



**MINISTRY OF TRANSPORT**  
TE MANATŪ WAKA

**NZ TRANSPORT**  
**AGENCY**  
WAKA KOTAHI



# Road Safety Objectives

Quarterly Report

Q4 2024

# **First Road Safety Objectives quarterly report**

The following quarterly monitoring report has been developed to report on progress against the Government's Road Safety Objectives (RSO).

The Crash Analysis System (CAS) contains data on crashes as reported by NZ Police. Recent months are considered provisional (denoted by dotted lines), as some crash information may not be complete (eg, tests for drugs and/or alcohol have been performed but the results are not yet entered into CAS). This is more common for serious injury crashes.

This report has been compiled by the Ministry. Road safety data is reported from Q3 2024, and updates on actions in the RSO are reported from Q4 2024 by lead agencies.



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# Quarterly Update on Key Actions and Areas

Q4 2024

## Quarterly update: Key messages

- Since Q4 2023 until Q3 2024, fatalities have been trending downwards, with (provisionally) 53 fatalities and 545 reported serious injuries (as at 18 December 2024).
- NZTA's value-for-money safety improvements programme was endorsed by the NZTA Board in June 2024.
- Road policing activity is generally meeting or exceeding desired activity levels set out in the Road Policing Investment Programme (RPIP) 2024-27.
- A package of proposed changes to the driver licensing system has been approved for consultation.
- Legislation enabling oral fluid testing recently passed. NZ Police has undertaken substantial work to meet the December implementation date.

**Note:** Updates are sourced from the accountable agency.

# ] Increase road policing and enforcement – RPIP quarterly update

Road policing activity	2024/25 Target	YTD Target as at Q2*	YTD Delivery as at Q2*	Difference
Passive breath tests and breath screening tests conducted	3,300,000	1,650,000	2,278,565	+38%
Passive breath tests and breath screening tests conducted in high and extreme risk times	2,145,000	1,072,500	1,490,313	+39%
Officer issued speed offences	430,000	215,000	259,819	+21%
Officer issued speed offences under 11km/h over the speed limit	64,500	32,250	53,828	+67%
Officer issued speed offence notices on open roads	301,000	150,500	162,953	+8%
Restraint offences	60,000	30,000	24,431	-19%
Cell phone offences	40,000	20,000	29,125	+46%
Commercial Vehicle Inspection Reports completed	50,000	25,000	25,838	+3%

RPIP outcomes framework: [www.beehive.govt.nz/sites/default/files/2024-08/Road Policing Investment Programme 2024-27.pdf](http://www.beehive.govt.nz/sites/default/files/2024-08/Road%20Policing%20Investment%20Programme%202024-27.pdf)

\* Fiscal quarter

# Road Safety Objectives – Progress summary

## 1. Safer roads: lift the quality of our road infrastructure

Action/Area	Quarter update
Roads of National Significance	<b>NZTA:</b> Completed public consultation for 3 projects. Commenced stage 2 market engagement for Northland Corridor. <a href="http://www.nzta.govt.nz/resources/quarterly-report/">www.nzta.govt.nz/resources/quarterly-report/</a>
Roads of Regional Significance	<b>NZTA:</b> SH1 Papakura to Drury and the Queenstown Package are on track. O Mahurangi-Penlink is delayed due to a slip at a fill site affecting earthworks. SH2 Melling Transport Improvements is awaiting confirmation of additional funding and finalisation of commercial agreements. <a href="http://www.nzta.govt.nz/resources/quarterly-report/">www.nzta.govt.nz/resources/quarterly-report/</a>
Road maintenance and renewal with complementary investment in safety treatments	<b>NZTA:</b> 97% of potholes on state highways repaired within 24 hours of being logged. 0.38% of the network has been rehabilitated out of the target 0.9%. SH1 Mangamuka Gorge reopened following 2 years of closure for repairs due to weather events.
Develop and deliver innovative, cost-effective safety infrastructure measures on existing high-crash areas of the road	<b>NZTA:</b> The value-for-money safety improvements programme was endorsed by the NZTA Board in June 2024. Work on the design and implementation of the various projects within the 2024/27 National Land Transport Programme continues. <a href="http://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/">www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2024-27-nltp/</a>
Motorcycle safety-specific treatments to reduce DSIs	<b>ACC:</b> Injury prevention invested into 50 routes with an estimated 78.2km completed out of the projected 93km.

# Road Safety Objectives – Progress summary

## 2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules

Action/Area	Quarter update
Increase road policing and enforcement	<p><b>Police:</b> Delivery has exceeded all year-to-date targets across all activity measures except seatbelt offences (19% below target). A strong focus on deterring alcohol impaired driving has resulted in the highest year-to-date delivery of passive breath and breath screening tests recorded by police (38% above target). Officer issued speed offence notices under 11km/h over the limit has also exceeded the quarterly target by 67%.</p>
Implement roadside oral fluid testing (OFT)	<p><b>Police:</b> Substantial progress has been made in designing the new OFT regime to work towards the December 2025 go-live date. OFT procurement is progressing. <b>NZTA:</b> A new campaign to raise awareness of the consequences of drug driving will launch in late February, building a platform for more targeted communications after the OFT bill passes. <a href="http://www.nzta.govt.nz/safety/what-new-zealand-transport-agency-waka-kotahi-is-doing/current-marketing-campaigns/">www.nzta.govt.nz/safety/what-new-zealand-transport-agency-waka-kotahi-is-doing/current-marketing-campaigns/</a></p>
Reset delivery of road safety promotion to ensure alignment with RSO, nationally consistent and coordinated	<p><b>NZTA:</b> Review of planning tools is underway for the Regional Road Safety Promotion programme/council delivered activities, as well as a review of reporting requirements. A new communication framework has been implemented to ensure timely engagement between National and Regional Road Safety Promotion programmes.</p>



# Road Safety Objectives – Progress summary

## 2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules

Action/Area	Quarter update
Deliver education initiatives and public information to support Police enforcement and encourage behavioural change focusing on high-risk behaviours	<b>NZTA:</b> Better Together Version 3 was delivered across Bay of Plenty, Wellington, Southern and Canterbury Police districts. Better Together Version 4 went live in December, with a focus on not drinking and driving. This safety initiative covered Waikato, Auckland and Northland police districts. Other campaigns for high-risk audiences and behaviours continue to be run.
Deliver and support others in their delivery of school-based road safety education	<b>NZTA:</b> New education resources for school-aged children (kerb drill and driveway safety) in development. Over 3,000 visits to the Education Portal (for teachers to access resources), over 6,500 students trained in cycle skills, and 19,800 new registrations to the Drive programme (co-owned with ACC).
Identify opportunities to improve the Graduated Driver Licensing System	<b>MoT:</b> Consultation on proposed changes to driver licensing rules has been approved. The proposal is to remove the full licence test, while introducing some new safety measures. Subject to the outcome of consultation, changes are expected to come into force in late November 2025, to be implemented by 1 July 2026.
Complete review of NZTA Medical Aspects of Fitness to Drive	<b>NZTA:</b> This action is complete. The updated <i>Medical aspects of fitness to drive – A guide for health practitioners</i> was published in December 2024 here: <a href="http://www.nzta.govt.nz/assets/resources/medical-aspects/Medical-aspects-of-fitness-to-drive-a-guide-for-health-practitioners.pdf">www.nzta.govt.nz/assets/resources/medical-aspects/Medical-aspects-of-fitness-to-drive-a-guide-for-health-practitioners.pdf</a>



# Road Safety Objectives – Progress summary

## 2. Safer drivers: ensure road users are alert, unimpaired and comply with road rules

Action/Area	Quarter update
Continue optimising engagement in evidential training and education programmes/development of new programmes	<b>ACC:</b> On track to exceed the financial year 2025 target to deliver a Ride Forever course to 8,000 riders. <b>ACC and NZTA:</b> On track to exceed the financial year 2025 target to register more than 60,000 16-24 years olds into the Drive Programme.

## 3. Safer vehicles: improve the safety performance of our vehicle fleet

Safer vehicles work programme	<b>MoT:</b> A review of WoF/CoF settings for vintage vehicles and motorhomes is currently in the consultation stage. <b>NZTA:</b> In December 2024, the updated 2024 safety ratings for used vehicles on RightCar were released.
Commence building of nationwide Commercial Vehicle Safety Centres	<b>NZTA:</b> Work to complete the three commercial vehicle safety centres (Stanley Street, Ohakea and Rakaia Northbound) in 2025 is progressing. Delivery of three further commercial vehicle safety centres (Taupo, Bombay and Mackays) is expected in 2026.

# Road Safety Objectives – Progress summary

## 4. Resetting speed: a balanced and targeted approach to speed limits

Action/Area	Quarter update
Implement speed limit reversals by 1 July 2025 and variable speed limits outside schools by 1 July 2026	<b>NZTA:</b> Road Controlling Authorities (RCAs) commenced planning work to meet the implementation requirements in the Land Transport Rule: Setting of Speed Limits 2024 (the Rule). NZTA is working with RCAs to provide clarification on the Rule and what is required for speed limit reversals and variable limits. RCAs are required to submit their reversal lists by 1 May 2025.
Complete transfer of existing speed camera function from Police to NZTA by June 2025	<b>NZTA/Police:</b> NZTA provided Police with a camera transfer schedule to enable a phased transfer of the camera assets and responsibility for NZTA's operation. <a href="http://www.nzta.govt.nz/safety/driving-safely/safety-cameras/safety-camera-partners/partnering-with-nz-police/">www.nzta.govt.nz/safety/driving-safely/safety-cameras/safety-camera-partners/partnering-with-nz-police/</a>
Complete rollout of speed camera signs on fixed speed cameras by June 2025	<b>NZTA:</b> Signs have been installed on all fixed speed cameras except Waterview Tunnel, which will be installed during the next scheduled maintenance closure in May 2025.

## 5. Supporting action: Enabling third-party funding

NZTA to work with ACC to identify options to increase use of ACC injury prevention funding for road safety initiatives	<b>ACC:</b> ACC and NZTA have scoped a piece of work to identify opportunities to increase use of ACC injury prevention funding for road safety initiatives by 30 June 2025. Each opportunity will subsequently be qualified and prioritised against Section 263 of the Accident Compensation Act.
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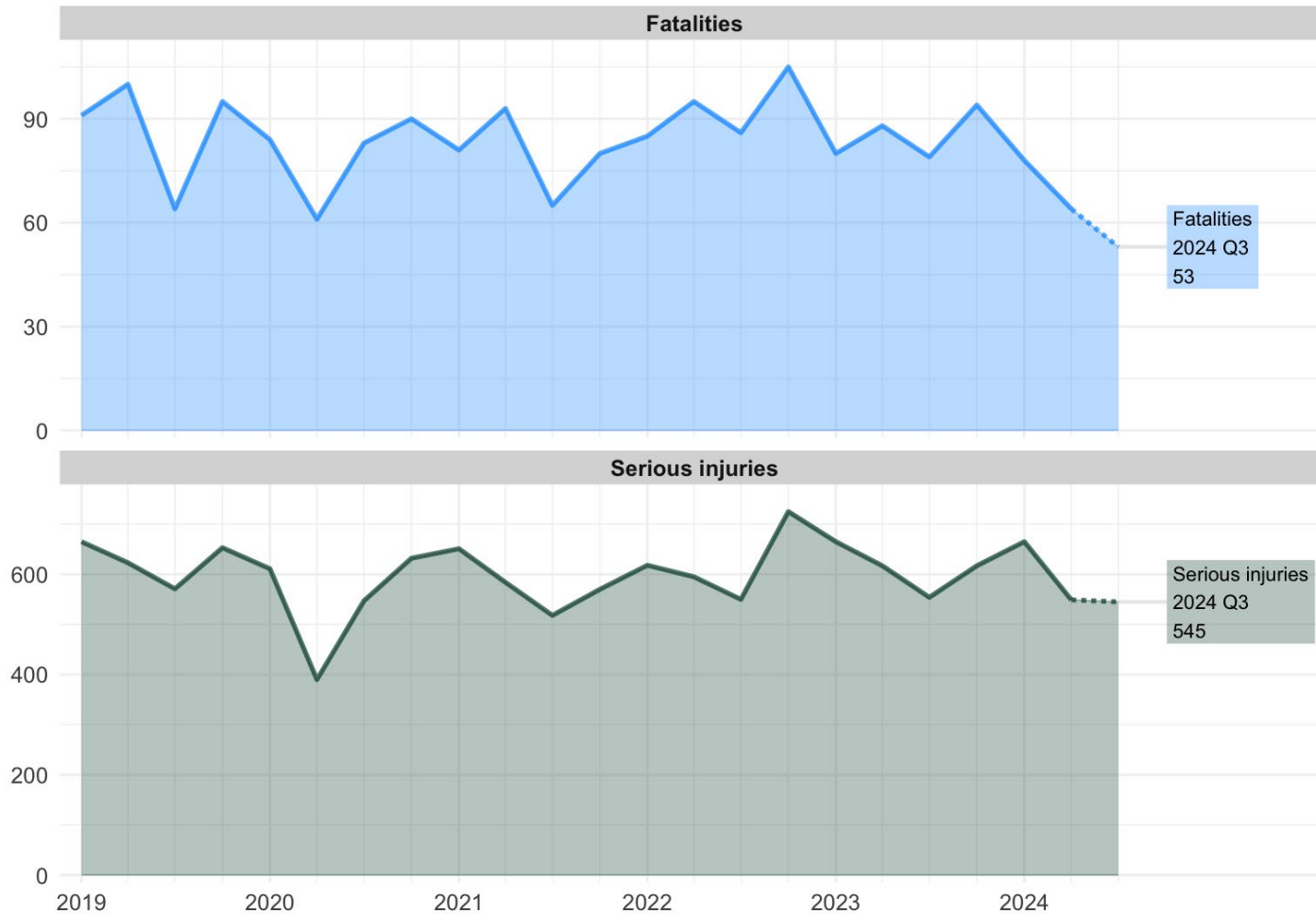
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# Quarterly Update on Key Statistics

Q3 2024

# How are our outcomes tracking?

## Quarterly road crash injuries

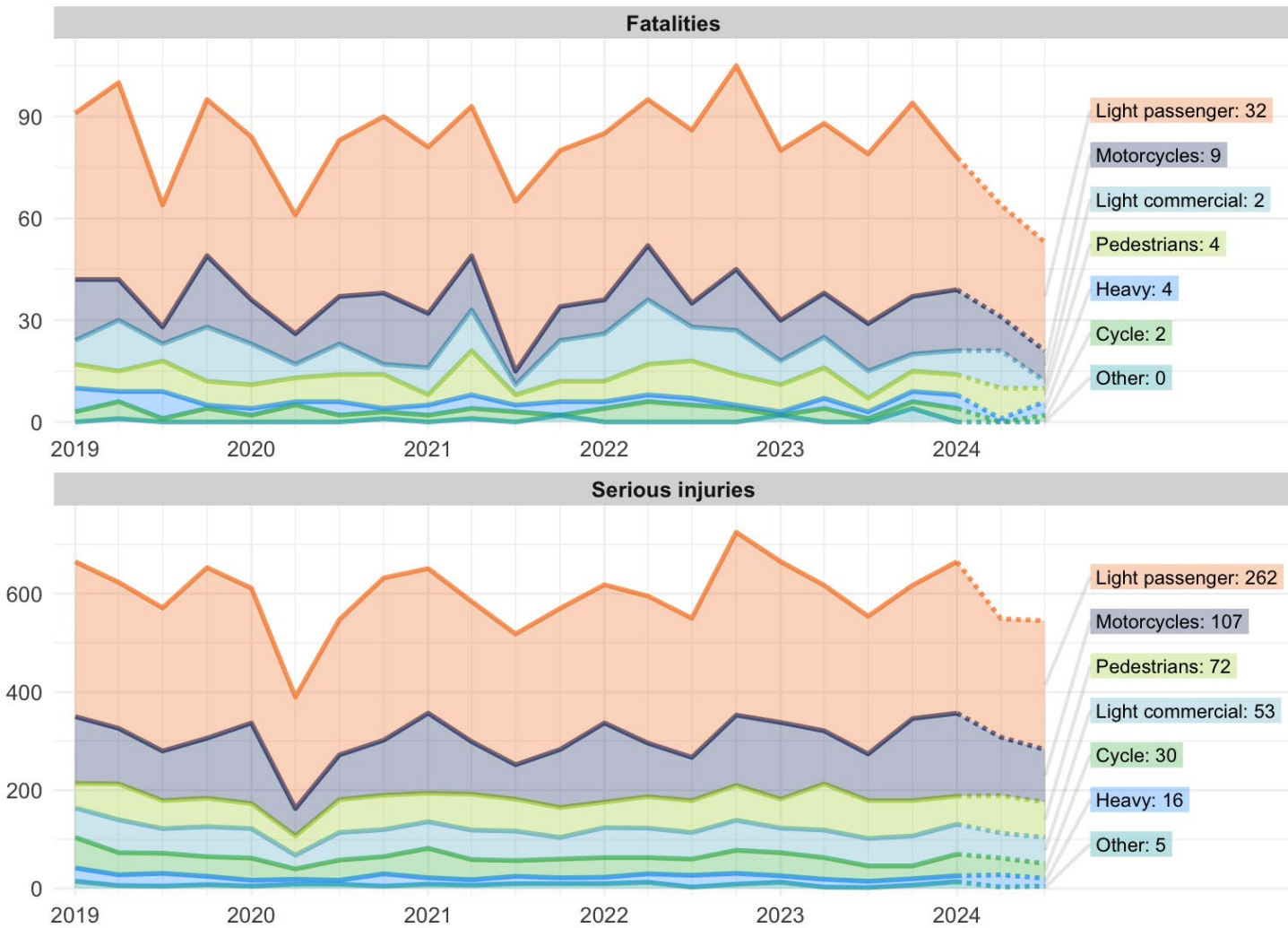


- Fatalities are trending downwards.
- Provisionally, there were 53 fatalities for the last quarter.
- Reported serious injuries remain steady with a slight downward trend.
- Provisionally, there were 545 serious injuries reported in the last quarter.

Figure 1: Quarterly road crash injuries

Source: NZTA Waka Kotahi CAS

# Road safety outcomes by mode

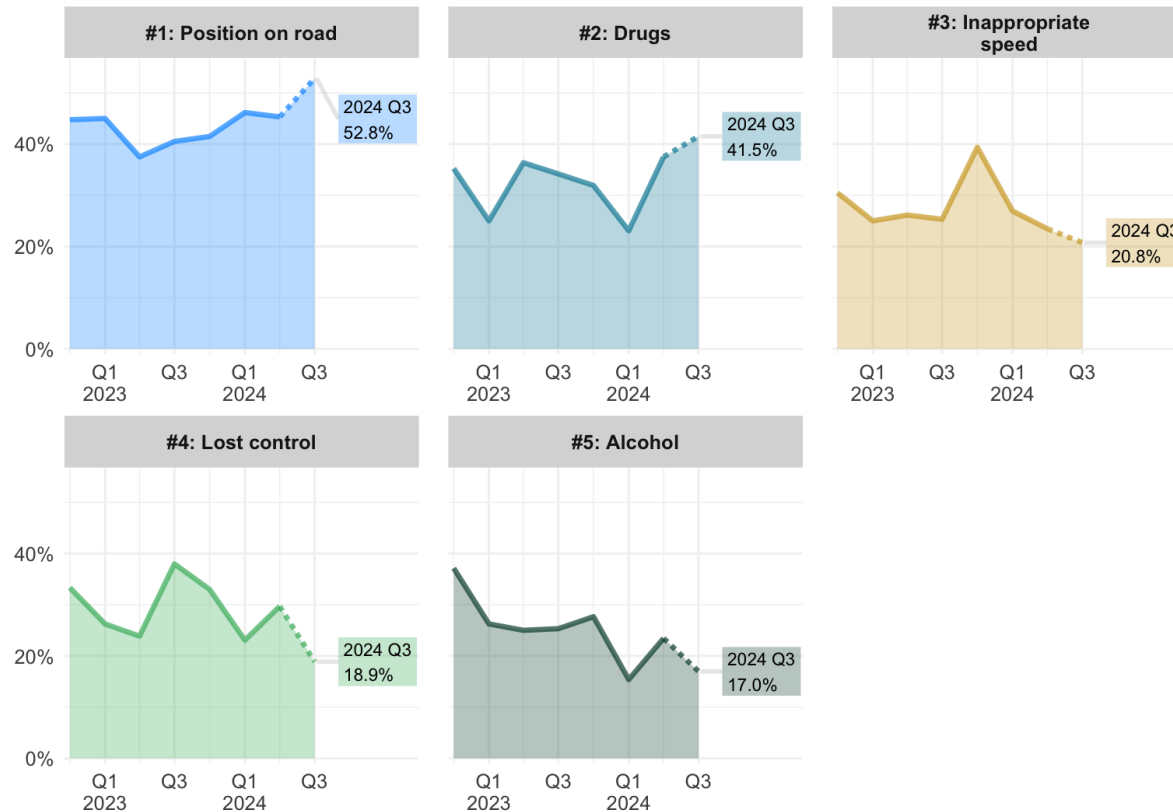


Source: NZTA Waka Kotahi CAS

Figure 2: Quarterly road crash injuries by mode

# Road fatalities - Top five contributing factors

Quarterly proportion of fatalities

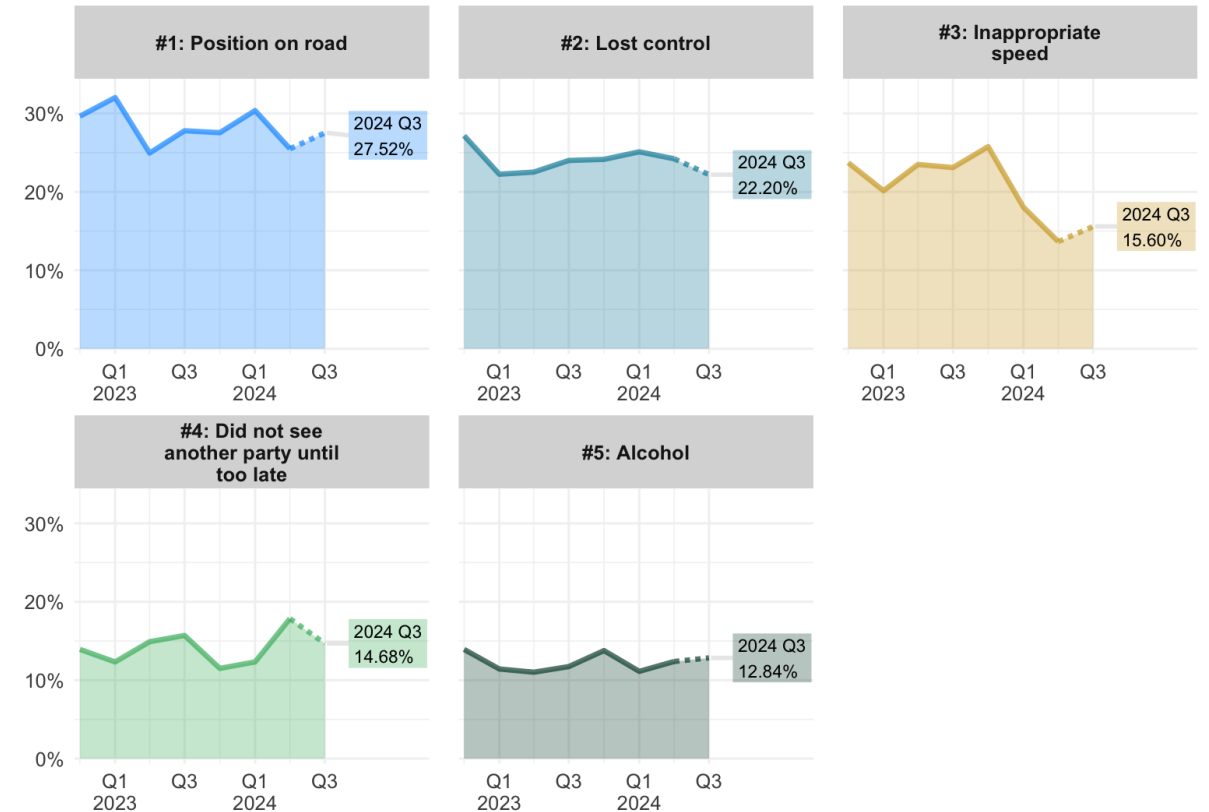


Source: NZTA Waka Kotahi CAS

Figure 3: Top 5 contributing factors

The most common contributing factor for road fatalities this quarter was position on road (52%), followed by impairment by drugs (41%).

Quarterly proportion of serious injuries



Source: NZTA Waka Kotahi CAS

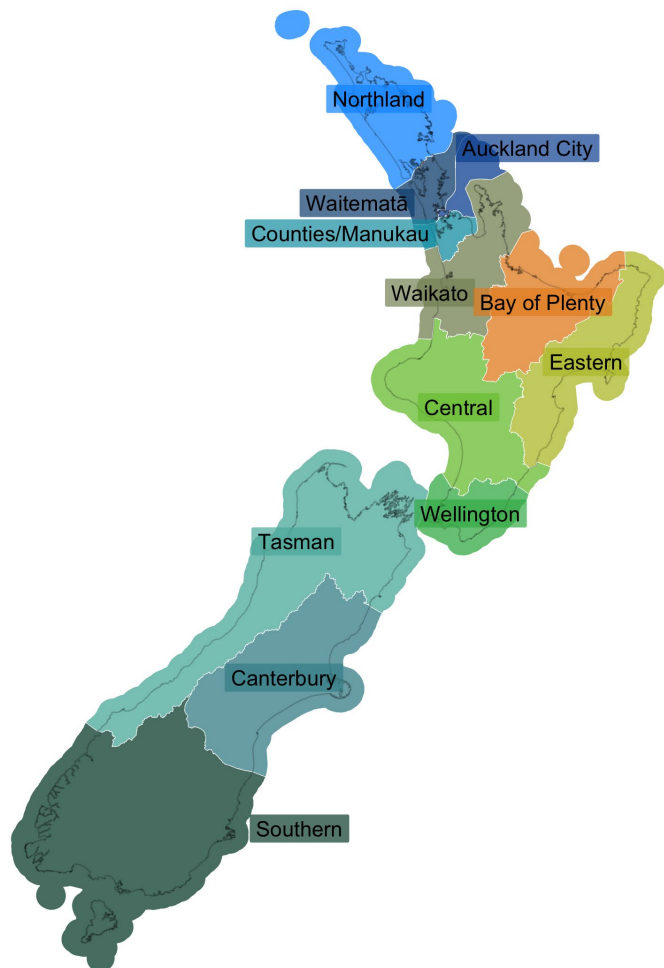
Figure 4: Top 5 contributing factors

The most common contributing factors for reported serious injuries were more evenly distributed, with position on road (27%) closely followed by losing control of the vehicle (22%).

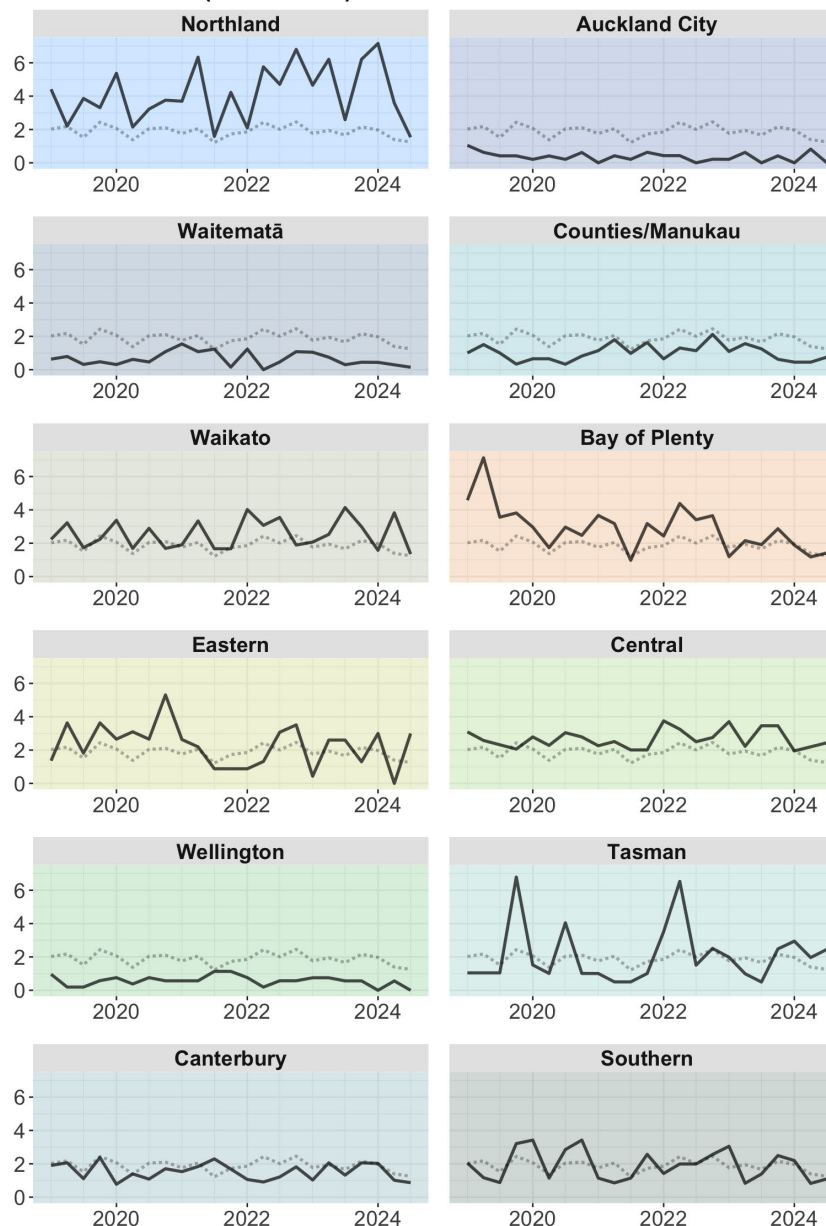


# Fatalities by police district

(a) Map of police districts



National mean (dotted line) included for reference



- Auckland City, Counties Manukau, Waitemata, and Wellington police districts are consistently below the national mean for deaths and reported serious injuries.

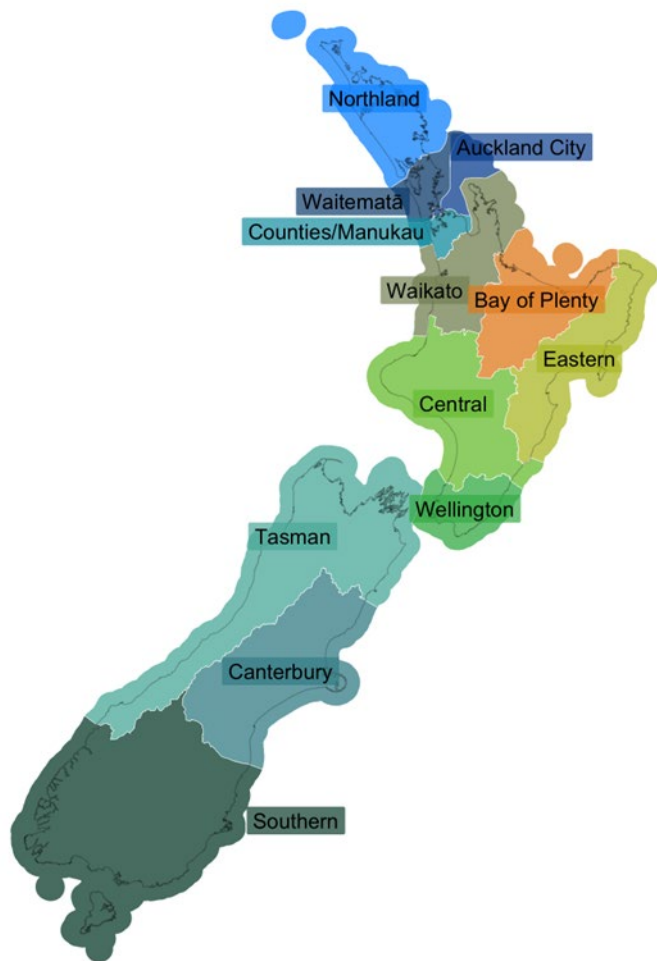
(b) Fatalities per 100,000 population



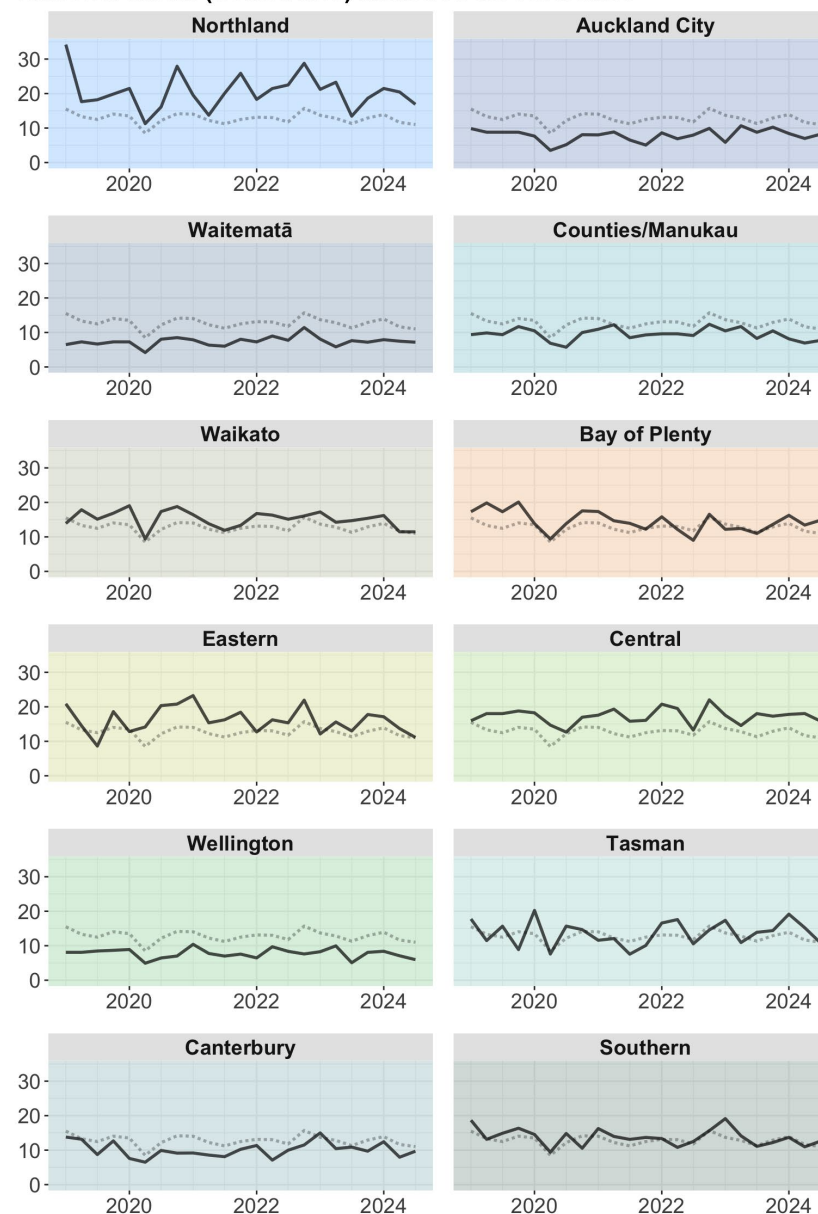


# Serious injuries by police district

(a) Map of police districts



National mean (dotted line) included for reference



(b) Serious injuries reported per 100,000 population



Figure 6: Quarterly total serious injuries by police district

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# Health data: Hospitalisations

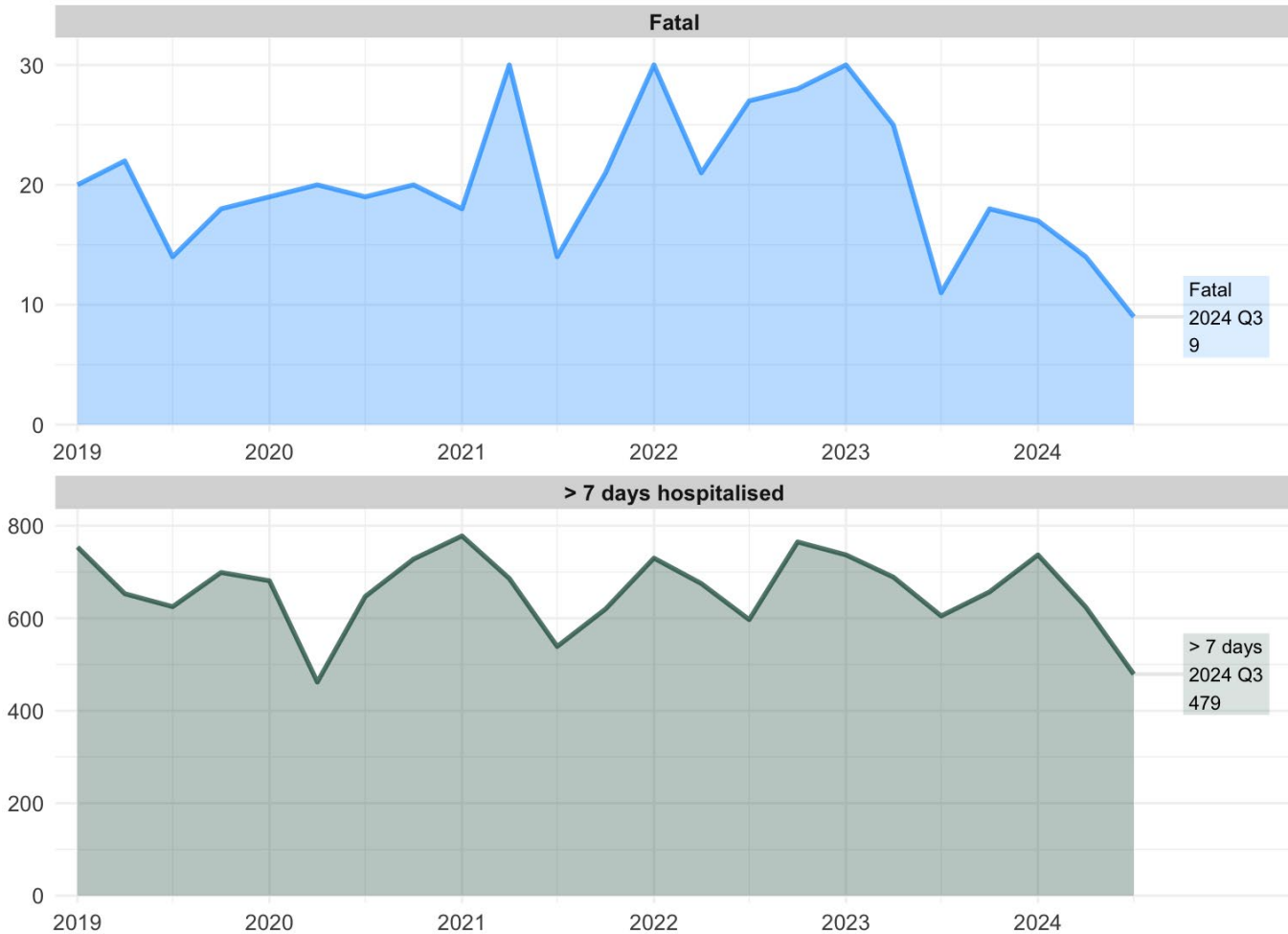


Figure 7: Quarterly hospitalisations from road crashes

Source: Health New Zealand

- This data shows people admitted to hospital and tagged as “traffic accidents”.
- Hospital stays for over 7 days capture more severe serious injuries. This data includes cases with or without a matched CAS record.