

# Road to Zero Ministerial Oversight Group

Quarterly Progress Report  
September - December 2021



New Zealand Government

# Executive Summary



## Focus areas

- » Infrastructure and speed
- » Vehicle safety
- » Work-related road safety
- » Road user choices
- » System management

## Portfolio overview

The overall health status across the Road to Zero portfolio is **AMBER**, and **trending static**, based on the 40% reduction in deaths and serious injuries by 2030 being at risk. An estimated targeted trajectory of 30-35% is projected, with the biggest contributing factors including:

- Road policing prevention and enforcement activities not at targeted levels
- Speed and Infrastructure Programme (SIP) forecasted delivery rate of median barriers not at targeted levels
- Shorter term delays in progression of key policy changes, including the new Speed Rule, the Road Safety Penalties review, and changes to improve the safety of the New Zealand vehicle fleet.

The provisional road related deaths for 2021 was 320, with 17 fatalities over the recent Christmas and holiday period as compared with 11 in the year prior. The level of harm on the network remains high.

Cross-Agency national governance has now been established which is expected to drive stronger alignment, coordination and delivery across partner organisations.

In response to meeting road policing activity levels, NZ Police have established the Safe Roads Control Action Group to ensure delivery of the Safe Roads Control Strategy which aligns operational delivery with the Road to Zero and Road Safety Partnership Programme (RSPP) outcomes and measures.

In response to median barrier forecasted shortfalls, Waka Kotahi is investigating opportunities for further optimisation on high-risk areas of network with a goal to achieving greater longer-term delivery of higher order Safe System infrastructure interventions.

There is now increased momentum from Te Manatū Waka, with a number of policy-related activities being progressed across driver licencing, speed management, vehicle safety, road safety penalties, drug driving and motorcycle safety.

The new Public Awareness campaign is on track for a revised launch of 13 February 2022 and is designed to encourage public buy-in to Vision Zero and help build social licence.

Despite current levels of performance and delivery challenges, there is strong appetite and commitment across partners to achieve the 2030 target.

## Insights

- Reporting of forecasted estimates and funding certainty following the release of National Land Transport Programme funding figures for the Road to Zero Activity Class has meant a clearer trajectory picture which will allow visibility and treatment of projected shortfalls
- Modelling shows the following key interventions will have the greatest effect in reducing deaths and serious injuries under Road to Zero:
  - safe and appropriate speed limit changes
  - strengthened Police prevention and enforcement
  - safe system road infrastructure
  - automated camera enforcement; and
  - improved safety of the vehicle fleet.

## Key risks and opportunities

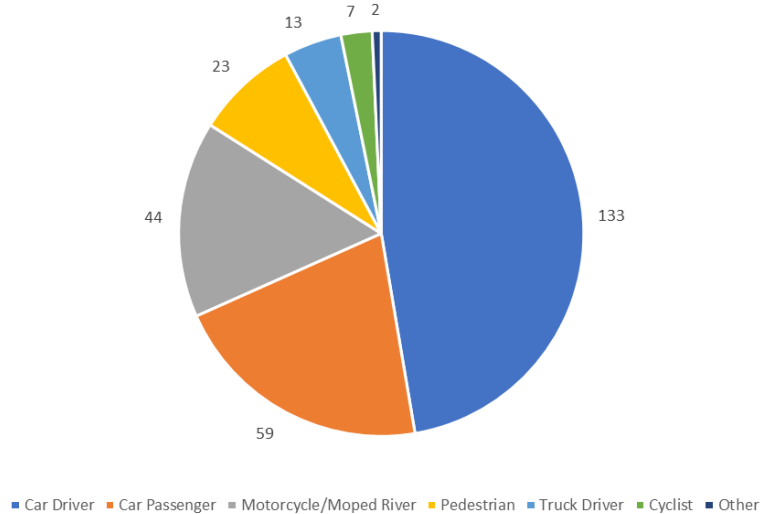
- COVID-related activities are placing strain on capacity of NZ Police to meet other areas of demand, including road policing. Around 10,000 hours/week were lost at the height of the COVID response
- Current rates of delivery across the portfolio are not meeting the modelled trajectory targets to meet the 40% reduction in deaths and serious injuries by 2030
- Building social licence is critical to increasing the pace of intervention implementation, and in the short-term strong support will be required to implement less popular interventions
- s 9(2)(g)(i)



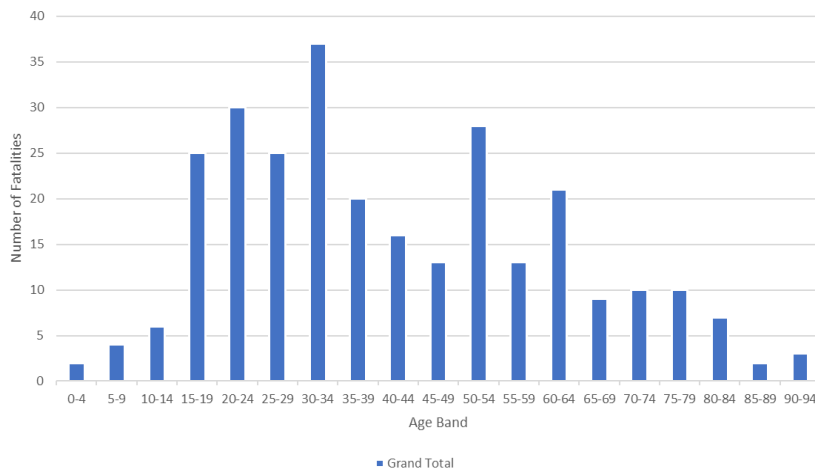
# Provisional New Zealand road fatalities for 2021

As at 11 January 2022, provisionally there were 320 road fatalities on New Zealand roads from 287 fatal crashes in 2021

2021 Fatalities by Road User Type

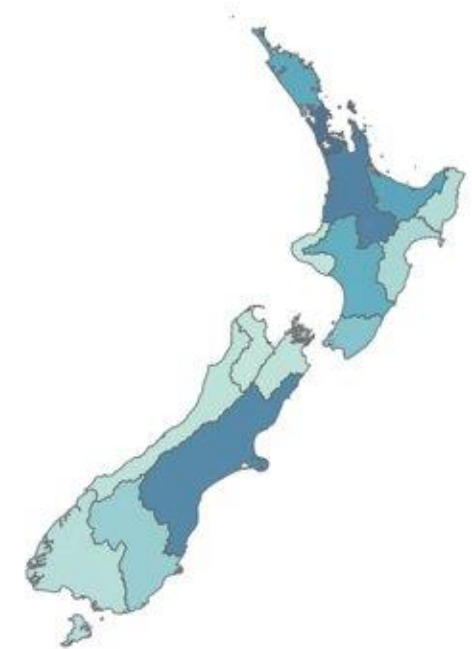


2021 Fatalities by 5-Year Age Band



Regional (road deaths and crashes)

Region	Crashes	Fatalities
Auckland	53	59
Bay of Plenty	33	35
Canterbury	38	49
Gisborne	6	6
Hawkes Bay	9	9
Manawatu-Wanganui	25	30
Marlborough	3	3
Northland	30	33
Otago	13	14
Southland	5	5
Taranaki	2	2
Tasman	1	1
Waikato	48	51
Wellington	18	20
West Coast	3	3
<b>Grand Total</b>	<b>287</b>	<b>320</b>

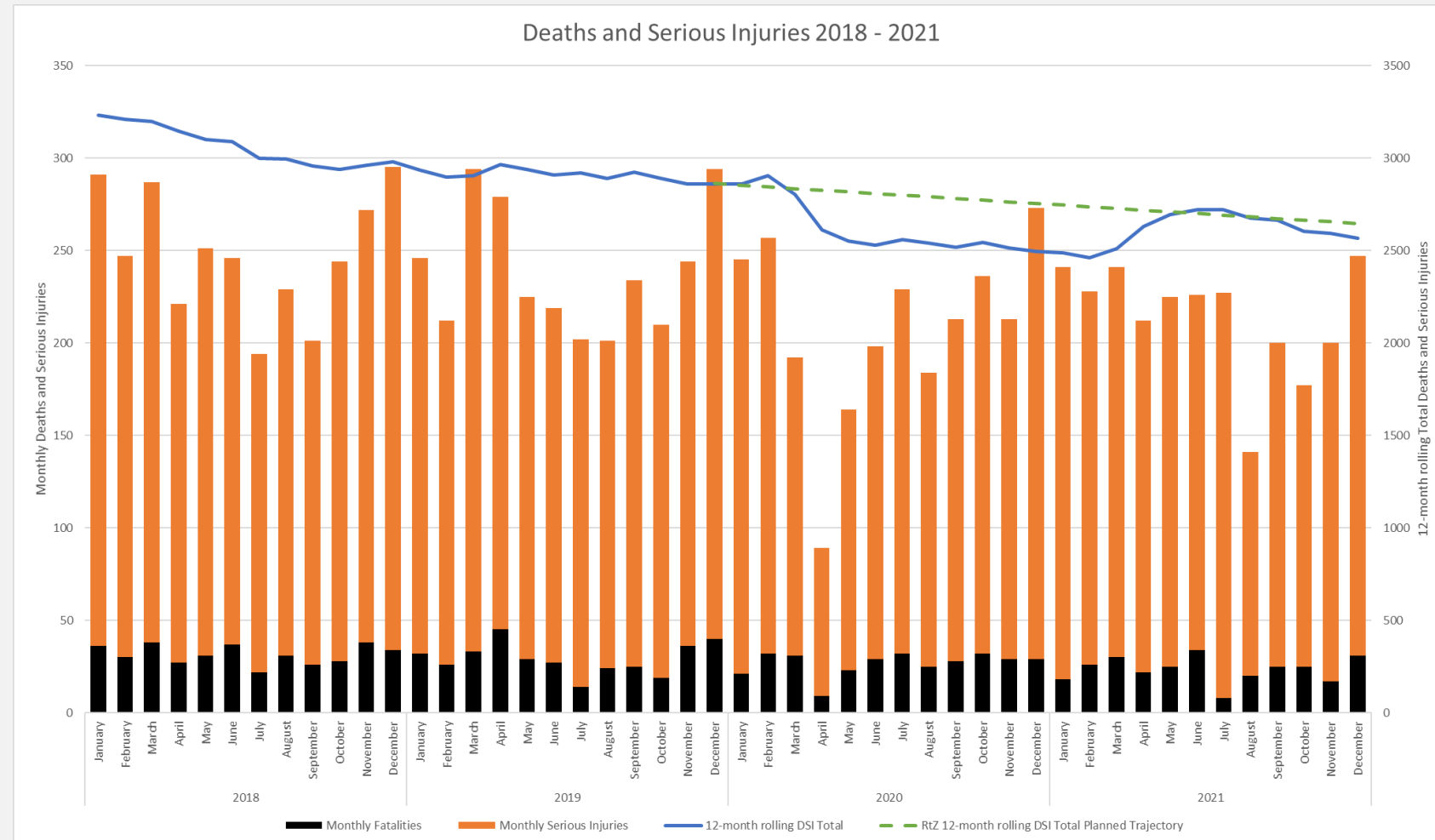


- Regions across New Zealand that experienced the greatest number of fatalities in 2021 include Auckland (18%) and Waikato (16%) in the north island and Canterbury (15%) in the south island.
- High speeds are a significant contributing factor to fatalities on both State highways and local roads.

# Deaths and Serious Injury Outcome Reporting

Baseline (2018): 2,978  
Target (2029): 1,787

- The rolling 12-month deaths and serious injuries saw a sharp reduction back in April 2020 due to Covid, with significantly less vehicle travel when the country went into lockdown levels 3 and 4
- The rolling 12-month deaths and serious injuries trendline returned to above the 40% projected deaths and serious injuries target trendline in May 2021
- It is expected that recent trends will still be affected by lower levels of travel associated with various Covid lockdown levels in place around the country over the previous 12 months
- NOTE: the most recent months will be subject to some under-reporting while the Crash Analysis System is brought up to date each month with Police recorded deaths and serious injuries data;



Source: Waka Kotahi Crash Analysis System. As at 18th January 281 fatalities were recorded in CAS for 2021, noting capture and validation timings may result in differences as compared with Te Manatū Waka provisionally published statistics

# Baseline Target Assumptions

Assumption	Commentary	Impact (RAG)
Substantially increased prevention and enforcement activity targeting high risk areas of restraints, impairment, distraction and speed, particularly focusing on increased speed and alcohol enforcement, e.g. roughly doubling the number of passive and screening breath tests from 2018/19 levels	Not yet at necessary rate. Abstractions to meet COVID related policing demand have meant NZ Police has not been able to meet road safety targets as staff have not been available. COVID has also made it harder to breath test due to safety requirements	Orange
Rolling out speed management across at least 10,000 km of the road network including speed limit changes to align to safe and appropriate speed	Not yet at necessary rate. Refer slide 8 for more detail	Orange
Infrastructure improvements including approx. 1,000 km of median barriers and more than 1,000 intersections upgraded with Primary Safe System interventions such as roundabouts and raised safety platforms	Not yet at necessary rate. Refer slide 8 for more detail	Orange
Rolling out the equivalent of <span style="background-color: #cccccc;">With</span> new safety cameras <span style="background-color: #cccccc;">Withheld under active consideration</span>	Roll out of cameras delayed	Orange
Permanent removal of 1- and 2-star cars by 2030	Will require a significant step change, underpinned by the introduction of a package of vehicle safety standards that will, over time, lift the safety performance of the vehicle fleet	Red
Full uptake of motorcycle antilock braking system	Legislation changes implemented	Green
<span style="background-color: #cccccc;">s 18(d)</span>	<span style="background-color: #cccccc;">s 18(d)</span>	Red
The network will be maintained to at least 2018 levels	Continue to monitor condition of the network alongside planned and actual maintenance within available funding	Orange

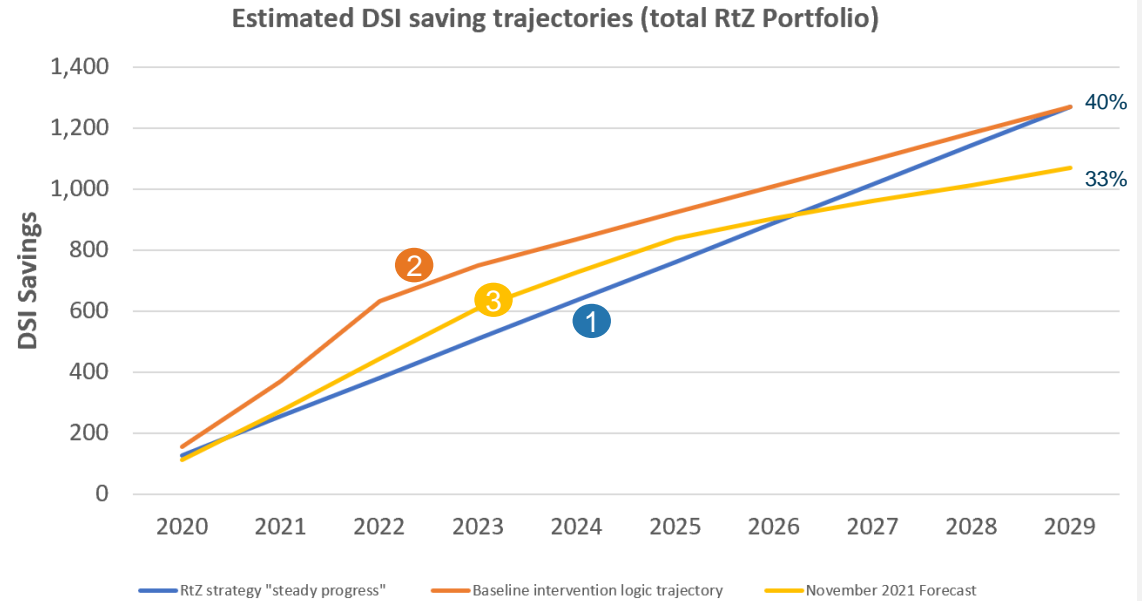
# 40% Reduction Target Forecast Trajectory

The 40% reduction target was derived from modelling the best combination of interventions at the right scale required to deliver a reduction in deaths and serious injuries over the ten years to 2030. A small number of key interventions deliver the reduction

Our best estimate based on currently available information for key interventions is that we are currently on a trajectory towards a 30-35% target. This is informed by the following assumptions:

- **Road Safety Partnership Programme** - baseline trajectory assumes full prevention and enforcement efficiency can be achieved before the end of the National Land Transport Programme 2021-24 period. Forecast trajectory assumes a hypothetical maximum of 90% of contribution target achieved
- **Speed and Infrastructure Programme** - baseline trajectory assumes Speed and Infrastructure Programme will achieve 600-650 deaths and serious injury savings per annum once implemented based on strategic modelling. Forecast trajectory is based on latest (November 2021) estimates from the Speed and Infrastructure Programme, delivering 90% of targeted contribution, largely due to an overdelivery on Speed Management treatments, and underdelivery on Infrastructure treatments
- **Tackling Unsafe Speeds Safety Cameras** - baseline trajectory assumes treatment of all sites by 2030. Forecast trajectory reflects the progressive option from the Tackling Unsafe Speeds business case, delivering 78% of its targeted contribution. It is noted that more accurate deaths and serious injuries forecasts will be subject to further development of a business case
- **Vehicles** - baseline trajectory assumes 100% of the vehicle fleet will be 3-star or above by 2030 (compared to the 2018 fleet). Forecast assumes our best estimate of current 1 and 2-star attrition rates and 50% of targeted contribution achieved. Yet to be implemented standards will improve this trajectory but agreed policy approaches are yet to be modelled
- The Speed and Infrastructure Programme has indicated further efforts will be needed to accelerate the delivery of transformational Safe System interventions, particularly median barriers and raised safety platforms, to lift overall programme outcome

Based on current levels of performance, we estimate that the trajectory in reducing DSIs against the 2030 target could be between 30 and 35 percent (against the baseline target reduction of 40 percent). This represents approximately 170 additional deaths and 1,130 serious injuries not prevented before the target period of 2030 at a social cost of around \$1.3 billion (at current costs). This highlights not only the importance of achieving the overall scale of implementation but more importantly the impact of pace of delivery



- 1 Represents a steady state trajectory towards the target
- 2 Based on the initial logic to derive the 40% reduction target which considered the best combination of the right interventions at the right scale
- 3 Total best estimate forecasted trajectory based on intervention forecasts and assumptions. Further detail by key intervention shown in Appendix 1

# Focus Area 1 – Programme progress

- Green
- Amber
- Red
- + High DSI

## Highlights this Quarter

### Speed & Infrastructure

- Revised Speed and Infrastructure programme for 2021/24 National Land Transport Programme is progressing

### Safety Camera System

- Positive independent quality assurance review of the programme received
- System and hardware Procurement progressing
- Financial component of the due diligence of New Zealand Police operations completed

### Speed Management

- National Speed Campaign launched
- Ministerial briefing to inform changes arisen from Speed Limit Rule consultation
- Aotearoa Speed Management Guide under development with stakeholder engagement

### Infrastructure Standards & Guidelines

- Urban Street Design Guideline published
- Standard Safety Intervention Toolkit published
- Pedestrian Network Guidance released

### Accessible Streets

- Final policy advice on Accessible Streets Regulatory Package provided to the Minister of Transport

## Next Quarter Activities

- Finalise the draft Aotearoa Speed Management guide and information to support the new Speed Limits Rule
- Continue work to prepare submission of the new Speed Limit Rule to Cabinet (expected to occur in April 2022)
- Te Manatū Waka expects to provide a final version of the Accessible Streets Cabinet paper and the updated Regulatory Impact Statement to go to the Minister of Transport
- Consultation and engagement with Waka Kotahi and NZ Police personnel on high level organisation design for safety camera functions
- Safety Camera Indicative business case development
- Safety Camera Gateway Review conducted by review team appointed by the Treasury
- Fully replacing the current mobile camera fleet with the lease of 45 new mobile cameras
- Te Manatū Waka expects to provide a final version of the Tackling Unsafe Speeds Cabinet paper and the updated Regulatory Impact Statement to go to the Minister of Transport

## Insights, Risks & Opportunities

- Median barrier forecast over the full decade is well below the 1,000km target (537kms forecasted by 2030) with a high delivery volume of speed management treatments (31,359kms) forecasted, predominately driven by Local Authorities
- Further optimisation work will seek to address the longer-term shortfall through challenging the mix of interventions required to treat high risk areas of the network. This includes identifying opportunities for additional transformational Safe System interventions (such as median barriers, roundabouts and raised safety platforms), noting cost escalation and future funding pressures
- Pockets of strong public opposition to speed reductions and some infrastructure types exist
- Stakeholders awaiting an outcome on the Accessible Streets Package and Tackling Unsafe Speeds Package. Te Manatū Waka committed to progressing these packages in the first half of 2022

## Infrastructure improvements and speed management

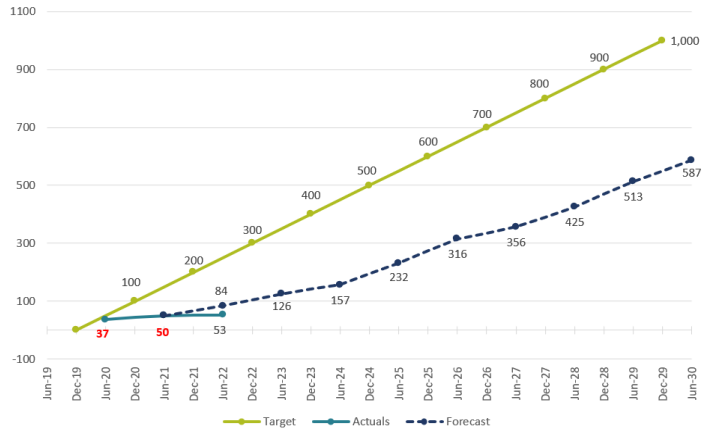
Improve road safety of our cities and regions through infrastructure improvements and speed management

- Invest in safety treatments and infrastructure improvements +
- Introduce a new approach to tackling unsafe speeds +
- Review infrastructure standards and guidelines
- Enhance the safety and accessibility of footpaths, bike lanes and cycleways

# Focus Area 1 - Supporting Intervention indicator reporting

Baseline (2018/19) 0  
 Target (2030) 1,000  
 Forecast (2029/30) 587  
 Actual (2021/22) 53

1.1.1a Kilometres of the network treated with new median barriers



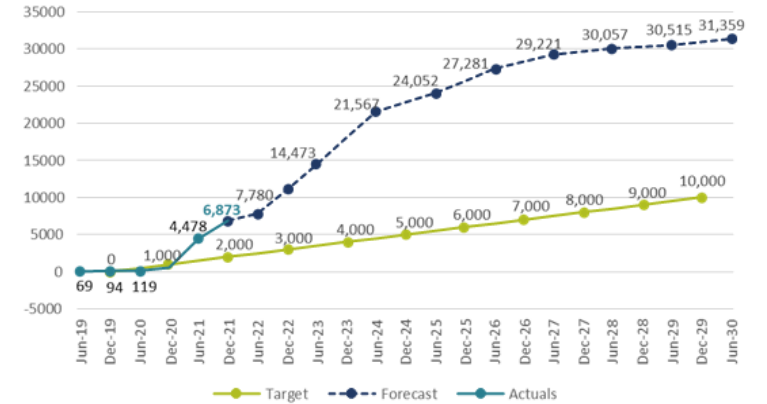
The strategic target for new median barriers under the Speed and Infrastructure Programme is 1,000kms by 2030. The actual length of road network treated with new median barriers to date is 53kms including installations that were undertaken under the 2018-21 Safe Network Programme.

The decade long forecast delivery of median barriers is well below the target (587kms by 2030). This is based on a realistic programme of activity, however will result in high risk areas of the network not effectively treated. It is clear that we need to change how we prioritise different interventions on corridors and how we approach delivery. Speed and Infrastructure Programme are focused on lifting this component of the programme.

The NLTP 2021-24 indicates that Speed and Infrastructure Programme intends to install approximately 183kms of median barriers over the next three years.

Target (2030) 10,000  
 Forecast (2029/30) 31,359  
 Actual (2020/21) 6,873

1.1.5 Kilometres of the network treated through speed management



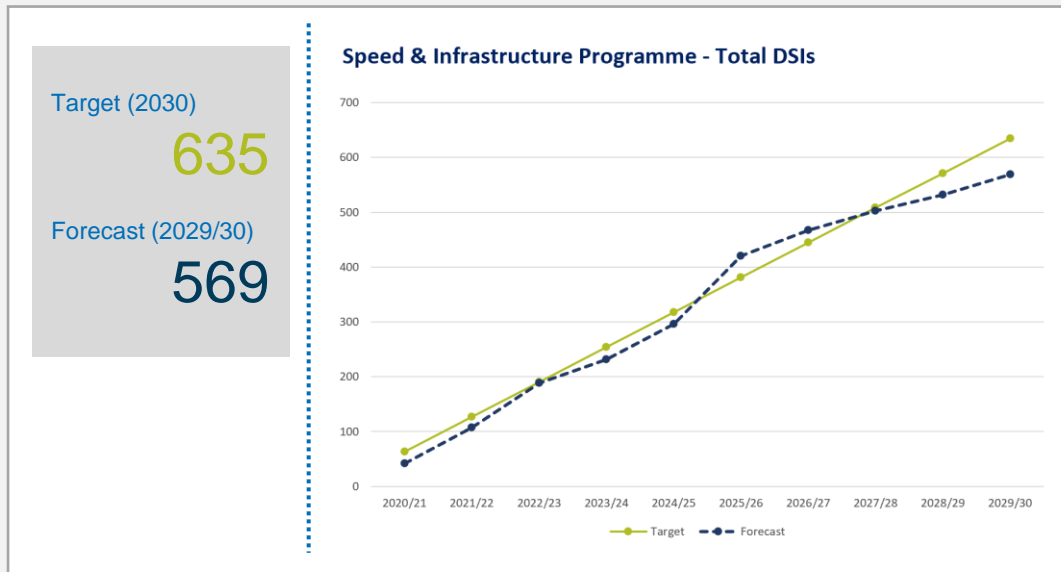
The strategic target for the Speed and Infrastructure Programme is 10,000 kms of highest risk roads treated by 2030. The total length of network treated to date is 6,873km including installations that were undertaken under the 2018-21 Safe Network Programme. Of this, 671 km was on the State highway and 6,202km on local roads.

A total delivery of 31,359km is forecasted by 2030, driven predominantly by Local Authorities who are forecasting 17,000km of speed changes in the current 3-year period alone, with another 3,000km of changes on State highways. The total forecast includes a mix of road risk profiles, including a minimum of 10% of highest risk roads (10,000km) forecasted to be delivered by 2030.

While the short-term delivery is considered ambitious (and requires further validation), over the balance of the 10 years and with the help of the new Speed Rule and Guide the total is considered achievable.



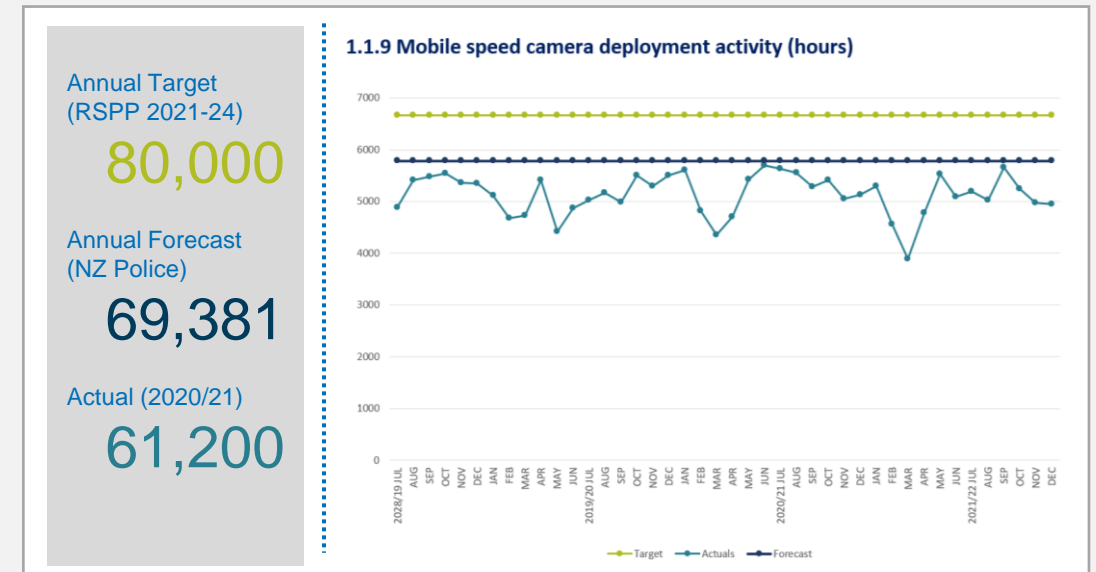
# Focus Area 1 – Supporting Intervention indicator reporting



Current forecasting modelling indicates the Speed and Infrastructure Programme will meet 569 (90%) of the targeted deaths and serious injuries reduction contribution (of 635). This is largely due to a shortfall in higher order safe system infrastructure interventions forecasted for implementation (such as median barriers).

## Further optimisation

Waka Kotahi will consider further programme optimisation for higher risk areas of the network with a view to closing this gap through implementation of higher order infrastructure interventions.

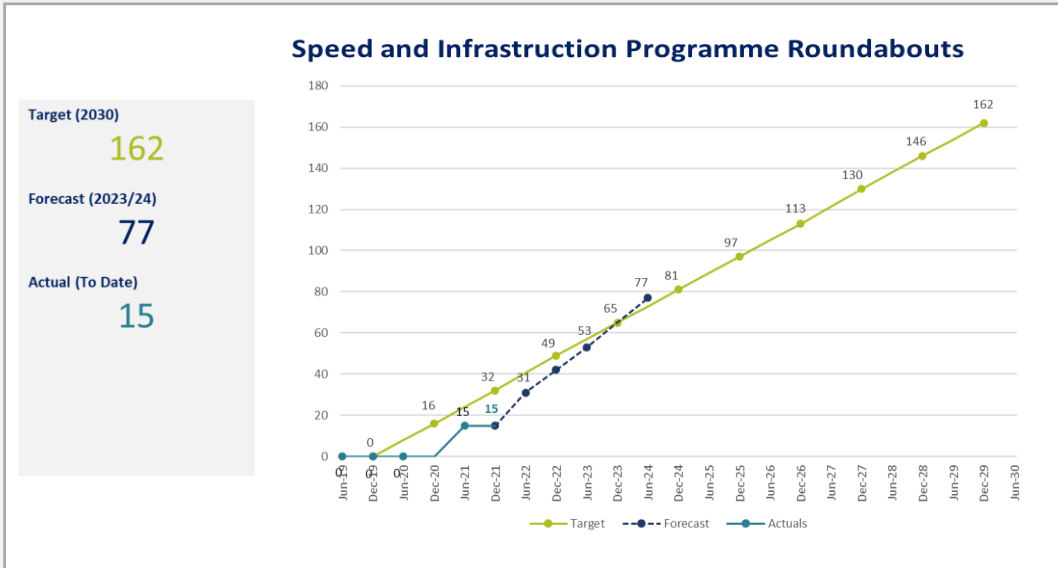


The target for mobile speed camera hours deployment was set at 80,000 hours for the fiscal year. This measure is unachievable with the current level of Traffic Camera Operators as previous levels were achieved with more full-time equivalent resourcing. Camera breakdowns and lack of spare parts for cameras no longer in production have also had a marked impact on the ability to deploy for the required hours. The activity is tracking just under the achievable activity level of 69,381 hours despite the equipment and staff challenges.

## Mobile camera replacement program

Police are currently replacing mobile cameras as a Change Initiative under the 2021 – 24 Road Safety Partnership Programme in preparation for the transition of safe speed cameras in early 2023. The first five cameras are due to be deployed in March 2022, with the remaining 40 cameras deployed by mid-2022.

# Focus Area 1 – Supporting Intervention indicator reporting



15 roundabouts have been installed to date out of the targeted 162 by 2030. This graph represents only roundabouts, not all Safe System interventions for intersections as reported in the Road to Zero Annual Report. The figures includes both state highways and local roads.

# Focus Area 2 – Programme Progress



## Vehicle safety

Significantly improve the safety performance of the vehicle fleet

- 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

### Highlights this Quarter

#### Raise Safety Standards

- Scoping a package of safety technologies that could be required on vehicles entering the fleet. Preparation to prepare initial advice on a proposed approach and high-level options for vehicle safety standards and other matters relating to vehicles. High level engagement with sector representatives

#### Increase understanding of Vehicle Safety

- Safety rating label printing at 90% of the mandatory Fuel Efficiency label printing rate, indicating, however physical display on vehicles not yet tested
- Consumer campaign to encouraging looking for safety rating labels launched
- Safety rating methodology completed for vehicles yet to enter New Zealand
- Rightcar website updates launched
- Annual Safety Rating data update published, consultation with industry underway about focus on road safety for all road users, not just vehicle occupants

#### Anti-Lock Braking Systems for Motorcycles

- Communications for final step of anti-lock braking system for motorcycles complete

### Next Quarter Activities

- Advise the Minister of Transport on a proposed scope, approach, and package of options to strengthen vehicle safety standards. Subject to ministerial directions and agreement, that advice will form the basis of further policy development and advice.
- Preparation of materials for planned public consultation on proposed new standards and a medium-term vehicle work programme will follow direction from the Minister of Transport
- Public relations campaign on safety rating labels for social, print and radio

### Insights, Risks & Opportunities

- While good momentum is building around development of policy levers and standards to improve the safety of vehicles coming into the fleet, there is a risk that we will not achieve levels of DSI savings equivalent to the permanent removal of 1 and 2-star vehicles from the fleet by 2030
- Vehicle technologies (such as Advanced Emergency Braking, Lane Keep Assist, Intelligent Speed Adaptation) that other jurisdictions are adopting could significantly help lift the quality of vehicles in the fleet
- Opportunity to take a fresh look at how we regulate vehicle standards in general, including environmental standards. Te Manatū Waka's early consultation with the sector indicates the timing of proposed changes is likely to be the most controversial aspect of any proposed package. Targeted engagement with industry will be important in progressing proposals to public consultation
- Opportunities also exist with entry certification and in service vehicle inspection regime to strengthen standards for vehicles on the road

# Focus Area 3 – Programme Progress



## Work-related road safety

Ensure that businesses and other organisations treat road safety as a critical health and safety issue

- 8. Strengthen commercial transport regulation
- 9. Support best practice for work-related road safety

### Highlights this Quarter

#### Commercial Transport Regulation

- Engaging with Ia Ara Aotearoa to develop Terms of Reference for a fatigue Code of Practice
- Te Manatū Waka through the discussion document “Driving Change: Reviewing the Road User Charges System” has taken the opportunity to consult on an action from the Road to Zero Strategy around the costs and benefits of combining electronic road user charges devices with electronic logbooks
- NZ Police operating in the prevention and enforcement space with commercial entities by identifying at risk behaviour that may result in a Health and Safety at Work Act investigation and then working with Waka Kotahi and WorkSafe New Zealand to identify the most appropriate followup action

#### Work-Related Road Safety Best Practice

- Fleet page in Rightcar website live
- Rightcar Fleet page and tool as well as the shift-worker driver fatigue tool promoted to the Electrical Engineers Association
- Gig economy research program underway

#### Review roles and powers of regulators

- Initial scoping work underway on proposal to designate Waka Kotahi as the health and safety regulatory for the land transport system

### Next Quarter Activities

- Engagement and public feedback on the 'Driving Change: Reviewing the Road User Charges System' discussion document - consultation period ending 28 March 2022
- Progress Work Related Road Safety Crash Analysis System integration of journey purpose data
- Promotion of the Work-Related Road Safety Best Practice tools ongoing with effort around onboarding companies
- Progress policy analysis on designating Waka Kotahi as a health and safety regulator for the land transport system, with an expectation findings will be presented to Minister(s) in first half of 2022
- Scoping is underway to progress work time requirements for commercial operators. Initial advice will be provided to the Minister of Transport by June 2022

### Insights, Risks & Opportunities

- Potential overlap of mandatory electronic logbooks and potential mandatory electronic road user charges, which may push out delivery timelines. This will depend on submissions and subsequent policy proposals. However, any measures around electronic logbooks would proceed separately from the rest of the package of changes to road user chargers, should they be approved
- The review of commercial work time requirements provides an opportunity to address the impacts of fatigue in the commercial transport sector
- Leverage Waka Kotahi to strengthen health and safety across the land transport system – this includes through the potential designation of the Agency as a health and safety regulator
- Opportunity to consider more joined up 'harm prevention' orientated approach with agencies, industry and unions – potential to look at similar model to WorkSafe around delivery of harm prevention programmes targeted at known sector risks, with delivery supported by industry. This is being considered for the next Road to Zero Action Plan



# Focus Area 4 – Programme Progress



## Road user choice

Encourage safer choices and safer behaviour on our roads

- 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

## Highlights this Quarter

### Road Safety Partnership

- Road Safety Partnership Programme (2021-24) published
- Te Manatū Waka finalised an independent review into road safety investment and delivery

### Drug Driving Testing

- The Land Transport (Drug Driving) Amendment Bill) awaiting Committee of the Whole House. Police planning for implementation is underway.

### Driver Licensing and Training

- A Vote Social Development/Vote Transport Budget bid submitted to implement decisions made by the Education, Employment and Training Ministerial Group for changes to the funding and access of driver licensing services

### Motorcycle Safety

- Te Manatū Waka progressing an initial Ministerial briefing on the Motorcycling Licensing Review
- Since Ride Forever inception, 43,988 courses have now been delivered to **28,016 unique riders**, approximately 21.5% of the active riding community (est. 130,000 riders)
- Motorcycle Riders who undertake Ride Forever Training are 50% less likely to make a claim with ACC when compared to non-trained riders.

### Road Safety Penalties

- Te Manatū Waka provided advice on options for strengthening road safety penalties and

s 9(2)(f)(iv)

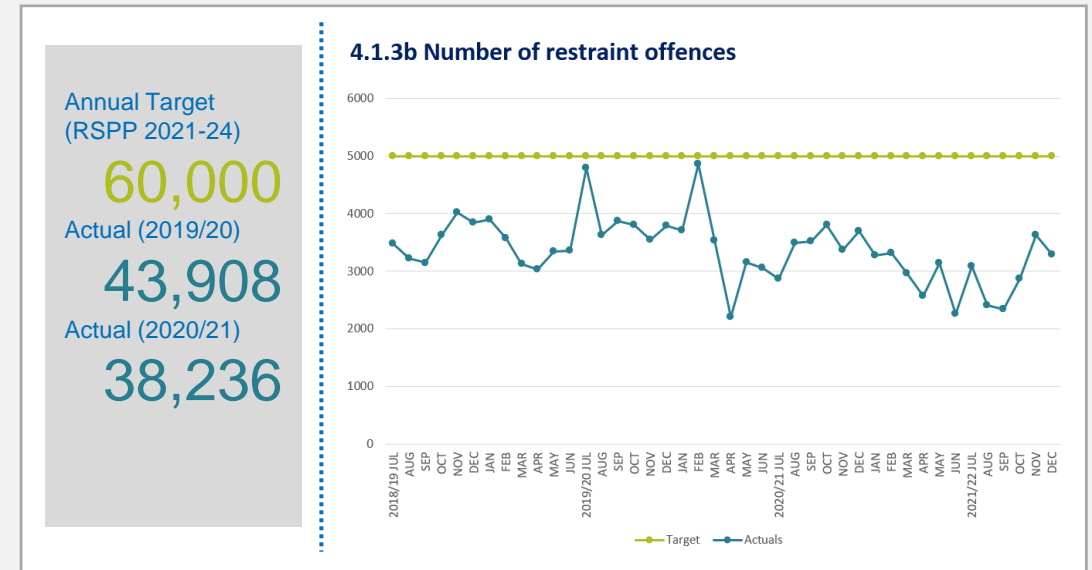
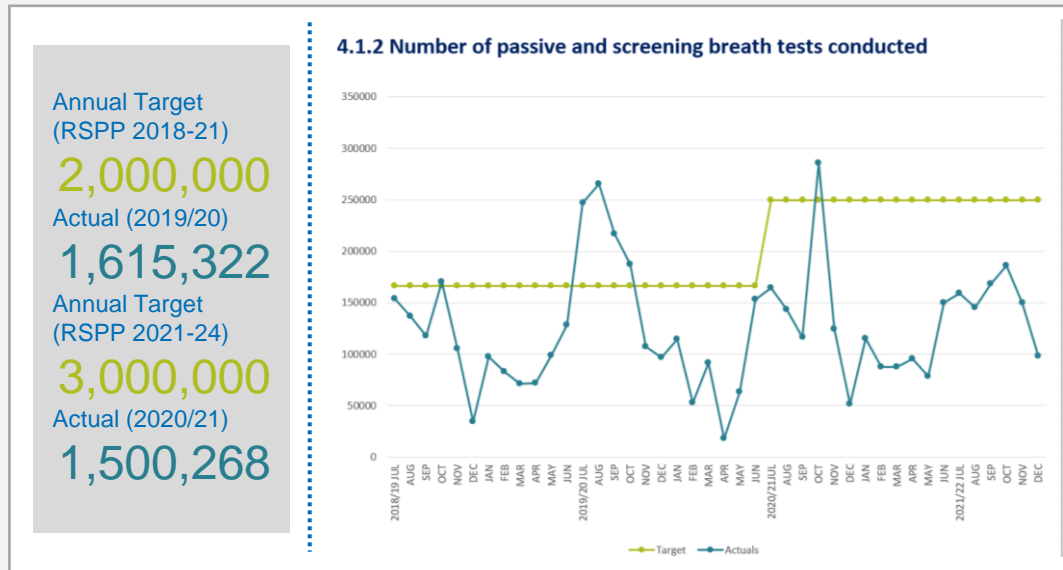
## Next Quarter Activities

- Development of Road Safety Partnership Programme Action Plan / Road Map for 2021/22
- Commencement of the Road to Zero Chief Executive's Group receiving regular updates on how progress is tracking against the recommendations outlined in the Road Safety Investment and Delivery Review (refer Appendix 2)
- Drug Driving Bill planned to pass in the first quarter 2022 (subject to House priorities). There will be 12 months implementation before the regime comes into force
- Te Manatū Waka will develop a public discussion document and Cabinet paper for the Road Safety Penalties Review, following further direction from the Minister of Transport on the initial proposals for the package

## Insights, Risks & Opportunities

- Improved performance by NZ Police is critical to support progress against this Road to Zero target
- Cross agency work underway across Te Manatū Waka, Ministry of Social Development, and Waka Kotahi to strengthen access to the driver licensing system
- If progressed, the proposals in the Road Safety Penalties Review would strengthen deterrence on high-risk behaviours that are contributing to deaths and serious injuries on the network
- s 9(2)(g)(i)
- The outcome of the independent review into Road Safety Investment and Delivery provides an opportunity to strengthen investment across key areas critical to achieving the Road to Zero targets
- Review of motorcycle licensing provides opportunity to improve safety outcomes for motorcyclists – the initial outcomes from ACC's Ride Forever programme could support embedding the programme into the licensing pathway

# Focus Area 4 Supporting Intervention indicator reporting



The annual target number of passive and screening breath tests under the Road Safety Partnership Programme 2021-24 is 3,000,000. Currently this data is not reliably available on a monthly basis as the devices need to be returned for downloading data and calibration. The above graph represents the data from the devices downloaded that month.

NZ Police are currently implementing a solution under RSPP 2021-24 that will enable the collection of almost real-time data on the number and location of Passive Breath Tests and Breath Screening Tests. This solution is due to be rolled out nationally and will enable NZ Police to better understand the delivery of impairment activities and will support improved risk-based deployment.

The annual target number of restraint offences under RSPP 2021-24 is 60,000. This represents a monthly target of 5,000.

Year to date for 2021/22, the expected NZ Police measure of 30,000 restraint offences is short by 12,401 offences.

The number of deaths and serious injuries for passengers and drivers where the injured person was recorded as not wearing a seatbelt for July to September 2021 was 71. This represents around 13% of all DSIs recorded during this period.

# Focus Area 4 Supporting Intervention indicator reporting

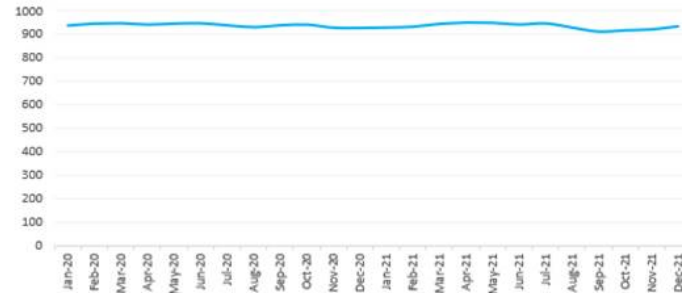
Annual Target  
(RSPP 2018-21)

1070

As at (31/12/21)

1060

## 4.1.1 Number of sworn staff dedicated to road policing



NZ Police aim to have 1,070 sworn staff dedicated to road policing at all times. The number of staff varies daily as staff rotate or exit through retirement etc. As at December 2021, dedicated road policing FTEs sat at 1060, with 934 in the Districts and 126 in the Commercial Vehicle Safety Team.

There are a variety of issues with filling the remaining positions with qualified staff. The primary contributor is the impact of COVID since March 2020, which has severely affected the recruitment pipeline as the training of several cohorts has been delayed with each lockdown.

## 4.1.4 Number of Offender Management Plans in place for high-risk drivers

During the 2020/21 fiscal year:

Proceedings for Illegal Street Racing;

Prosecution	1,055
Referral to Te Pae Oranga	6
Referral to Youth Aid	119
Infringements	59

Proceedings for Failing to Stop for Police;

Prosecution	2595
Referral to Te Pae Oranga	25
Referral to Youth Aid	179

The desired activity level for number of high-risk drivers identified and engaged by District is 1,700 for each year of the 2021-24 RSPP. We are tracking above this number as detailed above.

NZ Police target high risk drivers, including repeat drink drivers, through prevention and enforcement. Police work with a number of partners on various programmes including the Right Track Programme – Te Ara Tutuki Pai (TRT) and the Alcohol Impairment Education Programme (AIEP).

These schemes are designed for several agencies to collectively work with repeat driving offenders to assist them to change their behaviour and make better choices. NZ Police can be involved in referring into the Programmes but are often joint or sole facilitators of the courses.

While these Programmes have been stalled during the COVID lockdowns, previously NZ Police has been involved in around eleven Te Ara Tutuki courses annually in several police districts. Each course consists of 15-18 participants, each with a support person.

Similarly, NZ Police assist with facilitating around twenty Alcohol Impairment Education Programme courses across several police districts with each course comprising of 15 – 20 participants. NZ Police identify and engage with large numbers of high-risk drivers from the above categories on a regular basis.

# Focus Area 5 – Programme Progress

## System management

Develop a management system that reflects international best practice

- 15. Strengthen system leadership and coordination

### Highlights this Quarter

- New governance structure for Road to Zero has been established
- Road to Zero Chief Executives have met and confirmed Terms of Reference and priorities for the Road to Zero Chief Executive Governance Group
- Appointment of the Director, Road to Zero. The role will provide critical support to enable system integration and co-ordination over the implementation of Road to Zero
- Road to Zero portfolio dashboard prototype produced to provide a central view of Road to Zero performance metrics
- Development of the next Road to Zero Action Plan 2023-2025 commenced
- Project planning commenced to address opportunities to improve Māori road safety outcomes following the release of He Pūrongo Whakahaumarū Huarahi Mō Ngā Iwi Māori (Māori Road Safety Outcomes Report) in August
- Vision Zero Foundations course successfully piloted and 2022 roll-out planned
- Annual Public Attitudes and Perceptions Survey undertaken, providing an opportunity to see if there has been any shift in Vision Zero Awareness (previously 11%) and a belief that zero deaths and serious injuries will be achieved by 2030 (only 24%)

### Next Quarter Activities

- Launch of the Road to Zero Public Awareness Campaign (13 February 2022)
- Draft Second Road to Zero Action Plan will continue to be developed, aiming to be presented to Cabinet June 2022.
- External launch of Regional Road Safety Dashboard March 2022
- Pilot of Safe System Crash Investigations progressing, including trial run of the system on the Timaru fatality in August
- Vision Zero 2050 network modelling progressing to inform longer term system outcomes
- Second annual Road to Zero Monitoring Report being drafted. Aim is to publish by June 2022, with a draft available to the Minister of Transport by the end of March 2022
- Work progressing to strengthen governance reporting and insights over the delivery of the Road to Zero strategy and action plan.
- Publishing of the Public Attitudes and Perceptions survey findings

### Insights, Risks & Opportunities

- New cross-agency governance groups and the Ministerial Oversight Group will help drive strengthened engagement, alignment and accountability across partnership agencies and government portfolios
- Greater visibility of risks and performance will support targeted treatment across the system to ensure Road to Zero meets its 2030 target
- The Research and Evidence team at the National Road Policing Centre continue to look at international best practice and evidence in support of effective road safety interventions
- Development of the next Road to Zero action plan 2023 - 25 provides an opportunity for Ministers to shape priorities and focus



# Appendices

- 1. Detailed forecasted DSI reduction trajectory assumptions**
- 2. Review of Road Safety Investment and Delivery report progress**

*Note: Lead Agencies to define a plan for these actions to provide the ability track progress against agreed timeframes*

# 1. Detailed forecasted deaths and serious injury reduction trajectory assumptions

The 40% reduction target was derived from modelling the best combination of interventions at the right scale required to deliver a reduction in deaths and serious injuries over the ten years to 2030. A small number of key interventions deliver the reduction.

1

Baseline intervention logic trajectory (best-estimate)			% of targeted annual DSI reductions realised from each programme										DSIs saved		
Programme	Intervention	Total Annual Reduction Target	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr	
RSP	1. Speed & DUI enforcement	314	15%	50%	100%	100%	100%	100%	100%	100%	100%	100%	314	2713	
Tackling Unsafe Speeds	2. Safety cameras including red light cameras	109	0%	0%	0%	10%	25%	40%	55%	70%	85%	100%	109	421	
Speed & Infrastructure	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	442	2430	
Vehicles	4. 1&2 Star vehicles	196	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	196	1076	
	5. Motorcycle ABS	144	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222	
Road Users	6. Alcolocks	66	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362	
Totals		1270											Total DSI Savings	1270	8224
													Deaths	159	1028
													Serious Injuries	1111	7196

2

November 2021 Forecast			% of targeted annual DSI reductions realised from each programme										DSIs saved		
Programme	Intervention	Total Annual Reduction Target	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr	
RSP	1. Speed & DUI enforcement	314	10%	30%	50%	75%	90%	90%	90%	90%	90%	90%	282	2211	
Tackling Unsafe Speeds	2. Safety cameras including red light cameras	109	0%	0%	0%	4%	11%	21%	35%	49%	64%	78%	85	286	
Speed & Infrastructure	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	7%	17%	30%	36%	47%	66%	74%	79%	84%	90%	396	2335	
Vehicles	4. 1&2 Star vehicles	196	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	98	538	
	5. Motorcycle ABS	144	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222	
Road Users	6. Alcolocks	66	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362	
Totals	DSI Savings	1270											Total DSI Savings	1071	6955
	Deaths												Deaths	134	869
	Serious Injuries												Serious Injuries	937	6085

1

This table shows the baseline logic by key intervention and annual delivery rate to achieve a total combined reduction of 40% against 2018 levels by 2030

2

As of November 2021, this table shows a best estimate of the projected trajectory based either on forecasted intervention delivery (for example Speed and Infrastructure) or, in some cases, hypothetical maximums (for example Road Safety Partnership Programme and Safety Cameras). This results in a forecast total reduction in deaths and serious injuries of 33% by 2030.

## 2. Review of Road Safety Investment and Delivery Report progress against recommendations

### Te Manatū Waka Ministry of Transport

- ✓ Strengthen the governance for the delivery of Road to Zero. This includes embedding the refreshed Road to Zero Chief Executives' Group and establishing the RtZ Ministerial Oversight Group
- ✓ Appoint the Road to Zero Director (cross agency and system role)
- Monitoring of Waka Kotahi's progress in responding to the Review
- Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators

### Waka Kotahi

- Embed governance, reporting and oversight mechanisms established to enable the delivery of Waka Kotahi's road safety investment and infrastructure programme (Speed and Infrastructure Programme).
- Strengthen Road Safety Partnership Programme. This includes governance, roles and responsibilities.
- ✓ Establish a Road to Zero monitoring and reporting framework
- Work with NZ Police to define regional activity measures to enable more active monitoring of delivery performance against system outcomes.
- Work with NZ Police to establish district level road safety plans that more effectively align regional delivery of road safety activities.
- Review measures of police activity within the Road Safety Partnership Programme
- Support the implementation of Speed and Infrastructure Design Framework
- Undertake work to strengthen the prioritisation and decision-making frameworks for National Land Transport Programme
- Strengthen focus on road safety infrastructure treatments on local roads, working in partnership with councils

### New Zealand Police

- ✓ Delivery of the Safe Road Control Strategy (launched at the beginning of December 2021)
  - overarching framework for how police contribute to road safety outcomes
- Progress the development and implementation of NZ Police's Safe Roads Operating Model
- Review the funding appropriation model via Activity Based Costing review - delivery expected June 2022 for the first phase of the review
- ✓ Release of pilot Road Policing Dashboard (Dec 2021) The pilot will be evaluated and if successful the intention is to implement the dashboard nationally.
  - enhancing deployment of road policing resource