

Government Policy Statement on land transport (GPS) 2018 Year 1 Report

Year 1 (2018/19) – Safety

The Government Policy Statement (GPS) on land transport 2018 states a long-term result of **a significant reduction in deaths and serious injuries across the land transport system.**

As part of this work the Ministry has led the development of a new road safety strategy [Road to Zero](#) published in December 2019. This includes a vision of a New Zealand where no one is killed or seriously injured in road crashes and sets a target of a 40% reduction in deaths and serious injuries by 2030.

More information

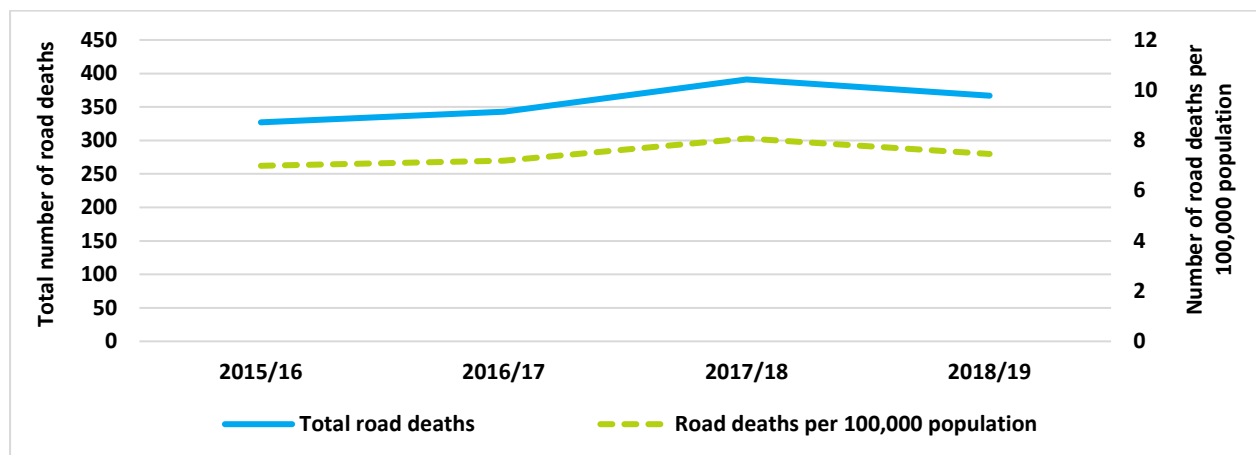
The Ministry also publishes more detailed data and analysis on its website, including [Road safety resources](#), and [New road safety resources](#).

ROAD DEATHS

Total road deaths

Road deaths are reported as both a total and per 100,000 population to account for changes in population. Between 1 July 2018 and 30 June 2019 there were 367 deaths on New Zealand roads, or 7.5 per 100,000 population. This was a slight decrease from the previous year of 391 road deaths or 8.1 per 100,000 population.

Road deaths includes deaths that resulted from injuries sustained in the crash and does not include suicide or murder. Only crashes that occur on public roads are included.

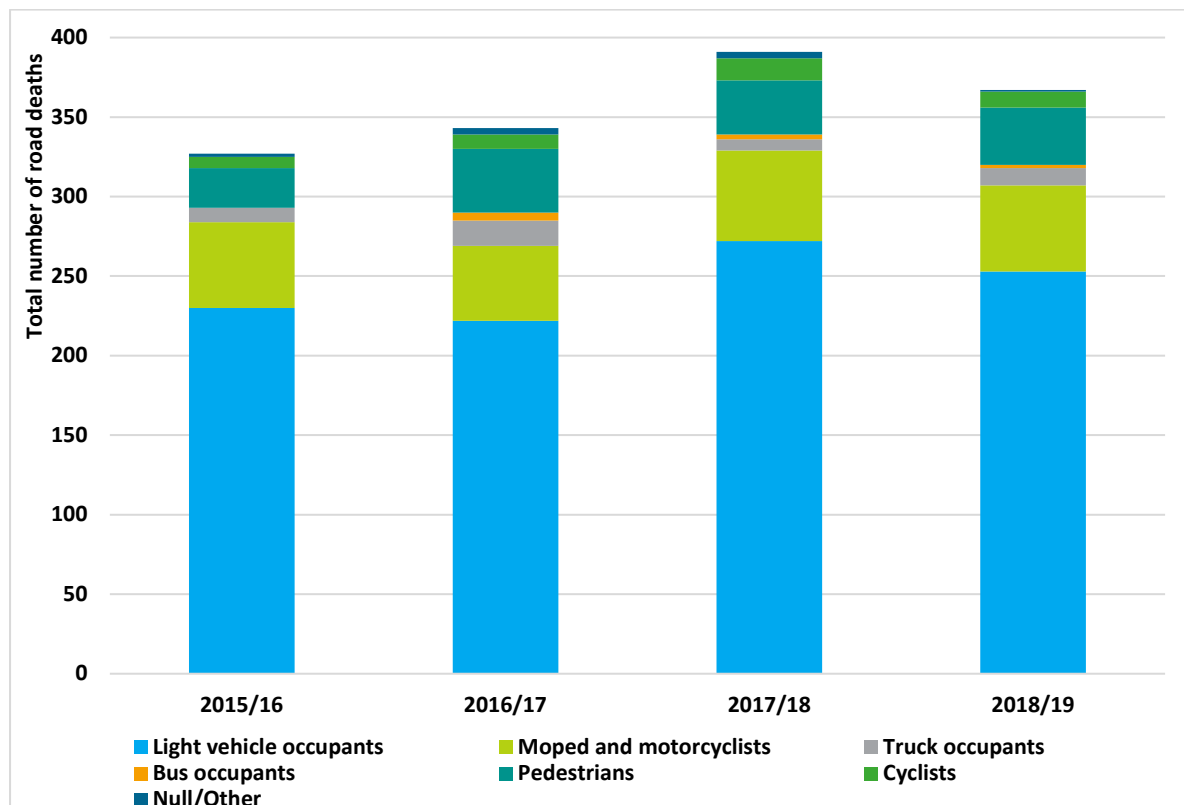


NZ road deaths total and per 100,000 population 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Road death data for 2019 is provisional only. Road deaths are defined as the instance where

an injury or multiple injuries resulted in death within 30 days of when the crash happened. It does not include deaths that did not result from injuries sustained in the crash (e.g. when the coroner determines that a driver died from a heart attack), nor does it include suicide or murder. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved. Per 100,000 population rates are the number of road deaths divided by the total New Zealand population on the last day of the financial year (i.e. 30 June), multiplied by 100,000. Population data is from Stats NZ.

Road deaths by road usage

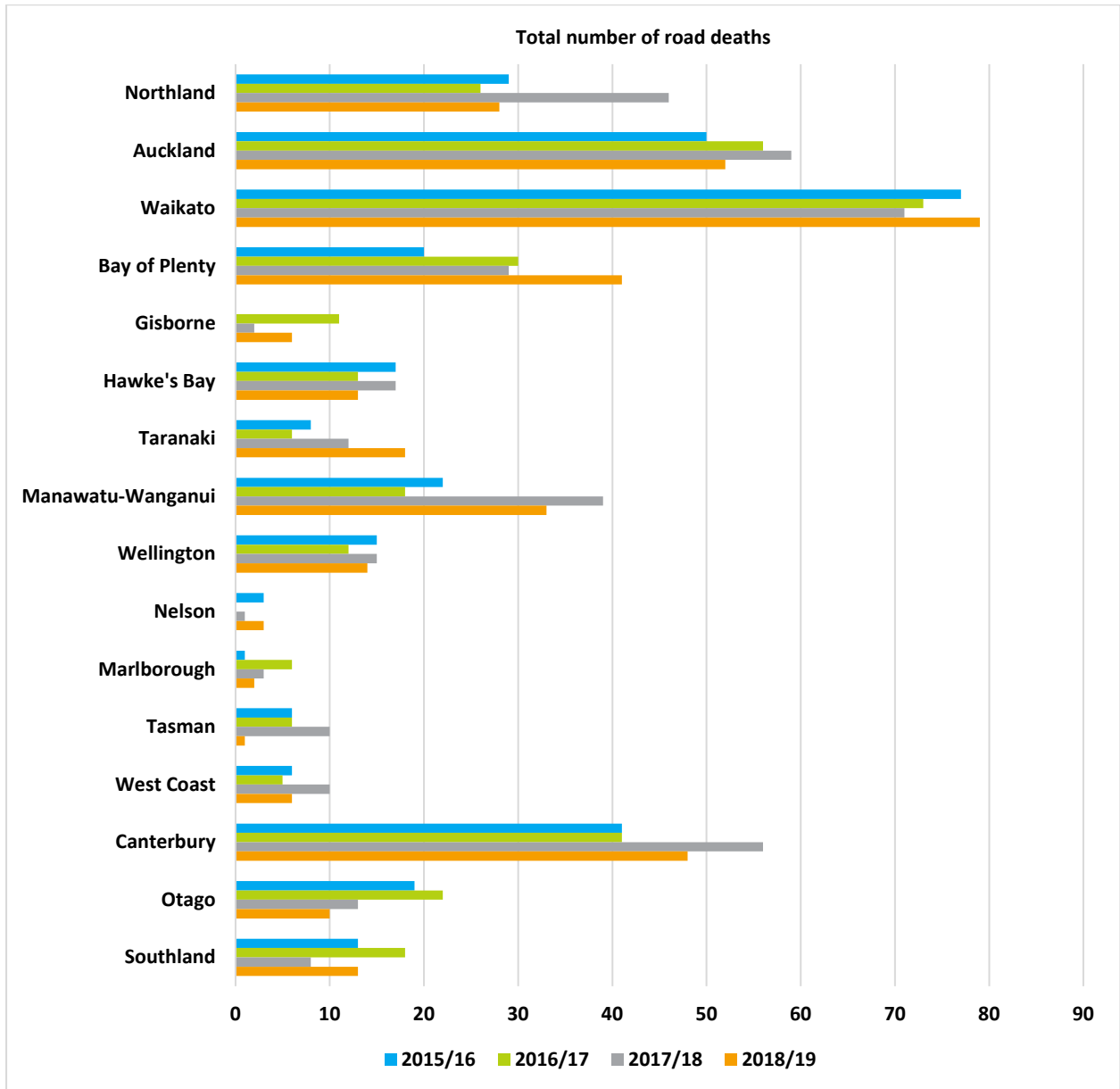
Over two-thirds (68.9%) of people who died on New Zealand roads in 2018/19 were travelling in light vehicles. As outlined in the mode share data provided under Access, this level of light vehicle road deaths reflects the high proportion of travel time by car (82.7%).



Road deaths by road user type 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Road death data for 2019 is provisional only. Road deaths are defined as the instance where an injury or multiple injuries resulted in death within 30 days of when the crash happened. It does not include deaths that did not result from injuries sustained in the crash (e.g. when the coroner determines that a driver died from a heart attack), nor does it include suicide or murder. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved. Light vehicle occupants includes drivers and passengers of cars, wagons, SUVs, vans and utes. Moped and motorcyclists include riders as well as passengers and pillion passengers. Truck occupants includes both drivers and passengers. Bus occupants includes both drivers and passengers. Pedestrians includes wheeled pedestrians (i.e. wheelchairs and mobility scooters) as well as skateboarders, inline skates, and scooters. Cyclists includes e-bikes. Those classified as null/other includes tractors, agricultural vehicles and other vehicles.

Road deaths by region

In the last four years, Waikato, Auckland and Canterbury have had the highest number of annual road deaths, with 79 road deaths in Waikato, 52 in Auckland, and 48 in Canterbury in 2018/19.



Road deaths by region 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Road death data for 2019 is provisional only. Road deaths are defined as the instance where an injury or multiple injuries resulted in death within 30 days of when the crash happened. It does not include deaths that did not result from injuries sustained in the crash (e.g. when the coroner determines that a driver died from a heart attack), nor does it include suicide or murder. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved.

ROAD INJURIES

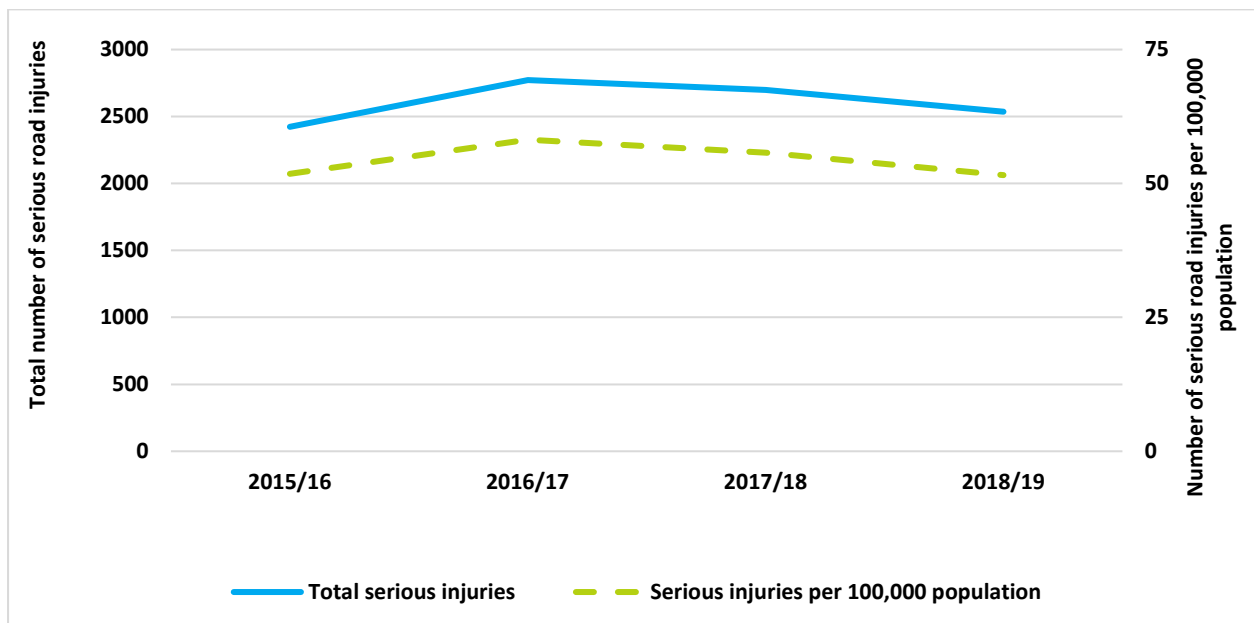
Serious injuries

Total serious injuries

As for road deaths, serious injuries are reported as both a total and per 100,000 population to account for changes in population. Between 1 July 2018 and 30 June 2019 there were 2,535 serious injuries on New Zealand roads, or 51.6 per 100,000 population.

The number of serious injuries has been decreasing slightly over the past two years, from 2,772 in 2016/17 to 2,698 in 2017/18 and 2,535 in 2018/19. A similar trend was observed in the number of serious injuries per 100,000 population.

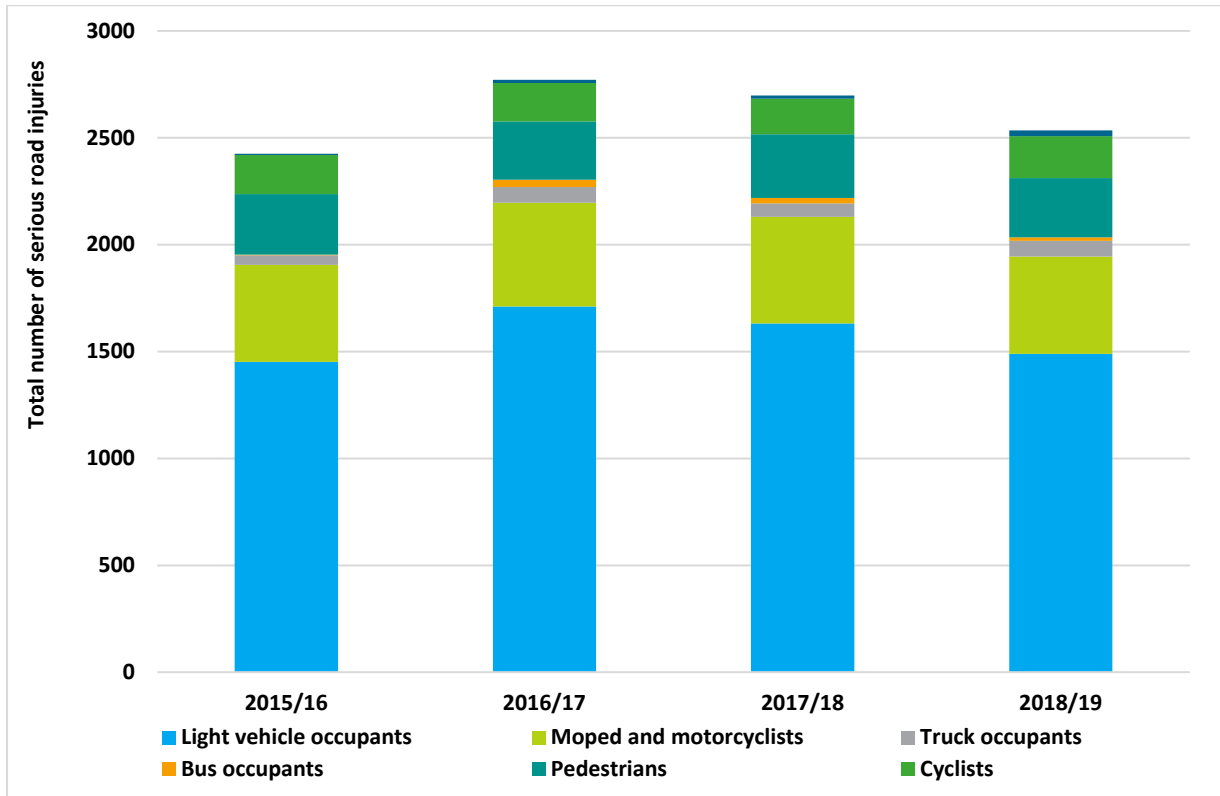
Serious injuries include fractures, concussions, internal injuries, crushings, severe cuts, lacerations, severe general shock necessitating medical treatment, and any other injury requiring hospital admission.



Serious injuries from road crashes total and per 100,000 population 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Serious injuries include fractures, concussions, internal injuries, crushings, severe cuts, lacerations, severe general shock necessitating medical treatment, and any other injury requiring admittance or detention in hospital. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved. Per 100,000 population rates are the number of serious injuries divided by the total New Zealand population on the last day of the financial year (i.e. 30 June), multiplied by 100,000. Population data is from Stats NZ.

Serious injuries by road usage

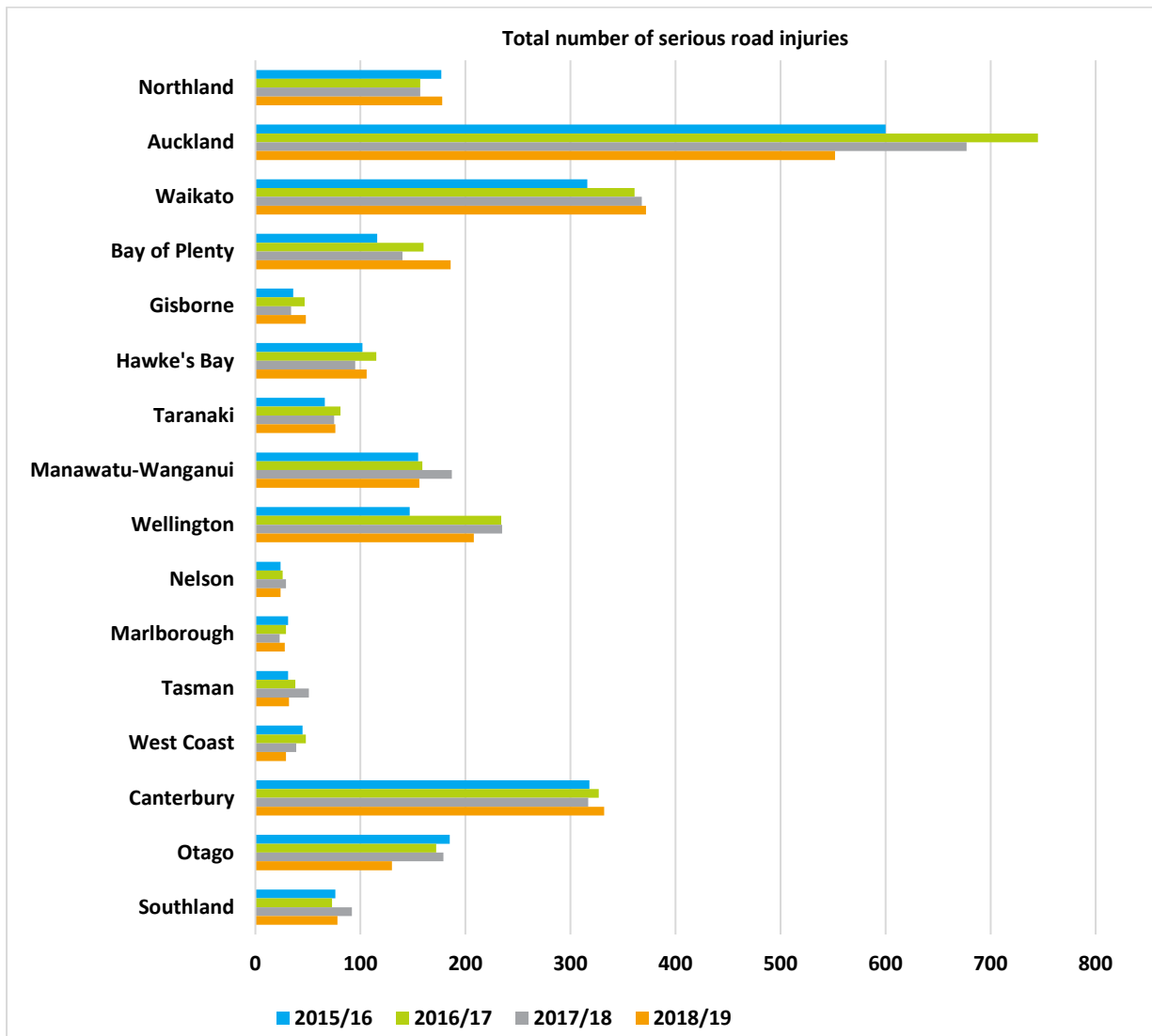
Similar to road deaths, more people are seriously injured when travelling in light vehicles compared to other vehicle types (1,490 in 2018/19 or 58.8% of all serious injuries from road crashes).



Serious injuries by road user type 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Serious injuries include fractures, concussions, internal injuries, crushings, severe cuts, lacerations, severe general shock necessitating medical treatment, and any other injury requiring admittance or detention in hospital. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved. Light vehicle occupants includes drivers and passengers of cars, wagons, SUVs, vans and utes. Moped and motorcyclists include riders as well as passengers and pillion passengers. Truck occupants includes both drivers and passengers. Bus occupants includes both drivers and passengers. Pedestrians includes wheeled pedestrians (i.e. wheelchairs and mobility scooters) as well as skateboarders, inline skates, and scooters. Cyclists includes e-bikes. Those classified as null/other includes tractors, agricultural vehicles and other vehicles.

Serious injuries by region

Regional breakdowns of serious injuries largely reflect regional breakdowns of road deaths. While Auckland has consistently had the highest number of serious injuries across all regions (552 in 2018/19), Waikato has consistently had the highest number of fatalities (see graph on p.3).



Serious injuries from road crashes by region 2015/16 - 2018/19. Data source: Crash Analysis System (CAS) administered by Waka Kotahi. CAS is updated continuously and numbers presented here are correct as of 7 February 2020. Serious injuries include fractures, concussions, internal injuries, crushings, severe cuts, lacerations, severe general shock necessitating medical treatment, and any other injury requiring admittance or detention in hospital. Only crashes that occurred on public roads are included. Pedestrians are only included where a motor vehicle was involved.

Hospitalisations from road crashes

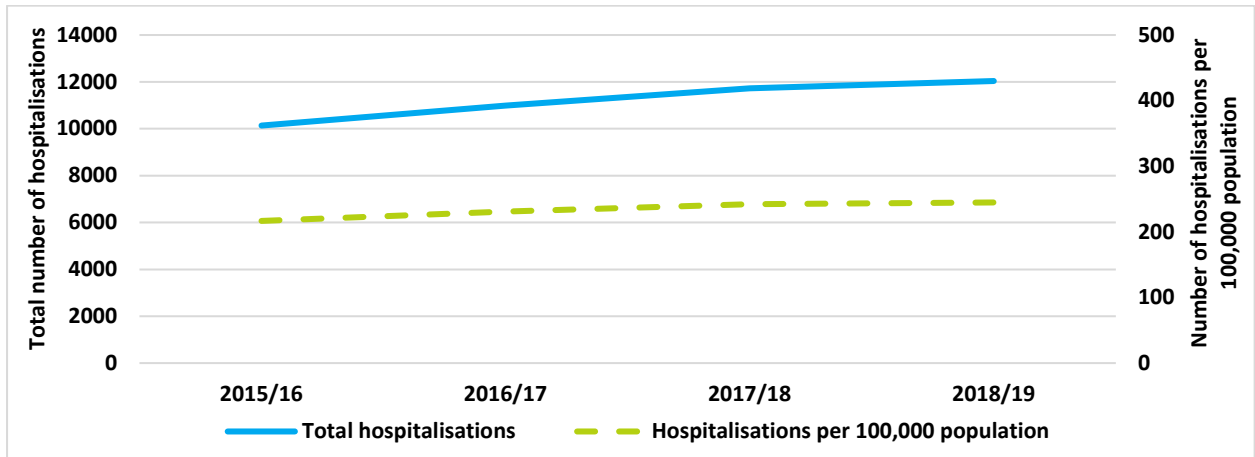
Total hospitalisations

In addition to the deaths and serious injuries data reporting above which is based on the Crash Analysis System (CAS) from Police Traffic Crash Reports, the Ministry of Health also collects data on the number of people hospitalised as a result of road crashes. The hospitalisation data presented in this report only includes crashes that occur on public roads.

The number of people hospitalised is generally higher than the number of serious injuries reported in CAS data as the hospitalisation data also includes injuries from crashes that

were not attended by Police (compared to the CAS which originates from a Police dataset and therefore only includes injuries from crashes that were attended by Police).

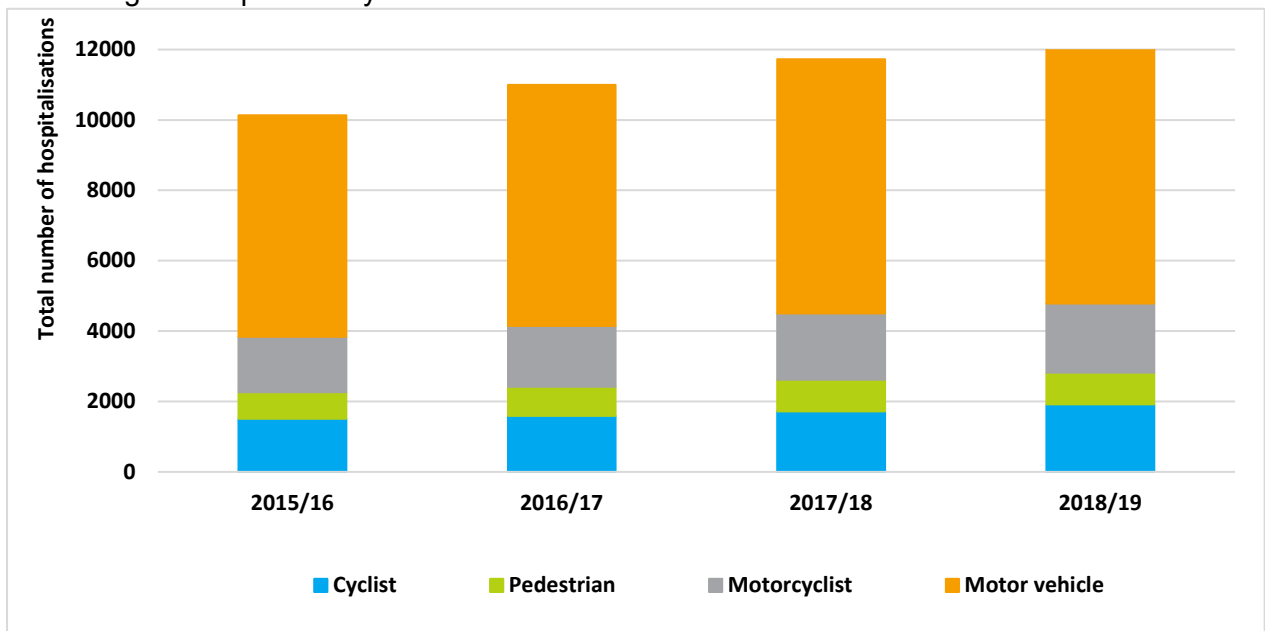
Between 2015/16 and 2018/19, while the number of serious injuries reported in CAS was highest in 2016/17 (see graph on p.4), number of hospitalisations have increased year on year (from 10,136 in 2015/16 to 12,037 in 2018/19).



Total hospitalisations from road crashes 2015/16 - 2018/19. Data source: Ministry of Health. Hospitalisations from road crashes refers to the number of people who as a result of a motor vehicle crash, and for cyclists who were injured in non-motor vehicle traffic crashes, were injured seriously enough to be admitted to hospital.

Hospitalisations by road usage

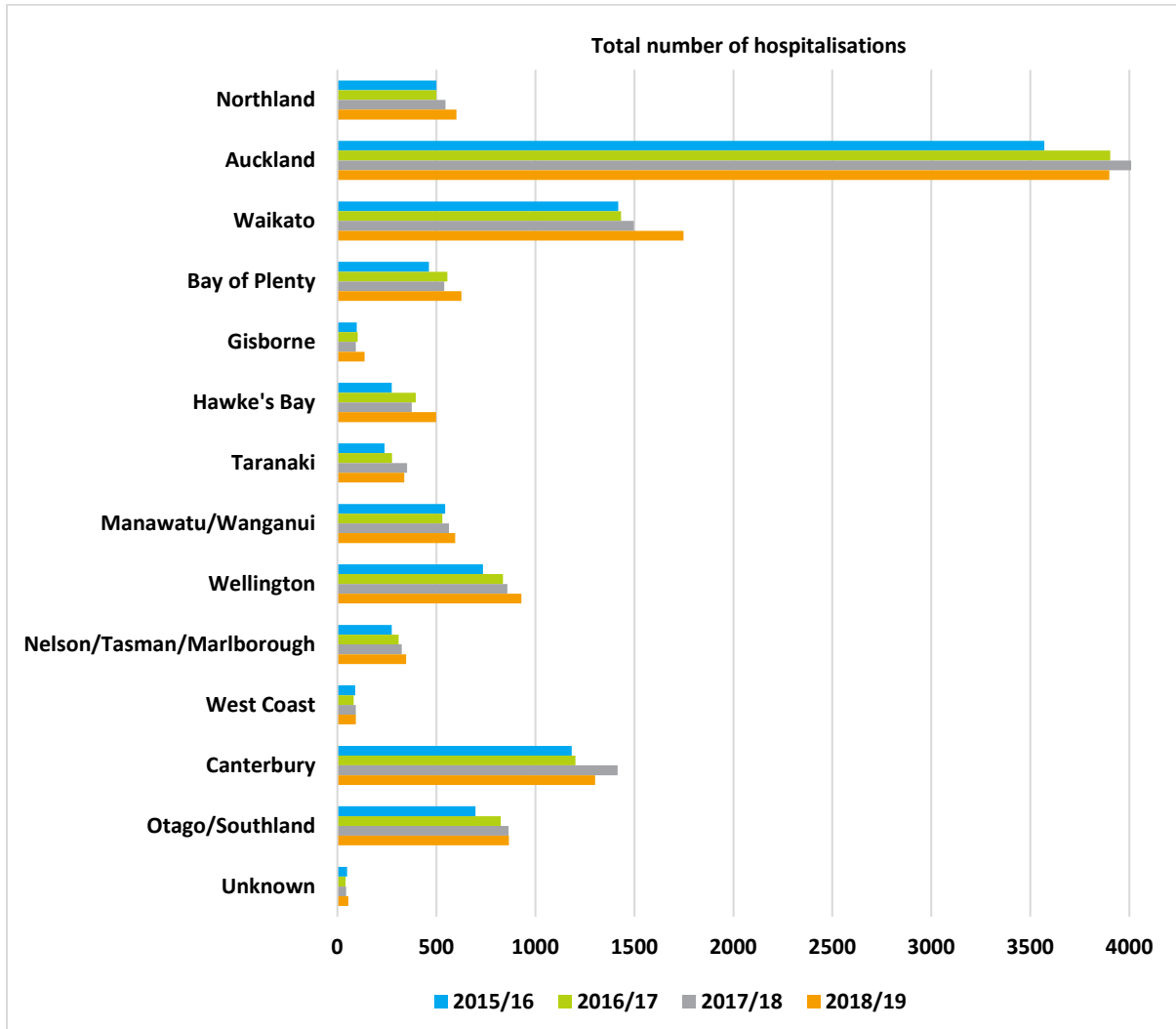
Hospitalisation trends reflect those of deaths and serious injuries (see CAS data above), with higher numbers of motor vehicle drivers/passengers being hospitalised than motorcyclists, cyclists, or pedestrians. Hospitalisation numbers for all four road user types have been increasing for the past four years.



Hospitalisations by road user type 2015/16 - 2018/19. Data source: Ministry of Health. Hospitalisations from road crashes refers to the number of people who as a result of a motor vehicle crash, and for cyclists who were injured in non-motor vehicle traffic crashes, were injured seriously enough to be admitted to hospital.

Hospitalisations by region

Reflective of its size, Auckland has more people hospitalised each year as a result of motor vehicle and cycle crashes compared to other regions. Regional breakdowns reflect where people were admitted to hospital rather than where the crash occurred.

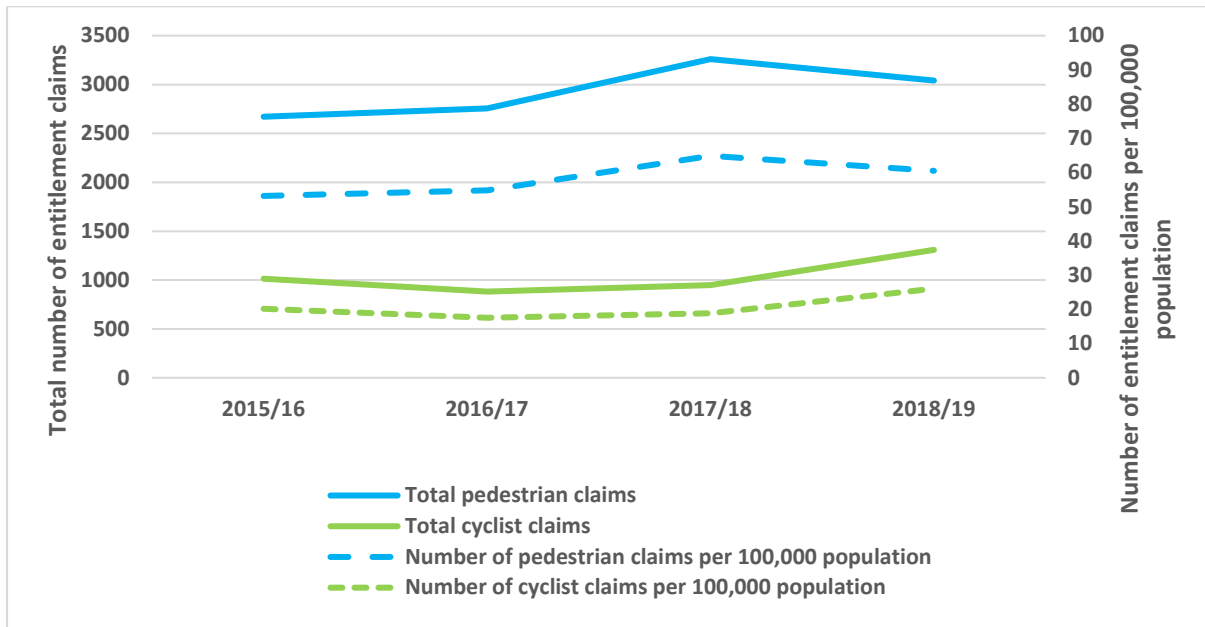


Hospitalisations by region 2015/16 - 2018/19. Data source: Ministry of Health. Hospitalisations from road crashes refers to the number of people who as a result of a motor vehicle crash, and for cyclists who were injured in non-motor vehicle traffic crashes, were injured seriously enough to be admitted to hospital. Nelson, Tasman and Marlborough areas are combined in Ministry of Health reporting.

Pedestrian and cyclist injuries

The deaths, serious injuries and hospitalisation data referred to above only includes pedestrians when there is also a motor vehicle involved. The ACC data reported below includes pedestrian and cyclist injuries that may or may not include a motor vehicle, and therefore, provides a more complete picture on pedestrian and cyclist injuries.

In 2018/19 there were 3040 pedestrians injured in New Zealand, or 60 per 100,000 population. This compares to 1309 cyclists injured, or 26 per 100,000 population. In future years of reporting, it would be possible to determine and track changes in pedestrian and cyclist injuries based on exposure risk (i.e. injuries per trip leg walking or cycling based on mode share data from the Household Travel Survey).



Pedestrian and cyclist injuries 2015/16 - 2018/19. Data source: ACC entitlement claim data. This is based on the number of entitlement claims related to walking and cycling injuries. It includes on-road accidents but does not include off-road walking and cycling activities such as mountain biking or bush walking. Entitlement claims are defined by ACC and are considered to cover moderate to serious injuries requiring entitlement beyond medical treatment only. Per 100,000 population rates are the number of pedestrian/cyclist injuries divided by the total New Zealand population on the last day of the financial year (i.e. 30 June), multiplied by 100,000. Population data is from Stats NZ.

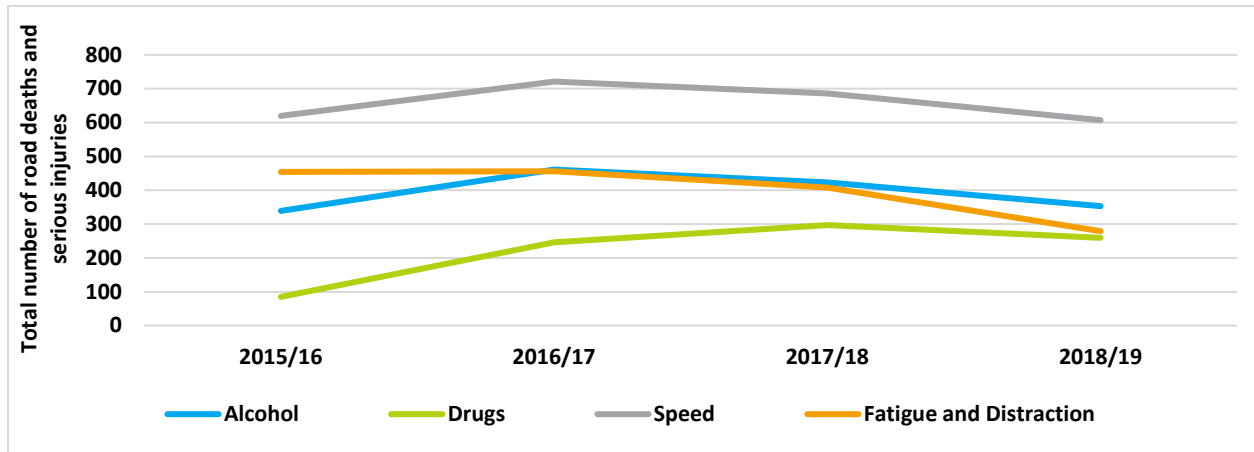
More information

In 2017 the Ministry also conducted a more detailed analysis of [pedestrian deaths and injuries](#).

CONTRIBUTING FACTORS

Alcohol, drugs, speed, fatigue and distraction

Alcohol, drugs, speed, and fatigue and distraction are the main contributing factor to deaths and serious injuries crashes on New Zealand roads, with speed being the strongest contributing factor. This data is based on the contributing factors recorded in CAS, and one crash may have multiple contributing factors.



Deaths and serious injuries where alcohol, drugs, speed, fatigue and/or distraction were a contributing factor. Data source: Crash Analysis System (CAS) and additional analysis by the Waka Kotahi. Note that these contributing factors are not mutually exclusive. On each crash report there may be several factors coded against each vehicle involved in the crash for driver or vehicle faults. In addition, there may be a number of factors coded on each report for faults of other road users, weather or other conditions. Prior to 2016, alcohol/drugs is listed as a factor when a driver's blood or breath alcohol level is above the legal limit, if drugs are proved to be in the driver's blood, or when the attending officer suspects that alcohol/drug consumption contributed to the crash. From 2016 officer suspicion is not included.

Seatbelt and car seat use

In 2018/19, 84 people who died in a road crash were not wearing a seatbelt or age-appropriate restraints. This was 22.9% of the 367 total road deaths that year and 7 fewer deaths than the previous year.

	2015/16	2016/17	2017/18	2018/19
Vehicle occupant deaths where restraint not worn	97	101	91	84

Data source: Crash Analysis System (CAS) and additional analysis by the Waka Kotahi.

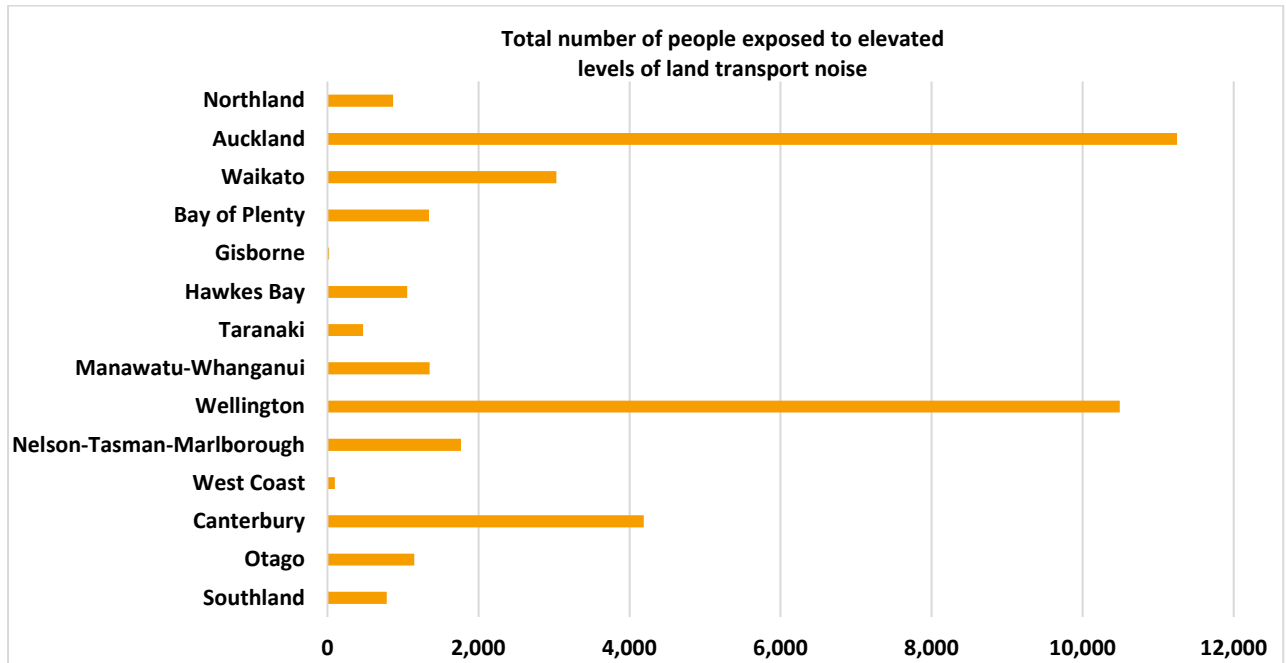
More information

The Ministry also publishes more detailed data and analysis on its website, including relating to [Speeding](#), [Fatigue](#), [Diverted attention](#), and [Alcohol and drugs](#). Note that this analysis is based on calendar years (rather than financial years as for GPS reporting) and uses slightly different groupings to the numbers reported here.

Exposure to land transport noise

In 2017, 37,883 people were exposed to land transport noise equal or more than 64 LAeq (A weighted equivalent continuous sound level in decibels) measured over 24 hours.

Regional breakdowns of this data show that the number of people exposed to high levels of land transport noise is highest in Auckland and Wellington. Currently this measure includes only road but in future is expected to also include rail.



Exposure to land transport noise by region (2017). Data source: Waka Kotahi.

ROAD POLICING

Investment and staffing

Funding for road policing comes from the National Land Transport Fund (NLTF). The Government has approved the 2019-21 Road Safety Partnership Programme, which provides for investment in road policing of \$1,106 million which represents a 15% increase above the level of investment in the 2015-18 programme.

Future funding to retain 1,070 dedicated road police, while strengthening automated and other compliance, has been planned as part of the development of Road to Zero.

	2015/16	2016/17	2017/18	2018/19
Investment in road policing	\$314,690,000	\$321,015,000	\$333,018,000	\$339,290,104
Number of dedicated road policing staff and % of funded target	1056 (98.7%)	958 (89.5%)	1036 (96.8%)	1062 (99.3%)

Data source: NZ Police. Dedicated road policing staff refers to constabulary and authorised officers at Districts and those at Police National Headquarters. Number of dedicated staff reflects the actual full time equivalent values as of 30 June each year.

Police supported resolutions

Police supported resolutions refers to infringements waived through the Police compliance process. Infringements are only waived if the issue leading to the infringement has been resolved to Police satisfaction. It is included here as a measure of effective Police enforcement as it requires a behaviour change before an infringement is waived.

The numbers in the table refer to the number of infringements waived, while the percentage refers to the proportion of this type of infringements that were waived. Changes in the percentage of infringements waived differed by infringement type. Between 2015/16 and 2018/19, the biggest increase was observed in infringements relating to driver licensing (from 5.9% to 8.3%).

However, there was a general decrease in the number of infringements issued (and waived), and this change could be due to a decrease in offending and/or a decrease in policing activities that lead to detection of these offences.

Infringement type	2015/16	2016/17	2017/18	2018/19
Child restraints	369 (5.1%)	351 (4.9%)	239 (5.1%)	200 (4.8%)
Cycle helmet and lighting	833 (11.4%)	333 (6.0%)	172 (5.3%)	125 (6.7%)
Driver licensing	9,542 (5.9%)	10,288 (6.7%)	8,062 (7.9%)	7,380 (8.3%)
Vehicle defects	1,825 (19.5%)	1,653 (18.3%)	1,256 (20.4%)	1,340 (22.2%)
Vehicle licensing	26,653 (20.7%)	22,840 (19.2%)	14,886 (20.0%)	12,573 (20.4%)
Warrant of Fitness and Certificate of Fitness	30,531 (19.7%)	28,317 (17.6%)	16,799 (18.1%)	16,700 (20.0%)
Total	69,753 (14.8%)	63,782 (14.0%)	41,414 (14.6%)	38,318 (15.6%)

Data source: NZ Police.

ROAD SAFETY ADVERTISING AND PUBLIC ATTITUDES

Road safety campaigns

Investment in promotion of road safety and demand management

In 2018/19, \$54.8 million was invested in the promotion of road safety and demand management.

	2015/16	2016/17	2017/18	2018/19
Investment in promotion of road safety and demand management	\$39,380,866	\$43,248,293	\$45,762,015	\$54,839,996

Data source: Waka Kotahi. Includes funding from the NLTF, Crown funding, and, where applicable, local share.

Success of road safety advertising campaigns

Throughout the year, Waka Kotahi delivers various road safety advertising campaigns. While each campaign may have a different focus (e.g. speeding, drink driving) and/or target

audience, this measure focusses on whether the campaigns have met (or exceeded) their specific success criteria. This is a composite measure based on multiple data sources.

	2015/16	2016/17	2017/18	2018/19
Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	83%	87%	87%	89%

Data source: Waka Kotahi. It measures success of road safety advertising campaigns delivered during the year. It is a composite measure reflecting the number and breadth of the 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). These measures are collected from independently conducted surveys, media and website reporting. Targets for 2015/16, 2016/17 and 2017/18 were 75% and the target for 2018/19 was 80%.

Public attitudes

Public attitudes to driving behaviours

Results below are reported from Waka Kotahi's online survey of people who hold a driving licence. This survey is conducted as part of their monitoring of the road safety advertising programme.

Latest results suggest that in 2018/19:

- 55% agree that “anything over the speed limit is speeding”
- 47% say they would pull over and have a short nap when drowsy
- 35% say in the past month they have used a mobile phone while driving
- 11% say they would find it difficult not to drive when there is a chance they are over the alcohol limit
- 6% say in the past month they have driven soon after smoking marijuana
- 16% say they have been stopped at a Police checkpoint in the last month.

Data source: Waka Kotahi. Data comes from an online survey of approximately 1,500 people per quarter who hold a driving licence, with sample quotas to give sufficient numbers for key advertising audiences. The reported results are weighted to reflect the national population.

IMPROVING THE ROAD NETWORK

State highway and local road investment

State highway improvements refer to capital works for new infrastructure for state highways, while local road improvements refers to the management and delivery of improvement of local roads, both of which are authorised by the Land Transport Management Act (LTMA) 2003.

	2015/16	2016/17	2017/18	2018/19
Investment in state highway improvements	\$1,383,690,630	\$1,377,484,828	\$1,367,270,355	\$1,353,762,897
Investment in local road improvements	\$189,348,128	\$241,161,827	\$405,285,364	\$399,796,628

Data source: Waka Kotahi. Includes funding from the NLTF (all road improvement activity classes including Regional Improvements), Crown funding, and, where applicable, local share. This excludes activities funded by the Provincial Growth Fund (PGF).

Modifying the network to align with safe and appropriate speeds

In 2018/19, 68.5km, or 0.6% of the total state highway network, was modified to align with safe and appropriate speeds. Modification in this case refers to speed limit reductions or engineering improvements to ensure travel speeds are safe at current or higher speed limits where appropriate.

GPS 2018 specifically supports investment in state highways and local roads to “accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible”.

Data source: Waka Kotahi. This is a new output class measure in 2018/19. In future, data is also expected to be available on the proportion of local roads modified to align with safe and appropriate speeds.

Improved regional roading

This is a measure of new improved regional roading on state highways delivered during the year. Regional roading on state highways refers to state highway improvement projects funded by the regional improvements output class. In 2018/19 there were 70 large and small projects.

	2015/16	2016/17	2017/18	2018/19
Lane kilometres of improved regional roading	-	16km	9.4km	151.7km

Data source: Waka Kotahi. Note that this measure has been discontinued from 2019/20.

Notes for reading this report

- Data is provided by financial year where available, and is otherwise provided by calendar year.
- Where available, data is provided for the most recent year (i.e. 2018/19) plus the three years covered by the previous GPS, GPS 2015 (i.e. 2015/16, 2016/17, 2017/18), to provide baseline. In some cases historical data is not available and is therefore not included in the report.
- Input or investment measures (i.e. \$ invested in X) are based on Waka Kotahi's Transport Investment Online (TIO) system and include funding from the National Land Transport Fund (NLTF), Crown funding, and, where applicable, local share. It does not include money from the Provincial Growth Fund (PGF). The numbers are therefore not comparable with the Waka Kotahi-produced NLTF annual report which does not include local share but does include PGF.
- Land transport activities that are proposed and delivered by approved organisations (e.g. local road maintenance, local road improvements, public transport) are delivered by the local authority with funding assistance from the NLTF. The amount that Waka Kotahi co-invests from the NLTF in local activities is largely determined by the funding assistance rates (FARs) applicable to approved organisations. Approved organisations raise their local share from rates revenue, debt, developer contributions or other financial contributions and revenue.
- Numbers are provided to one decimal place where available to the Ministry.