



TE MANATŪ WAKA
MINISTRY OF TRANSPORT

Road to Zero Annual Monitoring Report 2021: Supplementary document on performance indicators

July 2022

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For more information

For more information about this project and associated report, please contact:

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Road to Zero performance indicators reported in 2021

This document supplements the Road to Zero 2021 Monitoring Reporting, by providing detailed descriptions of the performance indicators used to assess our progress in road safety.

Key data sources used for reporting include:

- 1) Crash Analysis System (CAS)¹ – Waka Kotahi maintains the CAS, an electronic system that records all traffic crashes reported to Waka Kotahi by the NZ Police through a Traffic Crash Report (TCR). CAS cover crashes on all New Zealand roadways or places where the public have legal access with a motor vehicle (i.e. any street, motorway or beach, or a place that people can access with a motor vehicle). People don't report all crashes to the NZ Police, however the level of reporting increases with the severity of the crash. The database is live, and therefore; the data may change at a later extraction.
- 2) Driver Licencing Register (DLR)² – Waka Kotahi maintains the DLR, an electronic system that records information of driver licence holders, including their class stage, class type, and demographic information.
- 3) Public attitudes to road safety survey³ - This survey was conducted by various government agencies periodically since 1974, and annually from 1994 to 2016. It was then reinstated by Waka Kotahi in 2020, as part of their commitment to delivering Road to Zero 2020-30. The survey provides insight into public attitudes to road safety issues and self-reported behaviours. Refer to [Public Attitudes to Road Safety 2021](#)

This report is structured by the five focus areas.

¹ <https://opendata-nzta.opendata.arcgis.com/datasets/NZTA::crash-analysis-system-cas-data-1/about>

² <https://opendata-nzta.opendata.arcgis.com/documents/driver-licence-holders/about>

³ <https://www.nzta.govt.nz/resources/public-attitudes-to-road-safety/?category=&subcategory=&audience=&term=public+attitudes+to+road+safety+survey>

Focus area 1 – Infrastructure and speed management

Indicator	Agency responsible for reporting (data source)	Data specifications
1.1.1 Kilometres of the network treated with new median barriers	Waka Kotahi	The centreline length of road network that has been treated with new median barriers to separate opposing traffic flows.
1.1.2 Kilometres of the network treated with new Supporting Safe System interventions (which include side barriers, and could also include other interventions such as rumble strips and wide centrelines)	Waka Kotahi	<p>The centreline length of road network treated with Supporting Safe System infrastructure measures.</p> <p>Includes all new infrastructure interventions on corridors except those sections identified for Safe System Transformation, median barriers, and speed only interventions.</p> <p>Safe System Transformation - this intervention assumes a central median barrier (minimum) with side barrier where practicable and may include other supporting measures such as rumble strips. This is known as a ‘Primary’ Safe System treatment.</p>
1.1.3 Number of intersections treated with Safe System interventions	Waka Kotahi	<p>The number of intersections that have been treated with Primary Safe System infrastructure measures.</p> <ol style="list-style-type: none"> 1. Rural Safe System Transformation - this intervention involves the upgrade of a priority-controlled intersection to a roundabout. This is known as a ‘Primary’ Safe System treatment. 2. Rural Primary Safe System Treatment - this intervention is based on safety improvements to existing roundabouts achieved through design enhancements or speed management measures, such as raised platforms. 3. Urban Safe System Transformation - this intervention involves the upgrade of a priority-controlled intersection to a roundabout. This is known as a ‘Primary’ Safe System treatment. 4. Urban Primary Safe System Treatment – this intervention is based on safety improvements to existing roundabouts achieved through design enhancements or speed management measures, such as raised platforms.

		5. Urban Primary Safe System Treatment 2 – this intervention involves upgrading a signalised intersection on a raised platform to control vehicle entry speeds. The intervention may or may not be supplemented by modifications to signal phasing to fully control right-turn movements.
1.1.4 Progress around the review of infrastructure standards and guidelines	Te Manutū Waka	A qualitative description of progress made in 2021.
1.1.5 Kilometres of high-risk roads addressed through speed management	Waka Kotahi	<p>The centreline length of road network treated with / aligned to Safe and Appropriate Speed limits i.e., travel speeds that are appropriate for road function, design, safety, use, and underpinned by Safe System principles. Treatments target high-risk corridors and intersections that will achieve the greatest DSIs saved based on a combination of collective risk (DSIs per km) and mix of measures to optimise DSI savings overall as a programme.</p> <p>This measure is intended to provide an indication of the rate of speed limit changes across the network to align with Safe and Appropriate Speed, noting and including speed limits that remain unchanged due to appropriate levels of infrastructure improvements, i.e. most roads treated with median barriers will likely retain a Safe and Appropriate Speed of 100km/h.</p>
1.1.6 Percentage of rural schools with 60km/h speed limits or lower	Waka Kotahi	Not reportable in 2022. Awaiting information on school speed limits (permanent and variable) to be available through the National Speed Limits Register from 2022.
1.1.7 Percentage of urban schools with 30-40km/h speed limits	Waka Kotahi	Not reportable in 2022. Awaiting information on school speed limits (permanent and variable) to be available through the National Speed Limits Register from 2022.
1.1.8 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	Waka Kotahi (Road Safety Advertising Performance and Outcomes)	<p>Combined with #4.1.5 to increase sample size, and reported under 'System Management' #5.1.5.</p> <p>See 5.1.5.</p>

1.1.9 Mobile safety-camera deployment activity (hours)	NZ Police	Number of hours deployed on mobile safety-camera activity.		
1.1.10 Number of police operations targeting speed, restraints impairment and distraction offences	NZ Police	Combined with #4.1.3 as breakdown by operation focus is not available. See 4.1.3.		
1.2.1 Percentage of VKT on roads with speed limit above 80km/h that have a median barrier	Waka Kotahi	The proportion of vehicle travel on safe rural roads in accordance with Safe System “end-state” outcomes based on physical separation or speed management.		
1.2.2 Percentage of VKT on rural network that have a 3-star equivalent rating or better	Waka Kotahi	The proportion of vehicle travel on rural roads with a rating ≥ 3 star. Derived from a combination of KiwRap and the Infrastructure Risk Rating method, Star Ratings consider several risk factors, such as roadside hazards, road alignment and width, presence or absence of median and side barriers, and frequency of intersections.		
1.2.3 Percentage of high-risk intersections treated with Primary Safe System interventions	Waka Kotahi	The proportion of high-risk intersections (defined as having either a High or Medium-High Collective Risk) that have been treated with a Primary Safe System infrastructure measures (see 1.1.3).		
1.2.4 Network kilometres of roads adapted for safe pedestrian and cyclist use	Waka Kotahi	Not reportable in 2022. Further work required in 2022 to define and measure.		
1.2.5 Network kilometres of roads with motorcycling safety treatment	Waka Kotahi	Not reportable in 2022. Further work required in 2022 to define and measure.		
1.2.6 Perceived safety of walking and cycling (by rural, urban, urban centres and around schools)	Waka Kotahi (Public attitudes to road safety survey)	<p>Walking: “Using a scale of very safe, fairly safe, fairly unsafe or very unsafe, how safe or unsafe do you think the roads in your local area are for pedestrians when they are walking...?”</p> <table border="1" data-bbox="891 1316 1572 1385"> <tr> <td>STATEMENTS</td> </tr> <tr> <td>On urban streets</td> </tr> </table>	STATEMENTS	On urban streets
STATEMENTS				
On urban streets				

		<table border="1" data-bbox="891 202 1572 521"> <tr><td>In the town centre</td></tr> <tr><td>On rural or open roads outside of town</td></tr> <tr><td>On roads around local schools</td></tr> <tr><td></td></tr> <tr><td>Very safe</td></tr> <tr><td>Fairly safe</td></tr> <tr><td>Fairly unsafe</td></tr> <tr><td>Very unsafe</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of respondents who answer 'very safe' or 'fairly safe'.</p> <p>Note: Perceived walking safety was not measured in 2021.</p> <p>Cycling: "Using a scale of very safe, fairly safe, fairly unsafe or very unsafe, how safe or unsafe do you think the roads in your local area are for cyclists when they are cycling...?"</p> <table border="1" data-bbox="891 841 1572 1230"> <tr><td>STATEMENTS</td></tr> <tr><td>On urban streets</td></tr> <tr><td>In the town centre</td></tr> <tr><td>On rural or open roads outside of town</td></tr> <tr><td>On roads around local schools</td></tr> <tr><td>RESPONSE OPTIONS</td></tr> <tr><td>Very safe</td></tr> <tr><td>Fairly safe</td></tr> <tr><td>Fairly unsafe</td></tr> <tr><td>Very unsafe</td></tr> <tr><td>Don't know</td></tr> </table>	In the town centre	On rural or open roads outside of town	On roads around local schools		Very safe	Fairly safe	Fairly unsafe	Very unsafe	Don't know	STATEMENTS	On urban streets	In the town centre	On rural or open roads outside of town	On roads around local schools	RESPONSE OPTIONS	Very safe	Fairly safe	Fairly unsafe	Very unsafe	Don't know
In the town centre																						
On rural or open roads outside of town																						
On roads around local schools																						
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Fairly unsafe																						
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On roads around local schools																						
RESPONSE OPTIONS																						
Very safe																						
Fairly safe																						
Fairly unsafe																						
Very unsafe																						
Don't know																						
1.2.7 Percentage of road network where speed	Waka Kotahi	The extent to which speed limits across the network align with safe and appropriate speed limits.																				

limits align with Safe and Appropriate Speed		Safe and appropriate speeds refer to travel speeds that are appropriate for road function, design, safety and use, and underpinned by Safe System principles.								
1.2.8 Percentage of traffic travelling within speed limits (by rural, urban and urban centres)	Waka Kotahi	Not reportable in 2022. Awaiting development of speed surveys to measure. Planned for 2021 for Year 3 reporting.								
1.2.9 Mean speed of vehicles (by rural, urban and urban centres)	Waka Kotahi	Not reportable in 2022. Awaiting development of speed surveys to measure. Planned for 2021 for Year 3 reporting.								
1.2.10 Percentage of the general public who understand the risk associated with driving speed	Waka Kotahi (Public attitudes to road safety survey)	<p>“The higher the speed you are travelling, the more serious the injuries you would receive in a crash”</p> <table border="1"> <tr> <td>RESPONSE OPTIONS</td> </tr> <tr> <td>Strongly agree</td> </tr> <tr> <td>Agree</td> </tr> <tr> <td>Neutral</td> </tr> <tr> <td>Disagree</td> </tr> <tr> <td>Strongly disagree</td> </tr> <tr> <td>Don't know</td> </tr> </table> <p>We report on the proportion of respondents who answer ‘strong agree’ or ‘agree’.</p>	RESPONSE OPTIONS	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know	
RESPONSE OPTIONS										
Strongly agree										
Agree										
Neutral										
Disagree										
Strongly disagree										
Don't know										
1.2.11 Percentage of the general public who agree that they are likely to get caught when driving over the posted speed limit	Waka Kotahi (Public attitudes to road safety survey)	<p>“Think about driving on the open road in light traffic conditions. For each of the following speeds, what do you think your chance of getting a speeding ticket would be if a Police Officer was present without a speed camera?”</p> <table border="1"> <tr> <td>SPEEDS</td> </tr> <tr> <td>110 km/h</td> </tr> <tr> <td>RESPONSE OPTIONS</td> </tr> <tr> <td>Very high</td> </tr> <tr> <td>High</td> </tr> <tr> <td>50:50</td> </tr> <tr> <td>Low</td> </tr> <tr> <td>Very low</td> </tr> </table>	SPEEDS	110 km/h	RESPONSE OPTIONS	Very high	High	50:50	Low	Very low
SPEEDS										
110 km/h										
RESPONSE OPTIONS										
Very high										
High										
50:50										
Low										
Very low										

		<div style="border: 1px solid black; padding: 2px;">Don't know</div> <p>We report on the proportion of respondents who answer 'very high' or 'high'.</p>
1.2.12 Percentage of road network covered by automated safety cameras	Waka Kotahi	Not reportable in 2022. Further work required in 2022 to define and measure.
1.2.13 Percentage of the general public who agree that safety cameras are an important intervention to reduce the number of road deaths	Waka Kotahi (Public attitudes to road safety survey)	<p>Do you strongly agree, agree, are neutral, disagree or strongly disagree with each of the following statements: Using speed cameras helps to reduce road deaths.</p> <div style="border: 1px solid black; padding: 2px;"> <p>RESPONSE OPTIONS</p> <p>Strongly agree</p> <p>Agree</p> <p>Neutral</p> <p>Disagree</p> <p>Strongly disagree</p> <p>Don't know</p> </div> <p>We report on the proportion of respondents who answer 'strongly agree' or 'agree'.</p>
1.3.1 Number of heads-on and run-off-road DSIs	Waka Kotahi (CAS)	<p>Deaths and serious injuries sustained by travellers and users of road-related transport where the vehicle movements recorded indicate a head-on or run-off road crash:</p> <ul style="list-style-type: none"> • AB VEHA DIRN overtaking hit VEHB head on • BE VEHA DIRN lost control on straight and hit VEHB head on • BF VEHA DIRN lost control on curve and hit VEHB head on • BB VEHA DIRN cutting corner hit VEHB head on • BO VEHA DIRN hit VEHB head on • BD VEHA DIRN and/or VEHB cut corner/swung wide and collided head on • BA VEHA DIRN hit VEHB head on straight • BC VEHA DIRN swinging wide hit VEHB head on • CC VEHA DIRN lost control; went off road to right

		<ul style="list-style-type: none"> • CB VEHA DIRN lost control; went off road to left • DF VEHA DIRN lost control turning left; went off road to right • DH VEHA DIRN lost control turning right • DC VEHA DIRN missed inters or end of road • DB VEHA DIRN lost control turning right; went off road to left • DG VEHA DIRN missed intersection or end of road • DE VEHA DIRN lost control turning left; went off road to left • DJ VEHA DIRN lost control turning
1.3.2 Number of DSIs involving a crash where vehicles have intersected	Waka Kotahi (CAS)	<p>Deaths and serious injuries sustained by travellers and users of road-related transport where vehicle movements indicate that the crash has resulted in vehicles intersecting. This relates to vehicles intersecting rather than road-related crashes at actual physical intersections of roads.</p> <ul style="list-style-type: none"> • GC VEHA DIRN hit rear of VEHB DIRN turning right from left side • HO VEHA DIRN hit VEHB crossing • HA VEHA DIRN hit VEHB crossing at right angle from right • JC VEHA DIRN turning right hit VEHB turning right into AXROAD • JB VEHA DIRN turning right hit VEHB also turning right from opposite direction • JD VEHA DIRN hit VEHB turning left on left side • JO VEHA DIRN hit turning VEHB • JA VEHA DIRN hit VEHB turning right onto AXROAD from the left • KC VEHA DIRN merging hit VEHB also merging • KB VEHA DIRN hit VEHB merging from the right • KA VEHA DIRN hit VEHB merging from the left • KO VEHA DIRN hit merging VEHB • LB VEHB turning right hit by oncoming VEHA DIRN • LO VEHA DIRN hit VEHB turning right against • LA VEHA DIRN hit oncoming VEHB stopped to turn right
1.3.3 Number of DSIs with speed being a contributing factor	Waka Kotahi (CAS)	<p>Deaths and serious injuries sustained by travellers and users of road-related transport where speed has been indicated as a contributing factor to the crash.</p>

		<p>The following Contributing Cause Factors in CAS are selected to gain this number:</p> <ul style="list-style-type: none"> • Other misjudged speed, distance or position • Other inappropriate speed • Speed entering corner/curve • Speed on straight • Speed approaching a traffic control • Speed passing stationary school bus • Speed at temporary speed limit • Speed at crash or emergency • Inappropriate speed for road conditions • Inappropriate speed for weather conditions • Over the speed limit
1.3.4 Number of DSIs where the speed limit does not align with the Safe and Appropriate Speed	Waka Kotahi (CAS)	<p>Deaths and serious injuries sustained by travellers and users of road related transport where the speed limit is > the safe and appropriate speed. Safe and appropriate speeds refer to travel speeds that are appropriate for road function, design, safety and use, and underpinned by Safe System principles.</p>
1.3.5 Number of pedestrian and cyclist DSIs	Waka Kotahi (CAS)	<p>Deaths and serious injuries sustained by pedestrians and cyclists that have endured a fatal or serious injury(s) as a result of a road-related incident. This includes individuals pertaining to any of the road user type listed below:</p> <ul style="list-style-type: none"> • Cyclist • Pedestrian • Wheeled pedestrian (wheelchairs, mobility scooters) • Skateboard, inline skate
1.3.6 Number of ACC entitlement claims related to walking and cycling injuries	ACC	<p>Refers to entitlement claims accepted by ACC. Walking-related claims refer to incidents where the client was a pedestrian (activity prior = walking/running) and the scene is “road or street”. Cycling-related claims refer to incidents where the client was cycling or the client was a pedestrian engaged in sport or recreation and came into contact with a cyclist, and the scene is “road or street”.</p>

		Data was extracted at a point in time and may differ if re-run later.
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Focus area 2 – Vehicle safety

Indicator	Agency responsible for reporting (data source)	Data specifications				
2.1.1 Progress around the delivery of a package of new safety standards for vehicles entering the fleet	Te Manutū Waka	A qualitative description of progress made in 2021				
2.1.2 Percentage of the general public exposed to advertising and/or resources on vehicle safety ratings	-	Removed from reporting framework as #2.2.2 and 2.2.3 will be our key indicators to measure the success of public awareness campaigns.				
2.1.3 Policy implemented to mandate ABS for new motorcycles over 125 cc by April 2020	Te Manutū Waka	A qualitative description of progress made in 2021				
2.2.1 Percentage of the vehicle fleet with a high safety rating	Waka Kotahi	The proportion of 4-star and 5-star safety rated (based on the 2018 Crash Worthiness Rating Band Range) light passenger vehicles of all light passenger vehicles. This is compared to the baseline proportion as at December 2018 in order to determine what increase, if any, there has been in the safety of the overall light passenger vehicle fleet.				
2.2.2 Percentage of drivers that know the star safety rating of their car	Waka Kotahi (Public attitudes to road safety survey)	Do you know if your car has a 1, 2, 3, 4, or 5 star safety rating?" <table border="1" data-bbox="913 1230 1592 1370"> <tr> <td>1 star</td> </tr> <tr> <td>2 star</td> </tr> <tr> <td>3 star</td> </tr> <tr> <td>4 star</td> </tr> </table>	1 star	2 star	3 star	4 star
1 star						
2 star						
3 star						
4 star						

		<table border="1"> <tr><td>5 star</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of car owners that provide a valid answer, except for those who say they 'don't know'.</p>	5 star	Don't know				
5 star								
Don't know								
2.2.3 Percentage of drivers think it is important for their car to have a high safety rating	Waka Kotahi (Public attitudes to road safety survey)	<p>"How important is it to you that your car has a high star safety rating? Is it very important, quite important, neutral, not that important or not at all important?"</p> <table border="1"> <tr><td>Very important</td></tr> <tr><td>Quite important</td></tr> <tr><td>Neutral</td></tr> <tr><td>Not that important</td></tr> <tr><td>Not at all important</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of respondents who answer 'very important' or 'quite important'.</p>	Very important	Quite important	Neutral	Not that important	Not at all important	Don't know
Very important								
Quite important								
Neutral								
Not that important								
Not at all important								
Don't know								
2.2.4 Percentage of motorcycles over 125 cc fitted with ABS	-	Removed from reporting framework as it is not feasible to measure. Although all motorcycle imports will be fitted with ABS from 2022, we cannot measure how many of the current fleet have ABS.						
2.3.1 Number of DSIs involving a vehicle with a low safety rating	Waka Kotahi (CAS)	Deaths and serious injuries sustained by travellers and users of road-related transport in low safety rated light passenger vehicles (defined as being a 1-star, 2-star or 3-star vehicle based on the 2018 Crash Worthiness Rating Band Range). Vehicles are rated as at December 2018 in order to determine what increase, if any, there has been in the number of DSIs in low safety rated vehicles.						
2.3.2 Number of motorcyclist DSIs	Waka Kotahi (CAS)	Deaths and serious injuries sustained by travellers on motorcycles or mopeds. This includes both drivers and passengers.						
2.3.3 Number of ACC entitlement claims related to motorcycling injuries	ACC	Refers to entitlement claims accepted by ACC, where the sport is "motorcycling" or the road agency is equal to "driving/passenger – motorcycle" and the fund is in the road account.						

		Data was extracted at a point in time and may differ if re-run later.
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Focus area 3 – Work-related road safety

Indicator	Agency responsible for reporting (data source)	Data specifications
3.1.1 Progress around private sector initiatives to establish best practice road safety standards in the supply chain	Waka Kotahi	A qualitative description of progress made in 2021.
3.1.2 Progress around the review of logbook and work-time requirements as part of the 2019/2020 rules programme	Waka Kotahi	A qualitative description of progress made in 2021.
3.1.3 Incorporate journey purpose into the Crash Analysis System (CAS)	Waka Kotahi and NZ Police	A qualitative description of progress made in 2021.
3.2.1 Number of organisations with health and safety plans in place that recognise road safety as a critical health and safety issue	Waka Kotahi	Further work required in 2022 to define and measure.
3.2.2 Percentage of sector satisfied with their access to relevant data on road safety for work-related travel	Waka Kotahi	Further work required in 2022 to define and measure.

3.3.1 Number of DSIs involving a person travelling to/from work	CAS (Waka Kotahi)	Work underway to have the information available for reporting.
3.3.2 Number of DSIs involving a person travelling as part of work	CAS (Waka Kotahi)	Work underway to have the information available for reporting.
3.3.3 Number of DSIs involving a heavy vehicle	CAS (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where a heavy vehicle is involved. Heavy vehicles include those where the vehicle type is recorded in CAS as Truck, Truck HPMV, Bus, 50 Max. Note: Drivers and/or passengers of the heavy vehicle(s) may not have sustained injury.
3.3.4 Number of DSIs at a roadworks site	Waka Kotahi	Further work required in 2022 to define and measure.
3.3.5 Number of DSIs with fatigue being a contributing factor	CAS (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where fatigue has been indicated as a contributing factor to the crash.
3.3.6 Percentage of work-related fatalities and serious injuries involving motor vehicles	CAS (Waka Kotahi)	Work underway to identify ways to capture/report on this indicator.

Focus area 4 – Road-users choices

Indicator	Agency responsible for reporting (data source)	Data specifications
4.1.1 Number of sworn staff dedicated to road policing	NZ Police	Dedicated road policing staff refers to the constabulary and authorised officers at Districts and those at Police National Headquarters. The number of dedicated staff can vary over the year as the figures above only reflect the actual full-time equivalent values at a point in time (i.e. last day of each quarter).
4.1.2 Number of breath tests conducted	NZ Police	Number of passive and screening breath tests conducted.
4.1.3 Number of Police operations targeting speed, restraints, impairment and distraction offences	NZ Police	Combined with #1.1.11 as breakdown by operation focus is not available. This refers to national thematic operations that has a focus on restraints, impairment, distraction, or speed (RIDS) offences.
4.1.4 Number of Offender Management Plans in place for high risk drivers	NZ Police	Removed from reporting framework as this is not reportable (e.g. we could only report on theoretical figures for the Year 1 report). Further work is required in 2022 to develop an appropriate and measurable indicator.
4.1.5 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	Waka Kotahi (Road Safety Advertising Performance and Outcomes)	Combined with #1.1.8 to increase sample size, and reported under 'System Management' #5.1.5. See 5.1.5.
4.1.6 Progress around the alignment of key road safety penalties and remedies to the appropriate framework	Te Manutū Waka	A qualitative description of progress made in 2021
4.1.7 Number and percentage of licensed motorcyclists that have taken an approved training course	ACC	Motorcyclists who attended Ride Forever, a national training programme on motorcycling.

4.1.8 Progress around improving access to driver training and to the licensing system	Te Manutū Waka	A qualitative description of progress made in 2021.								
4.2.1 Percentage of drivers impaired by alcohol	Waka Kotahi (Public attitudes to road safety survey)	<p>“During the last 12 months or so, would you have driven at least once while slightly intoxicated?”</p> <table border="1" data-bbox="913 456 1592 596"> <tr><td>Yes</td></tr> <tr><td>No</td></tr> <tr><td>Do not drive</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of respondents who answer ‘yes’.</p>	Yes	No	Do not drive	Don't know				
Yes										
No										
Do not drive										
Don't know										
4.2.2 Percentage of drivers impaired by drugs	Waka Kotahi (Public attitudes to road safety survey)	<p>“In the past 12 months have you ever driven when you felt affected by any of the following:”</p> <table border="1" data-bbox="913 767 1592 1051"> <tr><td>STATEMENTS</td></tr> <tr><td>Prescription or pharmacy drugs</td></tr> <tr><td>Other drugs</td></tr> <tr><td>Any of these combined with alcohol</td></tr> <tr><td>RESPONSE OPTIONS</td></tr> <tr><td>Yes</td></tr> <tr><td>No</td></tr> <tr><td>Don't know / can't remember</td></tr> </table> <p>We report on the proportion of respondents who answer ‘yes’ to any of the statements.</p>	STATEMENTS	Prescription or pharmacy drugs	Other drugs	Any of these combined with alcohol	RESPONSE OPTIONS	Yes	No	Don't know / can't remember
STATEMENTS										
Prescription or pharmacy drugs										
Other drugs										
Any of these combined with alcohol										
RESPONSE OPTIONS										
Yes										
No										
Don't know / can't remember										
4.2.3 Percentage of drivers using handheld mobile phones while driving	Waka Kotahi (Public attitudes to road safety survey)	<p>“In the past month, how often did you use a mobile phone while driving to do each of the following? Please answer whether it was often, occasionally, once or twice or not at all.”</p> <table border="1" data-bbox="913 1259 1592 1361"> <tr><td>STATEMENTS</td></tr> <tr><td>Sending or reading text messages</td></tr> <tr><td>Hand held phone calls</td></tr> </table>	STATEMENTS	Sending or reading text messages	Hand held phone calls					
STATEMENTS										
Sending or reading text messages										
Hand held phone calls										

		<p>Hands free phone calls</p> <p>Checking or replying to Facebook, Instagram or other social media messages</p> <p>RESPONSE OPTIONS</p> <p>Often</p> <p>Occasionally</p> <p>Once or twice</p> <p>Not at all</p> <p>Don't have a mobile</p> <p>Don't know</p>	
<p>4.2.4 Percentage of car occupants using a seatbelt or child restraint</p>	<p>Waka Kotahi (Public attitudes to road safety survey)</p>	<p>Last time you drove with this child in the car, was the child in a baby or child seat, booster seat, seatbelt or none of these?</p> <p>IF 0 TO 4 YEARS:</p> <p>Baby or child seat</p> <p>Booster seat or harness</p> <p>Seat belt</p> <p>None of these</p> <p>IF 5 TO 9 YEARS</p> <p>Child seat</p> <p>Booster seat or harness</p> <p>Seat belt</p> <p>None of these</p>	<p>We report on the proportion of respondents who answer 'often', 'occasionally', 'once or twice' to any of the statements.</p>
<p>4.2.5 Percentage of the general public who agree that they are likely to get caught for undertaking risky behaviours</p>	<p>Waka Kotahi (Public attitudes to road safety survey)</p>	<p>Do you strongly agree, agree, are neutral, disagree or strongly disagree with each of the following statements?</p> <p>STATEMENTS</p> <p>The risk of being caught drinking and driving is small</p> <p>The risk of being caught speeding is small</p> <p>The risk of being caught not wearing a seat belt is small</p> <p>Checking or replying to Facebook, Instagram or other social media messages</p>	

		<p>RESPONSE OPTIONS</p> <table border="1"> <tr><td>Strongly Agree</td></tr> <tr><td>Agree</td></tr> <tr><td>Neutral</td></tr> <tr><td>Disagree</td></tr> <tr><td>Strongly disagree</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of respondents who answer 'strongly agree' or 'agree'.</p> <p>How likely would it be for a person who breaks a traffic law, other than drink-driving or speeding, to be stopped by the Police? How likely would it be for a person who is using a hand-held cell phone or texting while driving, to be caught by the Police?</p> <table border="1"> <tr><td>Very likely</td></tr> <tr><td>Fairly likely</td></tr> <tr><td>50:50</td></tr> <tr><td>Fairly unlikely</td></tr> <tr><td>Very unlikely</td></tr> <tr><td>Don't know</td></tr> </table> <p>We report on the proportion of respondents who answer 'very likely' or 'fairly likely'.</p>	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Don't know	Very likely	Fairly likely	50:50	Fairly unlikely	Very unlikely	Don't know	
Strongly Agree															
Agree															
Neutral															
Disagree															
Strongly disagree															
Don't know															
Very likely															
Fairly likely															
50:50															
Fairly unlikely															
Very unlikely															
Don't know															
4.2.6a Number of ACC claims trained motorcycle riders make compared to untrained riders	ACC	<p>The number of injury claims accepted by ACC, which were made by two groups of riders:</p> <ol style="list-style-type: none"> 1) those who have undertaken Ride Forever (a national training programme on motorcycling) 2) a like-to-like control group consists of those who have not undertaken the programme. 													
4.2.6b Number of ACC claims DRIVE trained	ACC	<p>The number of injury claims accepted by ACC, which were made by two groups of drivers:</p> <ol style="list-style-type: none"> 1) those who have undertaken DRIVE (a national training programme on driving) 													

drivers make compared to untrained drivers		2) a like-to-like control group consists of those who have not undertaken the programme.
4.2.7 Number of driver licences issued per stage of licence	DLR (Waka Kotahi)	Class 1 driver licences issued within the reporting period by stage of licence.
4.2.8 Proportion of learner drivers who have progressed to restricted	DLR (Waka Kotahi)	The proportion of all learner drivers that have progressed through the Graduated Driver Licence System (GDLS) to hold a restricted class 1 driver licence.
4.2.9 Proportion of restricted drivers who have progressed to full	DLR (Waka Kotahi)	The proportion of all restricted drivers that have progressed through the Graduated Driver Licence System (GDLS) to hold a full class 1 driver licence.
4.3.1 Number of DSIs involving alcohol and/or drugs	CAS (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where drugs have been proven to be a contributing factor and/or an alcohol test has shown above the limit or a test was refused.
4.3.2 Number of DSIs with fatigue being a contributing factor	CAS (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where fatigue has been recorded as a contributing factor to the crash. <ul style="list-style-type: none"> • Other fatigue (drowsy, tired, fell asleep) • Fatigue due to long trip • Fatigue due to lack of sleep • Fatigue due to exceeding driving hours • Fatigue due to long day (working/recreation) before driving
4.3.3 Number of DSIs with distraction being a contributing factor	CAS (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where distraction has been recorded as a contributing factor to the crash. <ul style="list-style-type: none"> • Attention diverted by driver dazzled by sun/lights • Attention diverted by other traffic • Attention diverted by food, cigarettes, beverages • Attention diverted while trying to find intersection, house number, destination, etc • Attention diverted by animal or insect in vehicle • Objects dropped, sliding, falling or under drivers pedals

		<ul style="list-style-type: none"> • Other attention diverted
4.3.4 Number of vehicle occupant deaths where restraints were not worn	CAS (Waka Kotahi)	Deaths sustained by travellers and users of road-related transport where it has been recorded that a restraint has not been worn.
4.3.5 Number of unlicensed or disqualified drivers DSIs	CAS and DLR (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where the driver has a licence in the status of 'Cancelled', 'Disqualified', 'Expired', 'Forbidden' or 'Suspended'.
4.3.6 Number of DSI crashes where a restricted licence was held at the time of a crash	CAS and DLR (Waka Kotahi)	Deaths and serious injuries sustained by travellers and users of road-related transport where the driver holds a restricted licence at the time of the crash. This is split into two categories, where the restricted licence has been held for 12 months or less or over 12 months.

Focus area 5 – System management

Indicator	Agency responsible for reporting (data source)	Data specifications
5.1.1 Percentage of the general public that were exposed to messages on Vision Zero	Waka Kotahi	Further work required in 2022 to define and measure
5.1.2 Percentage of the general public that were exposed to messages on effectiveness of road safety interventions	Waka Kotahi	Further work required in 2022 to define and measure
5.1.3 Number of people in the sector who have completed an approved Safe System training course	Waka Kotahi	Monitored by Waka Kotahi
5.1.4 Progress around the development and delivery of a road safety programme that demonstrates the principles of Tikanga Māori	Waka Kotahi and NZ Police	A qualitative description of progress made in 2021.
5.1.5 Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	Road Safety Advertising Performance and Outcomes (Waka Kotahi)	This indicator assesses number and breadth of advertising campaigns used, the varied media in which they are presented, and the different aspects of the campaigns that are measured (including likeability, relevance, message takeout, likelihood to change attitude and prompted recall) against success criteria. The success of each individual campaign is assessed using weighted scores based on strategy priority.
5.1.6 Percentage of the general public that were exposed to messages on	Public attitudes to road safety survey (Waka Kotahi)	Removed from reporting framework as it is the same as #5.1.2

effectiveness of road safety interventions															
5.2.1 Percentage of the general public who understand and support the Vision Zero approach	Public attitudes to road safety survey (Waka Kotahi)	<p>“In New Zealand around 350 people are killed each year on our roads. In your opinion, what would you consider an acceptable number of deaths from road crashes next year?”</p> <p>We report on those who answer ‘zero’.</p>													
5.2.2 Percentage of the general public who show acceptance of road safety interventions	Public attitudes to road safety survey (Waka Kotahi)	<p>“New Zealand's road safety strategy includes a number of initiatives designed to reduce the likelihood of deaths or serious injuries in the event of a crash. How much do you support or oppose each of the following initiatives? Please use the scale of strongly support, support, neutral, oppose and strongly oppose.”</p> <table border="1" data-bbox="913 643 1924 1238"> <tr> <td>STATEMENTS</td> </tr> <tr> <td>Compulsory roadside testing of drivers for drug use, which could take up to 10 minutes</td> </tr> <tr> <td>Increased installation of wire rope median barriers on rural roads, which prevent vehicles from crossing the centre-line</td> </tr> <tr> <td>Requiring additional safety features or higher star safety ratings in new cars, which could make them more expensive</td> </tr> <tr> <td>30 km/h speed limits in urban centres, which mean collisions with pedestrians and cyclists are usually survivable</td> </tr> <tr> <td>Much higher fines for using a mobile phone while driving</td> </tr> <tr> <td>RESPONSE OPTIONS</td> </tr> <tr> <td>Strongly support</td> </tr> <tr> <td>Support</td> </tr> <tr> <td>Neutral</td> </tr> <tr> <td>Oppose</td> </tr> <tr> <td>Strongly oppose</td> </tr> <tr> <td>Don't know</td> </tr> </table> <p>Do you strongly agree, agree, are neutral, disagree or strongly disagree with each of the following statements?</p>	STATEMENTS	Compulsory roadside testing of drivers for drug use, which could take up to 10 minutes	Increased installation of wire rope median barriers on rural roads, which prevent vehicles from crossing the centre-line	Requiring additional safety features or higher star safety ratings in new cars, which could make them more expensive	30 km/h speed limits in urban centres, which mean collisions with pedestrians and cyclists are usually survivable	Much higher fines for using a mobile phone while driving	RESPONSE OPTIONS	Strongly support	Support	Neutral	Oppose	Strongly oppose	Don't know
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RESPONSE OPTIONS															
Strongly support															
Support															
Neutral															
Oppose															
Strongly oppose															
Don't know															

		<p>STATEMENT Using safety cameras helps reduce road deaths</p> <p>RESPONSE OPTIONS Strongly support Support Neutral Oppose Strongly oppose Don't know</p> <p>What do you think the speed limit around schools in urban areas should be?</p> <p>RESPONSE OPTIONS 20 km/h 30 km/h 40 km/h 50 km/h Don't know</p> <p>Should the effort Police put into catching people breaking road safety laws be more, less or about the same as it is now</p> <p>RESPONSE OPTIONS More Less About the same Don't know</p> <p>Some of the questions are not included in the 2021 survey.</p>
5.2.3 Percentage of people who have completed an approved Safe System training course that showed improved understanding of the Safe System	Waka Kotahi	Further work required to develop a new survey to collect data for this indicator

5.2.4 Percentage of road infrastructure projects that have been subject to a Road Safety Audit and/or Safe System Assessment	Waka Kotahi	Further work required to develop this indicator.							
5.2.5 Percentage of indicators that can be measured, tracked and reported	Te Manatū Waka	The proportion of performance indicators that are reportable in 2022. However, the denominator for this calculation has changed from 2020. This is because a small number of indicators have been removed from the outcomes framework.							
5.2.6 Number of adults and students attending cycle skills training courses	ACC	The number of adults and students who attend BikeReady, a national cycling education system.							
5.3.1 Percentage of sector satisfied with their access to information relevant to road safety decision making	Waka Kotahi (Annual stakeholder survey)	<p>In your current role do you need access to information or data relating to road safety – such as crash data, outcomes reports, risk assessment tools, vehicle safety information etc.?</p> <p>If Yes to above - In general, how easy or difficult do you find it to access the road safety information and data provided by Waka Kotahi?</p> <table border="1" data-bbox="936 874 1899 1193"> <tr><td>Very difficult</td></tr> <tr><td>Fairly difficult</td></tr> <tr><td>Neither easy nor difficult</td></tr> <tr><td>Fairly easy</td></tr> <tr><td>Very easy</td></tr> <tr><td>Don't know</td></tr> <tr><td>Not relevant – have not accessed road safety information or data from Waka Kotahi</td></tr> </table>	Very difficult	Fairly difficult	Neither easy nor difficult	Fairly easy	Very easy	Don't know	Not relevant – have not accessed road safety information or data from Waka Kotahi
Very difficult									
Fairly difficult									
Neither easy nor difficult									
Fairly easy									
Very easy									
Don't know									
Not relevant – have not accessed road safety information or data from Waka Kotahi									
5.3.2 Percentage of local government satisfied with support they received from	Waka Kotahi (Annual stakeholder survey)	Thinking about your council's role in improving road safety, how satisfied or dissatisfied are you with the current level of support you receive from central government transport agencies?							

central government transport agencies		Very satisfied	
		Fairly satisfied	
		Neither satisfied nor dissatisfied	
		Fairly dissatisfied	
		Very dissatisfied	
		Don't know	