

SAFER JOURNEYS

FIRST ACTIONS



SAFER JOURNEYS PROBABLE FIRST ACTIONS

The first actions to come from the strategy will be progressed this year. The government will introduce a package of measures focusing on areas where real gains can be made. This document lists these initiatives and the steps that need to be taken to introduce them.

YOUNGER DRIVERS

ACTION	WORK REQUIRED TO MAKE CHANGE	FIRST STEPS
Raise driving age to 16.	<p>Change to the Land Transport Act 1998.</p> <p>Would also require IT system changes to the Driver Licence Register, as well as process changes.</p>	<p>Package of measures for Cabinet approval in March.</p> <p>Following Cabinet approval, the provisions would be included in a Land Transport Amendment Bill. Public consultation on proposed change will be carried out as part of the Select Committee's consideration of the Bill. A call for submissions will be made by public notice.</p>
Make the restricted licence test more difficult to encourage 120 hours of supervised driving practice.	<p>Changes to the criteria for the driver licence test.</p> <p>Advertising and education will be required to encourage more practice.</p>	<p>Package of measures to Cabinet in March.</p> <p>The NZ Transport Agency (NZTA) and ACC to begin planning education and advertising programme over the next three months.</p>

YOUNGER DRIVERS *(continued)*

ACTION	WORK REQUIRED TO MAKE CHANGE	FIRST STEPS
<p>Introduce a zero drink-drive limit for drivers under 20.</p>	<p>Change to the Land Transport Act 1998.</p> <p>Would also require IT system changes as well as process changes.</p>	<p>Package of measures to Cabinet in April.</p> <p>Following Cabinet approval, the provisions would be included in a Land Transport Amendment Bill.</p> <p>Public consultation on proposed change will be carried out as part of the Select Committee's consideration of the Bill. A call for submissions will be by public notice.</p>
<p>Raise public awareness of young driver crash risk.</p>	<p>Requires a change of focus to education campaigns.</p>	<p>The NZTA, the Police, and ACC to begin planning an education campaign over next three months.</p>
<p>Improve road safety education available to young people and increase access to it.</p>	<p>Requires programme of education delivered through schools.</p>	<p>The NZTA, Police, ACC, Ministry of Transport and the Ministry of Education to plan how this will be carried out over next twelve months.</p>
<p>Investigate vehicle power restrictions for young drivers.</p>	<p>Research to be reported to the Minister of Transport, with recommendations for future direction.</p>	<p>The Ministry of Transport to look at other jurisdictions and its applicability to New Zealand conditions.</p>

ALCOHOL/DRUG IMPAIRED DRIVING

ACTION	WORK REQUIRED TO MAKE CHANGE	FIRST STEPS
<p>Address repeat offenders and high level offending through:</p> <ul style="list-style-type: none"> • Compulsory alcohol interlocks • A zero drink-drive limit for offenders. 	<p>Introducing interlocks requires changes to the Land Transport Act 1998, as well as a process for procuring, implementing and maintaining devices.</p> <p>Zero drink-drive limit requires change to the Land Transport Act 1998.</p> <p>Both would also require IT system changes as well as process changes.</p>	<p>Both actions to be included in package of measures to Cabinet in April.</p> <p>Following Cabinet approval, the provisions would be included in a Land Transport Amendment Bill. Public consultation on proposed change will be carried out as part of the Select Committee's consideration of the Bill. A call for submissions will be made by public notice.</p> <p>The Ministry of Transport to look at requirements for funding and putting interlock devices in place.</p>
<p>Either, lower the drink-drive limit to BAC 0.05 and introduce infringement penalties for offences between 0.05 and 0.08</p> <p>Or</p> <p>Establish the level of risk posed by drivers with a BAC between 0.005 – 0.08.</p>	<p>Lowering BAC would require changes to the Land Transport Act 1998 and to the Land Transport Offences and Penalties Regulations.</p> <p>Establishing crashes that are caused by drivers with a BAC between 0.05 – 0.08 would require changes to the system that analyses crash data.</p> <p>Both would also require IT system changes as well as process changes.</p>	<p>Package of measures to Cabinet in April.</p> <p>Following Cabinet approval, the provisions would be included in a Land Transport Amendment Bill. Public consultation on proposed change will be carried out as part of the Select Committee's consideration of the Bill. A call for submissions will be made by public notice.</p> <p>Ministry of Transport to introduce new system for recording data for crashes.</p>
<p>Review the traffic offences and penalties for causing death and serious injury.</p>	<p>Research to be reported to the Minister of Transport, with recommendations for future direction.</p>	<p>The Ministry of Transport and Ministry of Justice to look at offences in and penalties in comparison to criminal offences.</p>

SAFER ROADS AND ROADSIDES

ACTION	WORK REQUIRED TO MAKE CHANGE	FIRST STEPS
Develop a classification system for the roading network	Report on hierarchy of New Zealand's roads by safety.	The Ministry of Transport and the NZTA have begun work on this project.
Focus safety improvements on high risk rural roads and high risk intersections.	The NZTA and local government to identify roads and intersections that require improvement and ensure road safety efforts are focussed in these areas.	The NZTA and local government to begin identifying rural roads and the treatments they require. The NZTA and local government to identify intersections and treatments they require.
Change the give way rules for turning traffic.	Requires changes to the Road User Rule and Offences and Penalties Regulations as well as an education campaign to make drivers aware of the change.	Package of measures to Cabinet later this year. Following Cabinet approval, public consultation on proposed change will be carried out. A call for submissions will be made through public notices in major newspapers. The NZTA will develop a mass media campaign and supporting resources to introduce the changes.

INCREASING THE SAFETY OF MOTORCYCLING

ACTION	WORK REQUIRED TO MAKE CHANGE	FIRST STEPS
<p>Improve motorcycle rider training and licensing.</p> <p>Licensing mopeds.</p>	<p>Licensing changes requires changes to Land Transport Act 1998 and Driver Licensing Rule.</p> <p>Major IT changes would also be required.</p> <p>Changes to the licensing process for motorcyclists will require the development of new training and assessment tools and development of capability in the motorcycle training industry.</p> <p>An education campaign will be needed to encourage riders to take better training, and to ensure that when licensing tests are strengthened, novice riders are aware and prepared.</p>	<p>Package of measures to Cabinet later this year.</p> <p>Following Cabinet approval, the provisions would be included in a Land Transport Amendment Bill. Public consultation on proposed change will be carried out as part of the Select Committee's consideration of the Bill. A call for submissions will be made by public notice.</p> <p>The NZTA and ACC will develop the necessary tools for delivery of training and assessment and work with the motorcycle training industry to develop capability.</p> <p>The NZTA and ACC will develop an education programme. This can be funded from motorcycle levies.</p>
<p>Introduce a power-to-weight restriction for novice riders.</p>	<p>Requires change to the Driver Licensing Rule as well as major IT system changes.</p>	<p>Package of measures to Cabinet later this year.</p> <p>Following Cabinet approval, public consultation on proposed change will be carried out as part of the Select Committee Process. A call for submissions will be made through public notices in major newspapers.</p>