



3 March 2021

[REDACTED]

Dear [REDACTED]

I refer to your request to Waka Kotahi NZ Transport Agency (Waka Kotahi) on 29 January 2021, pursuant to the Official Information Act 1982 (the Act), seeking information related to mobile phone offences.

On 2 February 2021, Waka Kotahi contacted you advising that one part of your request has been transferred to the Ministry of Transport under section 14 of the Act:

"Can I please have any evidence, research, emails, briefings, notes and any other correspondence or information to and from the Transport and Associate Transport Ministers during 2020 about the possibility of increasing penalties for phone use while driving."

The Ministry has identified six documents within the scope of this part of your request. The table below lists these documents, with comments indicating where information was withheld or refused, and the applicable grounds.

No.	Date	Document title	Document type	Comment
1	17 November 2020	Introductory briefings: Road to Zero and key actions	Briefing to Minister of Transport	Some information withheld under section 9(2)(a) ¹ . Some information outside of the requested scope has been removed.
1a	17 November 2020	The overarching Road to Zero strategy and action plan	Appendix to document 1	Some information outside of the requested scope has been removed.
2	4 December 2020	Document title withheld under section 9(2)(f)(iv) ²	Weekly report item to Minister of Transport	Withheld in full under section 9(2)(f)(iv).

¹ Section 9(2)(f)(iv) of the Official Information Act states that withholding information is necessary to protect the privacy of natural persons.

² Section 9(2)(f)(iv) of the Official Information Act states that withholding information is necessary to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials.

No.	Date	Document title	Document type	Comment
3	9 December 2020	Document title withheld under section 9(2)(f)(iv)	Briefing to Minister of Transport	Withheld in full under section 9(2)(f)(iv).
4	9-11 December 2020	Document title withheld under section 9(2)(f)(iv)	Email correspondence with Minister of Transport's office	Withheld in full under section 9(2)(f)(iv).
5	16 December 2020	Document title withheld under section 9(2)(f)(iv)	Briefing to Minister of Transport	Withheld in full under section 9(2)(f)(iv).

Documents 1 and 1a contain information on the Road to Zero strategy and action plan. While the majority of this information falls outside of the scope of your request, we have released this information to provide context on the review of road safety penalties in relation to the other Road to Zero actions. Specific information on the delivery of these actions is considered outside of the scope.

The titles of documents 2-5 and the documents themselves have been withheld in full as they contain information that the Minister of Transport is actively considering.

You have the right under section 28(3) of the Act to make a complaint about the withholding of information to the Ombudsman. You can contact the Office of the Ombudsman at info@ombudsman.parliament.nz or:

The Ombudsman
Office of the Ombudsmen
PO Box 10-152
Wellington

The Ministry publishes our Official Information Act responses and the information contained in our reply to you will be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Yours sincerely

[Faint, illegible signature]



Helen White
Manager, Mobility and Safety
for CHIEF EXECUTIVE

17 November 2020

OC200819

Hon Michael Wood
Minister of Transport**Action required by:**
Monday, 23 November 2020

INTRODUCTORY BRIEFINGS: *ROAD TO ZERO* AND KEY ACTIONS

Purpose

- advises you on key priorities for *Road to Zero*: the national road safety strategy for 2020-2030 and proposed next steps
- attaches introductory briefings on:
 - the overarching *Road to Zero* strategy and action plan (**Appendix 1**)
 - the Drug Driving Bill (**Appendix 2**)
 - the *Tackling Unsafe Speeds* programme (**Appendix 3**).

Key points

- New Zealand has committed to decisive action under *Road to Zero* to address the unacceptable levels of trauma on our roads. *Road to Zero* sets an ambitious target of a 40 percent reduction in deaths and serious injuries by 2030. This target has been informed by modelling, focussed on the interventions that will have the greatest impact on reducing deaths and serious injuries.
- As the Minister for Transport, you are responsible for overseeing implementation of *Road to Zero*. Progress will also be monitored and publicly reported on each year against indicators set out in the strategy's outcomes framework. A key priority is delivery of the 15 actions in the first cross-agency action plan (2020-2022).
- This briefing sets out the overarching *Road to Zero* programme and provides an overview of progress in the first year on a number of key actions. Over your first 100 days, we will seek decisions on the next steps to complete the regulatory components of three actions (the *Tackling Unsafe Speeds* programme, the Drug Driving Bill, and the Accessible Streets regulatory package) as matter of priority.
- We have also mapped out an approach to phase other actions that require substantial policy development and regulatory change over the 2021-2022 period. This includes four major reviews – of the driver licensing system, road safety penalties, vehicle safety standards, and commercial vehicle regulations (including worktime and logbook requirements).

- We will seek direction and decisions from you throughout the policy development and regulatory stages. We will also monitor and report on delivery and implementation, as many of the 15 actions have a long implementation tail, requiring significant cross-agency operational resource.
- Implementation also needs to be accompanied by sustained investment (approximately \$1 billion each year over 10 years), as signalled through the Government Policy Statement (GPS) 2021's Road to Zero activity class. Any changes to these levels will have implications on progress towards and achievement of the 2030 target.

Recommendations

We recommend you:

- 1 **discuss** with officials the attached materials. Yes / No

Withheld under section 9(2)(a)



Helen White
Manager, Mobility and Safety

..... / /

Hon Michael Wood
Associate Minister of Transport

..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

Comments

Contacts

Withheld under section 9(2)(a)

Name	Telephone	First contact
Helen White, Manager, Mobility and Safety		✓
Lucy Nie, Principal Adviser, Mobility and Safety		

INTRODUCTORY BRIEFINGS: *ROAD TO ZERO* AND KEY ACTIONS

NZ has committed to decisive action on road safety under *Road to Zero*

1. On average, one person is killed every day on New Zealand roads, and another seven are seriously injured. Road deaths are the second largest cause of death from injury (after suicide) in New Zealand and more than half of major trauma injuries treated in our hospitals relate to road crashes. The total social cost of road crashes in 2018 was \$4.9 billion. NZ performs poorly compared with many OECD nations based on road deaths by population, by vehicle number and by kilometres travelled.
2. To address this problem, *Road to Zero* – New Zealand's road safety strategy for 2020-2030 and an initial action plan were published in December 2019. It is the result of extensive engagement with the sector and a nation-wide consultation process.
3. A summary of the *Road to Zero* strategy and action plan is set out in **Appendix 1**. Further detail is set out below.
4. *Road to Zero* adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes.
 - The vision is based on the Vision Zero approach adopted in a number of countries that have seen sustained reductions in rates of road trauma. It involves acknowledging that no loss of life is acceptable, that deaths and serious injuries on our roads are preventable, and that we all make mistakes but that mistakes should not cost us our lives.
 - In the same way that loss of life is not considered to be an inevitable and acceptable part of the aviation and maritime sectors, Vision Zero applies that same expectation to the road system.
 - Vision Zero approaches to road safety have been adopted in most of the leading jurisdictions internationally, including in most Australian states. A number of New Zealand cities and regions (including Auckland, Waikato, Otago and Southland) have adopted Vision Zero approaches.
5. *Road to Zero* sets a target for reducing annual deaths and serious injuries by 40 percent by 2030.
 - This helps focus efforts on what we need to achieve over the next decade to track towards the strategy's long-term aspirational vision.
 - Steady progress towards our 40 percent target would mean around 750 fewer people will die on our roads over the next 10 years, using 2019 as the benchmark year.
 - Other Vision Zero jurisdictions have typically aimed for reductions of between 40 percent and 60 percent in every 10-year period. Progress towards these targets has varied between jurisdictions. Some, such as Sweden and Norway, have achieved substantial reductions in deaths and serious injuries since setting a target.
6. The target has been informed by modelling, focussed on the initiatives that =evidence from New Zealand and overseas suggests will have the greatest impact on reducing deaths and serious injuries.
 - Modelling suggests that just over half the target could be achieved through a combination of infrastructure improvements (such as median barriers and intersection treatments), targeted speed limit changes in urban areas and on the

highest risk parts of the network, and increased levels of enforcement (both by safety cameras and by police officers).

- Up to a quarter of the target could be achieved by lifting the safety performance of the vehicle fleet and ensuring motorcycles are installed with anti-lock braking systems.
- The remaining quarter would need to be achieved by a combination of other interventions, such as improvements to driver licensing and increases to penalties for safety offences, as well as broader factors, such as increased uptake of public transport and changes in vehicle technology.

2. By examining how and why crashes occur, and what interventions have been proven most effective, the strategy identifies five focus areas for the next 10 years (see Table 1).

Table 1. Description of Road to Zero strategic focus areas

Focus area	Description
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.
Vehicle safety	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 one- and two-star safety rating make up 45 percent of the fleet, but 66 percent of deaths and serious injuries on our roads occur in these vehicles. One in five vehicles imported in 2016 had a one- or two-star safety rating – and crashes in a one-star safety-rated car are over 90 percent more likely to be fatal than those in a five-star vehicle.
Work-related road safety	Road safety is also a critical health and safety at work issue – recent 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.
Road user choices	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.
System management	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.

A key focus is implementation of the 15 actions in the first action plan

7. The first action plan for 2020-2022 sets out 15 actions under the strategy's five focus areas (see Table 2). Progress on each of the initial 15 actions are 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.
8. As the Minister for Transport, you are responsible for overseeing implementation of *Road to Zero* actions. Progress will also be monitored and publicly reported on each year against indicators set out in the strategy's outcomes framework.

Table 2. Description of actions in the Road to Zero action plan (2020-2022)

Action	Description
Focus area 1: Infrastructure and speed	<p>Invest more in safety treatments and infrastructure improvements</p> <p>Waka Kotahi are developing a substantial programme of safety infrastructure investments. This programme will build on the Safe Network Programme 2019-2021 and deliver safety treatments (such as median barriers, intersection treatments and rumble strips) on the highest risk parts of the network.</p> <p>Investment in safety infrastructure can deliver both significant benefits and value for money. Median barriers reduce deaths and serious injuries from head-on crashes by 92 percent, with a typical benefit-cost ratio (BCR) of 1.4, while roadside barriers at high-risk locations can reduce deaths and serious injuries by 30 percent, with a BCR of 3.0. Where these interventions have been put in place in New Zealand they have saved lives – e.g. Centennial Highway, north of Wellington, has not had a fatal crash since improvements in 2005, prior to which at least one person died every year.</p>
	<p>Introduce a new approach to tackling unsafe speeds</p> <p>The <i>Tackling Unsafe Speeds</i> programme aims to establish a more coordinated and streamlined 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 users, such as around schools.</p> <p>Speed limits and other infrastructure and speed management treatments will also be signalled in State Highway and Regional Speed Management Plans. These Plans will be developed with local government and bring together infrastructure and speed management planning and decision-making.</p>
	<p>Review infrastructure standards and guidelines</p> <p>New Zealand's current standards and guidelines for roads and street design are not always fit for purpose. They do not consistently cater for safety and access for all modes, help establish self-explaining roads through design, or facilitate the creation of safe and liveable urban areas. Waka Kotahi is reviewing, updating and/or replacing standards and guidelines for roads and street design standards and guidelines to ensure they reflect the strategic outcomes in <i>Road to Zero</i>.</p>
	<p>Enhance safety and accessibility of footpaths, bike lanes and cycleways</p> <p>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. Among other things, it aims to clarify what types of vehicles should be allowed on footpaths, enables e-scooters to be used in cycle lanes and cycle paths, and improves the safety of vulnerable users at intersections.</p>

Action		Description
Focus area 2: Vehicle safety	Raise safety standards for vehicles entering the fleet	<p>Increasing the safety of vehicles entering the fleet could have a significant impact on road safety outcomes. A package of vehicle safety standards recently made mandatory for all new vehicles in Europe from 2022 is estimated to reduce vehicle occupant deaths by 16 percent and pedestrian and cyclist deaths by 14.4 percent, saving almost 25,000 lives over the next 16 years.</p> <p>We will investigate the most appropriate regulatory approach for raising safety standards for vehicles entering New Zealand. Once the regulations are in place, a staggered implementation approach will likely be taken.</p>
	Increase understanding of vehicle safety	Waka Kotahi is rolling out a communications programme to promote and build demand for safer vehicles. Integral to this work is ensuring that as many vehicles as possible have a vehicle safety rating, and that vehicle safety ratings are consistent, accurately applied and communicated to consumers.
	Implement mandatory anti-lock braking systems (ABS) for motorcycles	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. Mandating ABS on motorcycles entering the fleet is estimated to prevent 16 deaths and serious injuries per year by 2030, with a BCR of 43:1.
Focus area 3: Work-related road safety	Support best practice for work-related travel	Worksafe, Waka Kotahi and the Government's Health and Safety Lead are developing a package of initiatives to ensure that organisations are aware of work-related road safety risks and their obligations, and to build an understanding of best practice for different sectors. These initiatives will support employers to manage their road safety risks effectively, including through the uptake of safer vehicles and new technology.
	Strengthen the regulation of commercial transport services	<p>Commercial vehicle crashes account for a significant proportion of the harm on New Zealand's roads, with truck crashes in particular accounting for 15-20 percent of road deaths. An effective regulatory system is critical to managing these risks by holding commercial operators to a high safety standard.</p> <p>We will develop measures to strengthen the current regulatory settings applying to commercial transport services, such as freight and passenger services. This includes reviewing logbook and work time requirements (particularly to address driver fatigue). We will also review the roles and powers of regulations (and the merits of designating Waka Kotahi to take on Health and safety at Work Act functions).</p>
Focus area 4: Road user choices	Prioritise road policing	<p>Enforcement and police presence will continue to be an important part of improving road safety, in particular where additional deterrence for deliberate high-risk behaviours is needed. International evidence suggests effective speed enforcement can reduce crashes by 18 percent and alcohol testing checkpoints by 15 percent, while seat belt enforcement can increase wearing rates by 21 percent.</p> <p>Road policing activities are being delivered through the 2019-21 Road Safety Partnership Programme (RSPP). The RSPP is approved by the Minister of Transport and monitored by Waka Kotahi.</p>
	Enhance drug driver testing	Impairment from alcohol and drugs remains a significant contributing factor to deaths on our 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. 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

Action	Description
	<p>driving. Only 26 percent of drivers think they are likely to be caught drug driving, compared to 60 percent for drink driving.</p> <p>To address this issue, the Drug Driving Bill was introduced in July 2020. The Bill proposes a new random roadside oral fluid testing regime. 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.</p>
Increase access to driver training and licensing	<p>The graduated driver licensing system is designed to help new drivers gain experience and become safer drivers. However, many people currently face barriers to entering and progressing through the system. This affects safety and can also lead to reduced employment and social outcomes.</p> <p>The Ministry of Social Development (MSD) is leading a programme of work to address practical barriers for accessing the existing driver licensing system and scale up initiatives to promote licensing uptake. Alongside MSD's work, the Ministry and Waka Kotahi will undertake a regulatory review of the driver licensing system. This review will explore barriers to entry and progression, whether the current methods of driver training are adequately preparing novice drivers, and whether the funding of the system is equitable.</p>
Support motorcycle safety	<p>ACC is leading a programme of motorcycle safety initiatives. These aim to reduce the incidence and severity of motorcycle injuries by improving rider skills handling and encouraging the use of protective gear and safety technology. We will also review the motorcycle licensing system to improve road safety outcomes for motorcyclists.</p>
Review road safety penalties	<p>Many of New Zealand's current transport financial penalties are inconsistent with each other and do not provide the desired deterrent effect. The Ministry will review road safety penalties (prioritising distraction-related penalties – such as cellphone 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.</p>
Focus area 5: System management	<p>Strengthen system leadership, support and co-ordination</p> <p>A wide range of cross-agency work is underway to strengthen how we manage the road safety system. This includes strengthening national governance arrangements for implementing <i>Road to Zero</i>, and improving coordination between agencies. We are also addressing data and research gaps through the new Transport Evidence Base Strategy and new intervention modelling, and continuing engagement activities to build public understanding and support for a Vision Zero approach to road safety.</p> <p>Central government transport agencies will also work with local government to support effective regional responses to the strategy, including strengthening coordination mechanisms and identifying and responding to key capability and capacity gaps.</p> <p>Transport, health and emergency services agencies will also continue to work together to improve how we respond to road crashes and treat crash victims, and to better understand the full impact of road safety on health, emergency services and rehabilitation services.</p>

We have made substantial progress on some of the key actions in 2020

- This is an important ongoing cross-agency strategic work programme, and a number of actions are progressing well. Page 2 of **Appendix 1** sets out some key achievements to date.

4. Over your first 100 days, we will seek your decisions on next steps to complete the regulatory components of three actions (the Drug Driving Bill, the *Tackling Unsafe Speeds* programme and the Accessible Streets regulatory package) as matter of priority.
5. Page 3 of **Appendix 1** provides a timeline of key decisions. Further introductory information on the Drug Driving Bill and *Tackling Unsafe Speeds* programme is set out in **Appendix 2** and **3**. We will also provide you with more detailed advice in the upcoming weeks to support these decisions.
6. Delivery of core system management actions and operational programmes (e.g. road policing and road safety promotion) is also ongoing and will continue over the life of the action plan.

We will phase delivery of other actions over the next two years

7. Despite considerable progress in the above areas, COVID-19 response and resourcing pressure has resulted in delays on other actions.
8. We have mapped out an approach to re-phase other actions requiring substantial policy development and regulatory change over the 2021-2022 period (see **Appendix 1**). This includes four major regulatory reviews.
9. We propose to begin the review of the driver licensing system and the review of road safety penalties in 2021. This could be followed by a review of vehicle safety standards and commercial vehicle regulations (including worktime and logbook requirements) from late 2021/early 2022.
10. We welcome the opportunity to discuss your priorities and can rephase this forward work programme to suit.

Many of the actions will require significant operational resource

11. Work on actions does not stop when policy development or regulatory changes are completed.
12. Many of the 15 actions have a long implementation tail, requiring significant cross-agency operational resource. This includes:
 - delivery of the safety infrastructure and speed management programme (which will take into account the lessons learnt from the current Safe Network Programme's implementation challenges)
 - roll-out of the new safety camera network (including building a new IT back-office system and transferring ownership of the camera network from NZ Police to Waka Kotahi (a new function for Waka Kotahi), before roll-out of new cameras begins)
 - roll-out of the drug driving testing regime (including procurement of new oral fluid testing devices, and training of front-line enforcement staff).

Implementation also needs to be accompanied by sustained investment

13. Modelling from Waka Kotahi suggests that substantial and sustained investment in road safety is required to achieve the 40 percent target. This equates to an increase of 25 percent from 2019 funding levels, or from \$800 million each year to \$1 billion per year

over the next 10 years. This was informed by modelling developed by Waka Kotahi, with input from Ministry officials, when *Road to Zero* was finalised.

14. This funding will enable Government to deliver the following:

- infrastructure safety treatments on roads across New Zealand where data shows the highest concentrations of deaths and serious injuries (particularly targeting head-on, run-off-road and intersection crashes)
- a range of measures to support the Tackling Unsafe Speeds action, including rolling out additional safety cameras and building the back-office IT support system that maintains the camera network
- maintaining current levels of road policing and associated equipment to support the work of road police, such as breathalysers, police vehicles and court-imposed alcohol interlocks
- road safety campaigns (including on speed, restraint use, cell phone use while driving, and drug and alcohol impaired driving) to support actions targeting safer road user choices
- new roadside drug testing equipment to support the action on drug driver testing.

15. To ring-fence road safety funding, support implementation and prioritise delivery on *Road to Zero* commitments, the Government Policy Statement on Land Transport (GPS) introduces a new Road to Zero activity class. It signals that \$10 billion from the National Land Transport Fund (between 2021/22-2030/31) is expected to be invested as follows:

- 15 percent on local road safety infrastructure
- 30 percent on state highway safety infrastructure
- 40 percent on road policing
- 15 percent on road safety promotion and other safety spend.

16. It is critical that this funding is sustained over the life of the strategy, and delivery of key interventions is prioritised by delivery agencies at signalled investment levels. Any changes to these levels through the GPS Road to Zero activity class will have implications for progress towards, and achievement of, the 2030 target. How this funding is allocated, spent and reported on within each of the key areas (e.g. road policing) will also need to be carefully monitored.

Next steps

17. We welcome the opportunity to discuss the *Road to Zero* work programme and key actions with you. **Withheld because information is out of scope**

Information on page 10 of this document is out of scope

Released under the
Official Information Act

ROAD TO ZERO – STRATEGIC CONTEXT

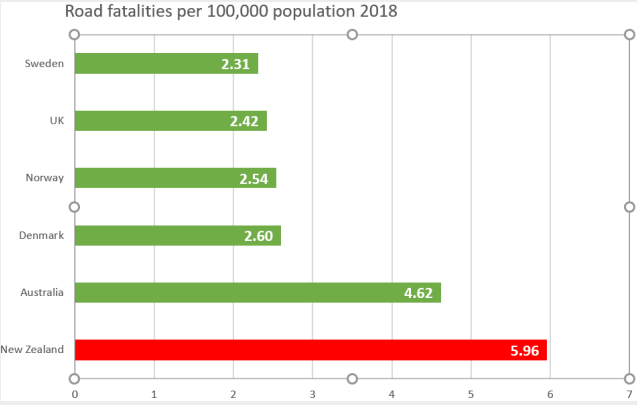
On average, one person is killed every day on New Zealand roads, and another seven are seriously injured.

In 2019, 352 people died on our road network.

- This broadly reflects a rising number of road deaths since 2013, increasing at a much faster rate than can be explained by simple traffic growth.
- NZ now performs poorly compared with many OECD nations based on road deaths by population, by vehicle number and by kilometres travelled.

This harm has a permanent and profound impact on New Zealand communities.

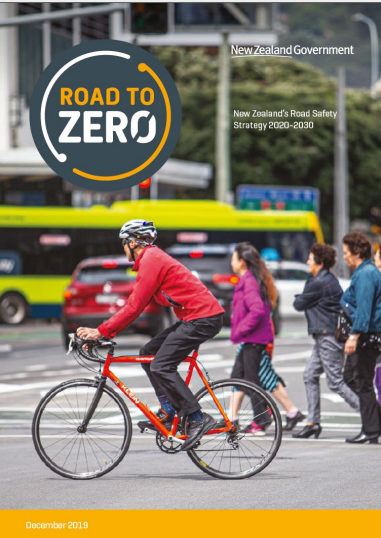
- Road deaths are the second largest cause of death from injury (after suicide).
- Over 50 percent of major trauma injuries treated in our hospitals relate to road crashes.
- The total social cost of motor vehicle injury crashes in 2018 is estimated at \$4.9 billion.



NZ has committed to decisive action on road safety under *Road to Zero*: the national road safety strategy for 2020-2030.

Road to Zero establishes a bold vision and clear target for road safety.

- This cross-agency strategy was informed by substantial stakeholder engagement and received strong public support, and is underpinned by a Vision Zero approach.
- Adopting this vision means that no loss of life is acceptable in the transport system, that deaths and serious injuries on our roads are preventable, and that we all make mistakes, but that these mistakes should not cost us our lives.
- Systems cannot be designed to prevent every crash. But they can – and should – keep people alive when crashes happen.



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

Over 10 years:

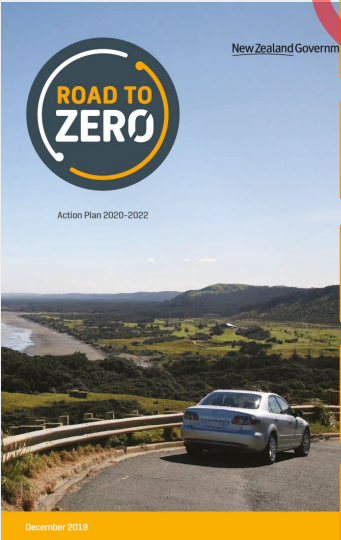
- ▶ 750 fewer people killed
- ▶ 5,600 fewer seriously injured
- ▶ \$9.6 billion reduction in social cost of crashes

Sustained action and investment in road safety will be critical to achieving *Road to Zero*’s vision and target.

Road to Zero’s 2030 target is challenging but achievable, based on modelling of a substantial programme of road safety improvements.

- Modelling suggests 50% of the target could be achieved through a combination of infrastructure improvements, speed management, and increased levels of enforcement.
- Up to a further 25% could be achieved by lifting the safety performance of the vehicle fleet, and the final 25% through a combination of other interventions like driver licensing and training.
- Approximately \$1 billion per year has been committed to support this target and the delivery of key interventions. Any changes to agreed investment levels through the GPS Road to Zero activity class will have implications on progress and achievement of the 2030 target.

Progress on each of the initial 15 actions in the first cross-agency action plan (2020-2022) will be 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:



Focus area 1:
Infrastructure & Speed

Focus area 2:
Vehicle safety

Focus area 3:
Work-related road safety

Focus area 4:
Road user choices

Focus area 5:
System management

1. Invest more in safety treatments and infrastructure improvements
2. Introduce a new approach to tackling unsafe speeds ('Tackling Unsafe Speeds')
3. Review infrastructure standards and guidelines
4. Enhance safety and accessibility of footpaths, bike lanes and cycle ways ('Accessible Streets')
5. Raise safety standards for vehicles entering the fleet
6. Increase understanding of vehicle safety
7. Implement mandatory anti-lock braking systems (ABS) for motorcycles
8. Support best practice for work-related travel
9. Strengthen the regulation of commercial transport services
10. Prioritise road policing
11. Enhance drug driver testing
12. Increase access to driver licensing and training
13. Support motorcycle safety
14. Review road safety penalties
15. Strengthen system leadership, support and co-ordination.

ROAD TO ZERO – PHASING OF ACTIONS

This is an important ongoing cross-agency strategic work programme, and a number of actions are progressing well. Key progress achievements include:

- Government decisions on the proposed oral fluid 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 the passing of the Land Transport (NZTA) Legislation Amendment Bill. This Bill contains enabling provisions for the Setting of Speed Limits Rule (currently under development), which together will bring the new speed management framework into effect.
- Rule changes to mandate anti-lock braking systems for motorcycles, with strong support and uptake from motorcyclists and the sector.

However, COVID-19 response and resourcing pressure has resulted in the delays of some areas. Our proposed approach for the re-phasing of key actions over the life of the action plan is set out below.



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