



# Safer Journeys

## Fact sheet



## What have we done so far

Since the release of the Safer Journeys strategy the government has progressed actions for improving the safety of young drivers and motorcyclists, and to target drink drivers as well as other high-risk drivers.

Progress has also been made on improving the safety of our roads and roadsides.

### Increasing the safety of young drivers

New legislation:

- raises the driving age to 16
- introduces a zero drink-drive limit for drivers under 20
- implements fines and demerit points for drivers under 20 years who have a blood alcohol concentration between zero and 0.03
- allows the NZ Transport Agency to make the restricted licence practical test more difficult to encourage 120 hours of supervised driving practice

### Reducing alcohol and drug impaired driving

New legislation:

- allows for the introduction of alcohol interlocks. This is a sentencing option for the courts to use for repeat offenders, and first time offenders with a high blood alcohol content
- allows Police to take alcohol readings for research purposes from drivers involved in fatal or serious injury crashes who have a blood alcohol concentration between 50 and 80 milligrams of alcohol per 100 millilitres of blood
- introduces a zero blood alcohol limit for a minimum 3 years period for repeat drink-drivers, or drivers subject to an alcohol interlock, following the completion of their disqualification or interlock period

### Reducing the impact of high-risk drivers

New legislation:

- increases the penalties for all dangerous driving (including drink and drug driving) causing death
- introduces the ability for Police to extend a 28-day licence suspension for up to three continuous periods. This could be used, for example, where inquiries into a driver's offending are ongoing

All of the above initiatives are included in the Land Transport (Road Safety and Other Matters) Amendment Act 2011.

### Increasing the safety of motorcycling

An amendment to the Land Transport (Driver Licensing) Rule 1999 is underway. This is expected to be finalised in 2011 and will:

- strengthen motorcycle rider training and licensing
- introduce a power-to-weight restriction for novice motorcycle riders

## Safe roads and roadsides

Work already completed or underway includes:

- KiwiRAP star ratings of the State highway network. These have been developed and allow sections of high-risk rural roads to be identified so improvement programmes can commence. For more information see [www.kiwirap.org.nz](http://www.kiwirap.org.nz)
- the development of a classification system for the State highway network. This is the first step towards a national classification system for the entire roading network. This system categorises roads according to their function and sets a consistent and predictable level of service for each category. This can help drivers understand what to expect and how to behave on different categories of road
- a change to the give way rules for turning traffic is being progressed as an amendment to the Land Transport (Road User) Rule 2004. Public consultation on this proposed change is expected to take place in 2011
- progress on the seven Roads of National Significance. These were identified as roads that are important to the economy, and are busy, handle a lot of traffic and are located by our most populated areas. Each Road of National Significance will be built to a minimum four star KiwiRAP rating to ensure they have significant safety as well as economic benefits