begun planning to implement an education campaign to support the new rules.</p>





2 Vehicle safety

Action	Intervention indicator	What's happened in this space over 2021
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 2021/22	This action is behind the indicative schedule as set out in the Action Plan 2020-22, although significant policy progress can be expected to be made on this action over 2022. We are considering our approach to these issues and will be advising the Minister of Transport shortly on alternative ways forward.
Increase understanding of vehicle safety	N/A	During 2021 Waka Kotahi continued to work with the motor vehicle sector to ensure as many vehicles as possible display a vehicle safety rating and that these ratings are consistent, accurately applied and visible to consumers. In 2021 Waka Kotahi also made improvements to the Rightcar website, which among other things targets fleet commercial managers.
Implement anti-lock braking systems for motorcycles	 Policy implemented to mandate ABS for new motorcycles over 125 cc by April 2020: done	All new and used models of imported motorcycles that come into New Zealand must have Advanced Braking Systems as of 1 November 2021.


3 Work-related road safety

Action	Intervention indicator	What's happened in this space over 2021
Strengthen commercial transport regulation	 Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme: underway in 2021/22	This action is behind the indicative schedule as set out in the Action Plan 2020-22, although significant policy progress can be expected to be made on this action over 2022.
Support best practice for work-related road safety	 Progress around private sector initiatives to establish best practice road safety standards in the supply chain: in progress Incorporate journey purpose into the Crash Analysis System: nearing completion	Substantial work has been undertaken to understand work related road safety, and to support businesses to improve their road safety practices. For example, Waka Kotahi has developed an app for fatigue management, made improvements to the Rightcar website to help in purchasing decisions of fleet managers, and improving the capture of journey purpose data.

4 Road user choices

Action	Intervention indicator	What's happened in this space over 2021
Prioritise road policing	 Number of sworn staff dedicated to road policing: 1,070  Number of breath tests conducted: 1,500,268	<p>Road policing was severely disrupted throughout 2021. The disruption was particularly acute during periods where parts or all of the country were at COVID-19 alert levels 3 or 4. Much of the staff dedicated to road policing were abstracted to COVID-19-related duties throughout 2021.</p> <p>The pressure from COVID-19 related activities is expected to ease over 2022.</p> <p>Police have begun to make changes that will improve the quality and scale of road policing, such as introducing the <i>Safe Roads Control Strategy</i> and a road safety focussed operating model, <i>Safe Roads</i>.</p>
Review road safety penalties	 Progress around the alignment of key road safety penalties and remedies to the appropriate framework: in progress	<p>A policy proposal has been developed and was delivered to Cabinet in mid-2022. Final policy decisions will be made in late 2022. This work is behind the schedule set out in the indicative timeline from the Action Plan 2020-22, although the successful delivery of this action is not at risk.</p>
Increase access to driver training and licensing	 Progress around improving access to driver training and to the licensing system: in progress	<p>The Ministry of Social Development (MSD), Te Manatū Waka and Waka Kotahi are working together to improve access to the graduated driver licensing system (GDLS).</p> <p>Waka Kotahi began a review of the operation and delivery of the driver licensing system. Advice will be provided to Ministers in 2022.</p> <p>This work is behind the schedule set out in the indicative timeline from the Action Plan 2020-22, although the successful delivery of this action is not at risk.</p>
Enhanced drug-driver testing	 N/A	<p>The Land Transport (Drug Driving) Amendment Bill has passed through the House, allowing for a new roadside drug-testing regime.</p> <p>Police have begun planning to operationalise this regime.</p> <p>This work is behind the schedule set out in the indicative timeline from the Action Plan 2020-22, although the successful delivery of this action is not at risk.</p>
Support motorcycle safety	 Number of licensed motorcyclists who have taken an approved training course: 14,292	<p>Continued delivery of the motorcycle road safety training programme, Ride Forever, and on a second package of infrastructure safety treatments targeted at motorcyclist safety.</p> <p>Te Manatū Waka, Waka Kotahi, ACC and Police have commenced the motorcycle licensing review, albeit at a slower pace than the indicative timeline in the Action Plan 2020-22.</p>

5 System management

Action	Intervention indicator	What's happened in this space over 2021
<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. 	<p> N/A</p>	<p>Established the <i>Road to Zero</i> governance structure and hired a programme director.</p> <p>Waka Kotahi continued to roll out <i>Safe System</i> training, such as the <i>Vision Zero</i> course pilot.</p> <p>Delivery of a national advertising campaign to build support for and understanding of <i>Road to Zero</i>.</p>