

Road to Zero Ministerial Oversight Group

Quarterly Progress Report

Jan - Mar 2022

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The Road to Zero Portfolio is at Red

Portfolio summary



Despite a high level of activity and investment of time and effort by all road safety partners, we remain behind on all of the key DSI-contributing work programmes. Road policing is below the target levels, the infrastructure programme is behind schedule and the policy programme is also behind schedule.

Insights

- Awareness of Road to Zero has increased significantly since December 2021, however we have seen little change in support, understanding and concern (see slide 3)
- While support exists for some of the changes being implemented, the external climate is resulting in strong and visible resistance to other interventions, such as speed reductions (see slide 4)
- Critical to the long term success of Road to Zero, is support and buy-in from stakeholders, which will require us to take necessary steps to strengthen the partnership approach
- This may require us to pragmatically navigate certain programmes (such as some speed reviews), while we continue building support and social licence for longer term changes
- Achieving appropriate pace of change is challenging, if we go too slow we will see unnecessary deaths and serious injuries (DSIs), if we go too fast we will lose social licence and long term support for Road to Zero

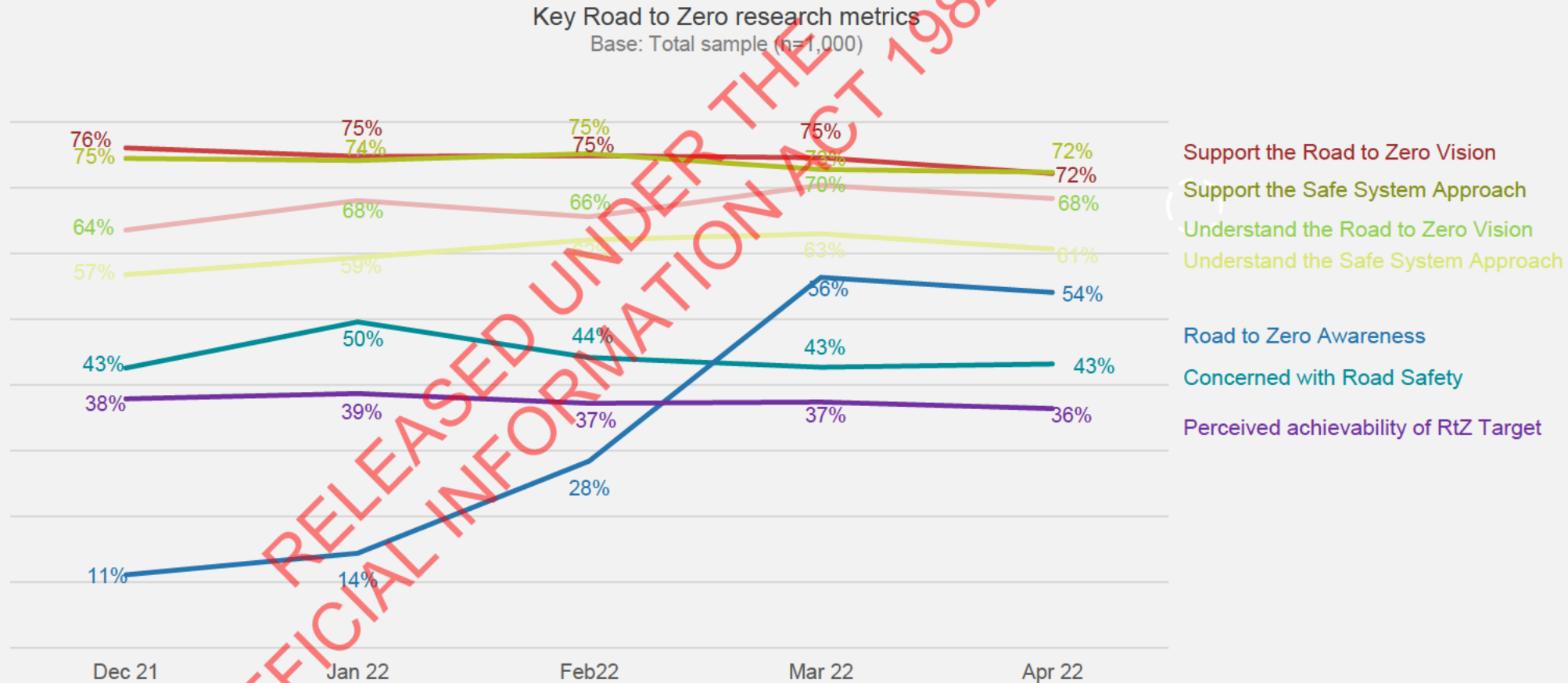
Action Plan Priority Status

1. 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
2. Vehicle safety	+	Raise safety standards for vehicles entering the fleet
		Increase understanding of vehicle safety
		Implementing mandatory ABS for motorcycles
3. Work-related road safety		Strengthen commercial transport regulation
		Support best practice for work-related road safety
4. Road user choice	+	Prioritise road policing
		Enhance drug driver testing
		Increase access to driver licensing and training
		Support motorcycle safety
		Review road safety penalties

⚡ High DSI contributor

Public awareness and support insights

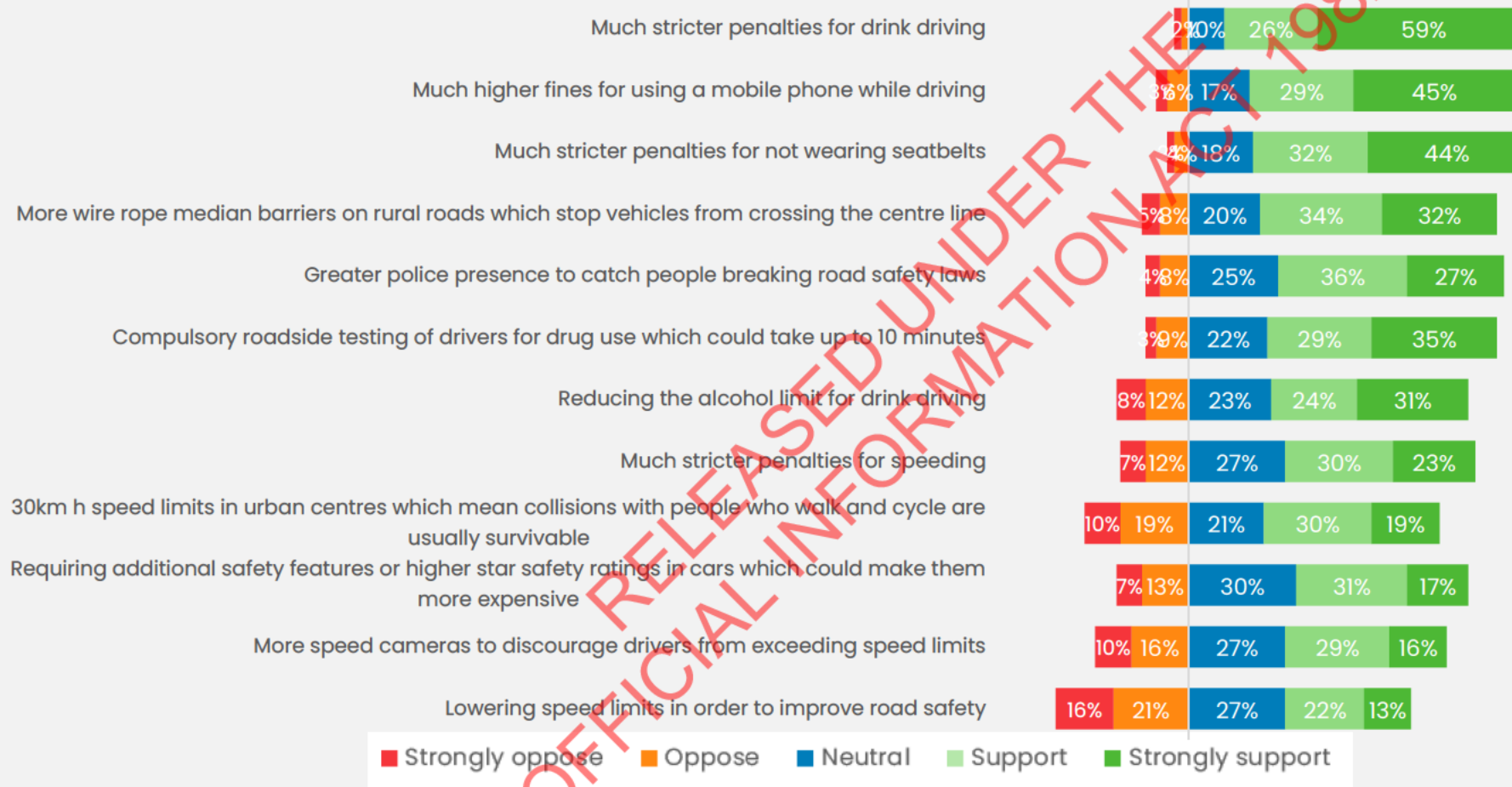
Awareness of Road to Zero has increased significantly since Dec 2021, however we have seen little change in support, understanding and concern.



Public awareness and support insights

Level of support for specific initiatives

Base: Total sample (Apr 2022 n=1,000)



How much do you support or oppose each of the following initiatives to help reduce the number of road deaths and serious injuries?

In line with current attitudes, the initiatives with lowest support are lowering speed limits, requiring additional safety features, and speed cameras. Work is needed to gain support here.

Focus areas for Ministers

Initiative	Work underway	What Ministers can do in the next 6-12 months	Key Risks
Road Safety Penalties Review and enforcement	Te Manatū Waka is preparing a Cabinet paper for the Minister of Transport on the Road Safety Penalties Review. This work links in directly with enforcement as appropriate fines and penalties coupled with the target enforcement levels are expected to lead to significant DSI reductions.	Progress the Road Safety Penalties Review through Cabinet to enable public consultation on the discussion document to commence.	Appropriate fines and penalties are a key component of the safe system, this review aims to reduce DSIs by improving the behaviour change incentive from the road safety penalties system. s 9(2)(g)(i)
Speed and Infrastructure	Waka Kotahi are supporting Road Controlling Authorities through the Speed Management Planning Process. Waka Kotahi has delivered	Support Waka Kotahi through acknowledging the current challenging environment within which it is operating.	Waka Kotahi is receiving significant push back on certain proposed speed limit changes. This coupled with the continued under delivery of infrastructure improvements will continue to put strain on public buy-in for Road to Zero from an infrastructure perspective.
Social Licence	Ensuring a joined-up road safety partnership voice is given to build social licence and ensure all agencies are reinforcing positive steps being taken.	Recognise the challenging external climate and support the progression of activities applying pragmatism, while providing ministerial leadership and support for change.	A key driver behind delivering Road to Zero is behaviour change, without public buy-in for Road to Zero we are unlikely to see the behavioural changes required to deliver the 40 percent reduction in DSIs by 2030.

Portfolio Report

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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 RED 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:

- Policing activity on our roads continue to be trending under 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.

Despite this, there is strong commitment across partners to achieve the 2030 target.

Strong cross-agency national governance is now established, including the establishment of the Deputy Chief Executive Governance Group to compliment and strengthen existing government arrangements, with the aim of driving a fully aligned partnership approach across the partner organisations.

From the period January to March 2022 there were 93 road deaths from 89 crashes. 74% of deaths occurred on roads with a speed limit higher than the safe and appropriate speed.

Police have experienced high resource demand across all policing activity during the last quarter, stemming from the protest at Parliament and responses to Covid-19. The Police executive has made clear their intent to lift their road policing performance, including highlighting Safe Roads and Road Policing activity as a key priority.

Waka Kotahi are finalising a plan to address the median barrier shortfalls, including opportunities to accelerate.

Te Manatū Waka have strong traction across a broad suite of road safety policy reform, including driver licencing, speed management, vehicle safety, road safety penalties, drug driving and motorcycle safety

The Public Awareness Campaign launched in February. This included a Ministerial launch and also featured on 7Sharp which had ~500,000 viewers.

Insights

Initial sentiment shows the public awareness campaign has done what it was intended to do – spark a conversation about road safety in New Zealand.

Specifically, we have seen:

- Record level of engagement across social channels including comment volume.
- Overall engagement sentiment is negative
- The need to build understanding of Vision Zero, Road to Zero and the Safe System approach is clear
- Predominant themes are criticism of the vision, and those we see across all our posts i.e.: road maintenance, speed reviews and driver education

Key risks and opportunities

- There were and continue to be ongoing impacts to resources for policing our roads stemming from the protest activity at Parliament and Covid-19.
- 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

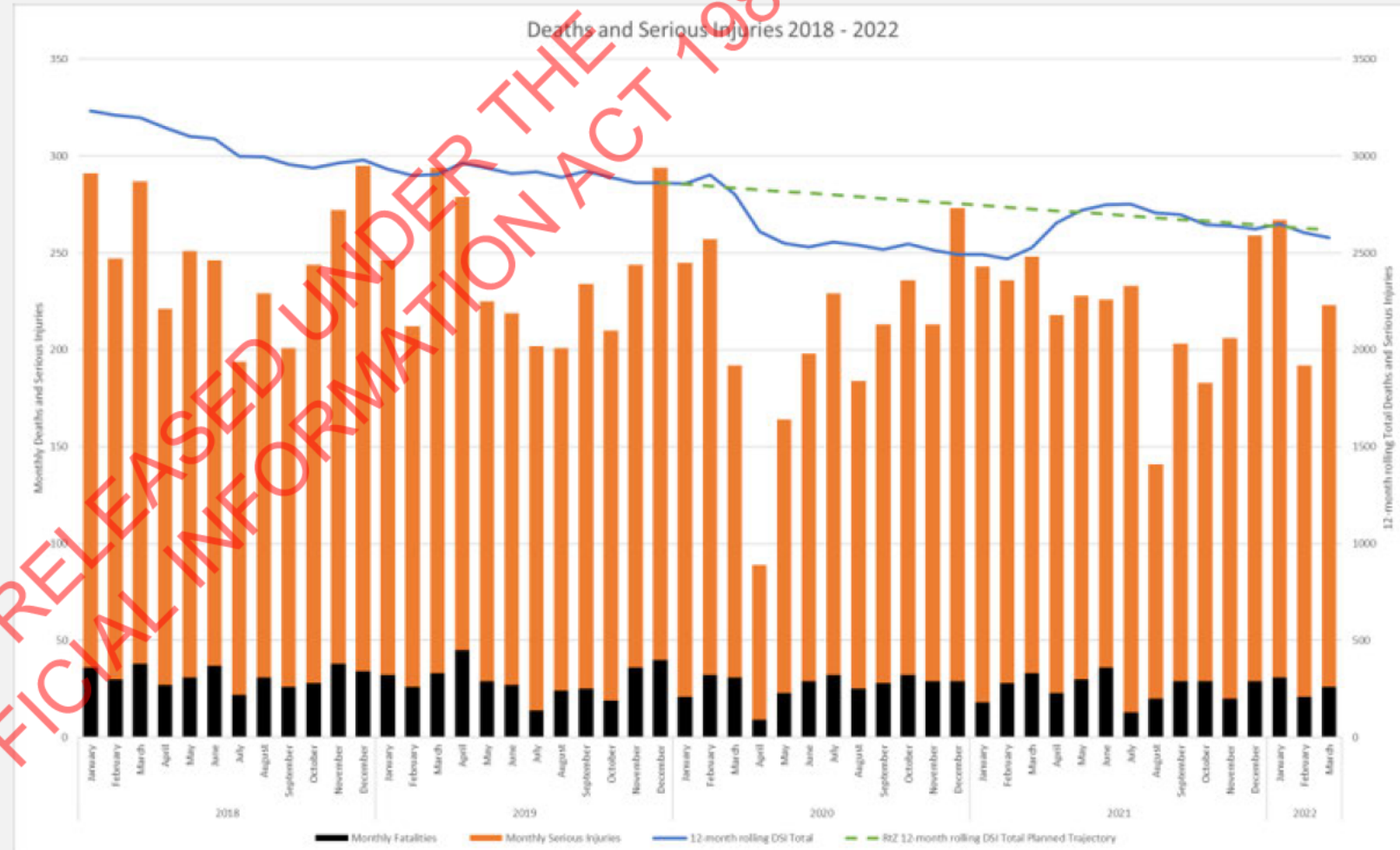
• s 9(2)(g)(i)

- A longer term view of vehicle safety and the path to achieving safer outcomes is required

Deaths and Serious Injury Outcome Reporting

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

- The rolling 12-months DSI total up to end March 2022 is **2,579**, compared to a current target of **2,619**
- The rolling 12-month deaths and serious injuries saw a sharp reduction back in April 2020 and again in August 2021 due to Covid, with significantly less vehicle travel when the country went into lockdown levels 3 and 4
- 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 end of Mar 2022, 223 fatalities were recorded in CAS, 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 activity policing our roads is needed. This should focus on high risk areas of restraints, impairment, distraction and speed, particularly increased speed and alcohol enforcement. e.g. roughly doubling the number of passive and screening breath tests from 2018/19 levels would be required	Not yet at necessary rate. Continued resource demand, including Parliament and responses to Covid-19, has meant NZ Police has continued to be unable to meet road safety targets. COVID has also made it harder to breath test due to safety requirements. However we have seen modest increases in mobile camera hours, restraints and mobile phone use since February (which was impacted by protests).	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 ^{s 9(2)} new safety cameras ^{s 9(2)(f)(iv)}	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
^{s 18(d)}		Orange
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

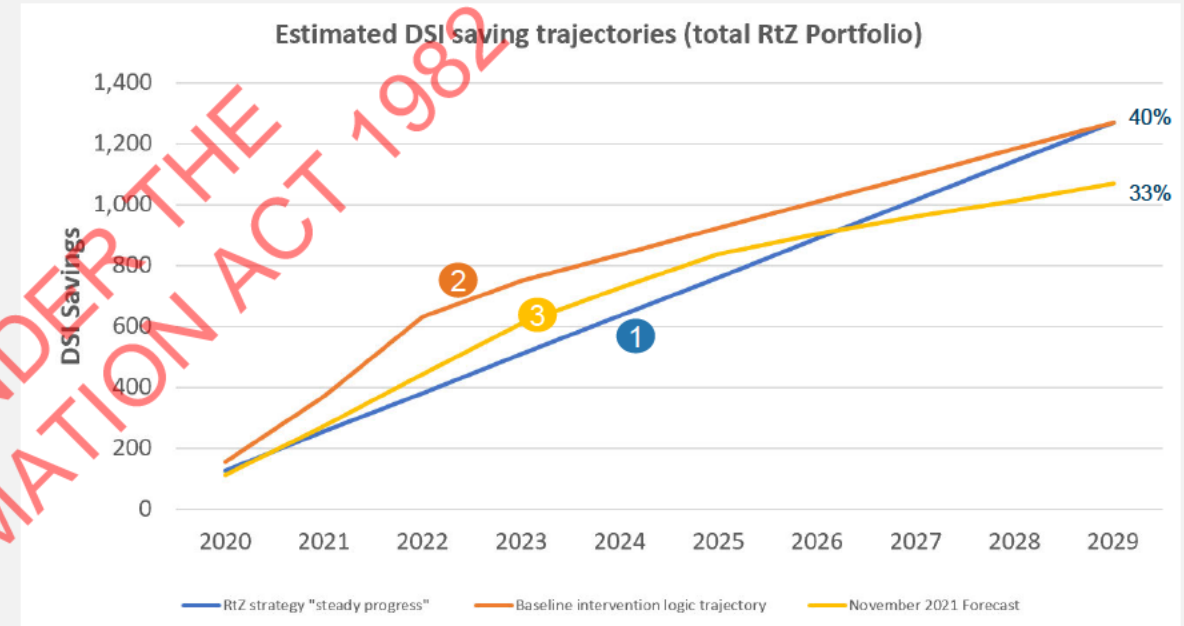
The 40% reduction target was derived from modelling the best combination of interventions at the right scale required to deliver a reduction in deaths and serious injuries over the ten years to 2030. A small number of key interventions deliver the reduction

We do not have an update on the 2021 forecast shown here. For future reporting we anticipate providing updated forecast DSI saving for the programme in each quarterly report.

The 2021 forecast shown 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, with strong Speed Management forecasted delivery, but underdelivery on Infrastructure treatments. 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
- **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

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

Infrastructure improvements and speed management

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

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

Highlights this Quarter

Speed & Infrastructure

- Waka Kotahi re-establishment of Executive escalation for significant speed reviews
- Regional Delivery Plans released to stakeholders
- National Speed reviews and progress with non contentious speed limit changes

Safety Camera System

- Safety Camera System Indicative Business Case has been reviewed by IQANZ and the Treasury Gateway team
- Procurement progressing into due diligence of Tolling back-office platform and contract negotiations with Redflex for cameras
- Australia New Zealand Road Safety Camera Reference Group forum made up of representatives from the nine jurisdictions to share insights
- Consultation and engagement with Waka Kotahi and NZ Police personnel on high level organisation design for safety camera functions

Speed Management

- Speed Rule approved by Cabinet
- Aotearoa Speed Management Guide development incorporating stakeholder engagement feedback

Infrastructure Standards & Guidelines

- Road Safety Audit Procedures Guideline has been submitted for Industry review
- Launch of Vision Zero (101 Safe System) module to internal and external audiences

Accessible Streets

- Accessible Streets Regulatory Package and draft Cabinet paper sent for departmental consultation

Next Quarter Activities

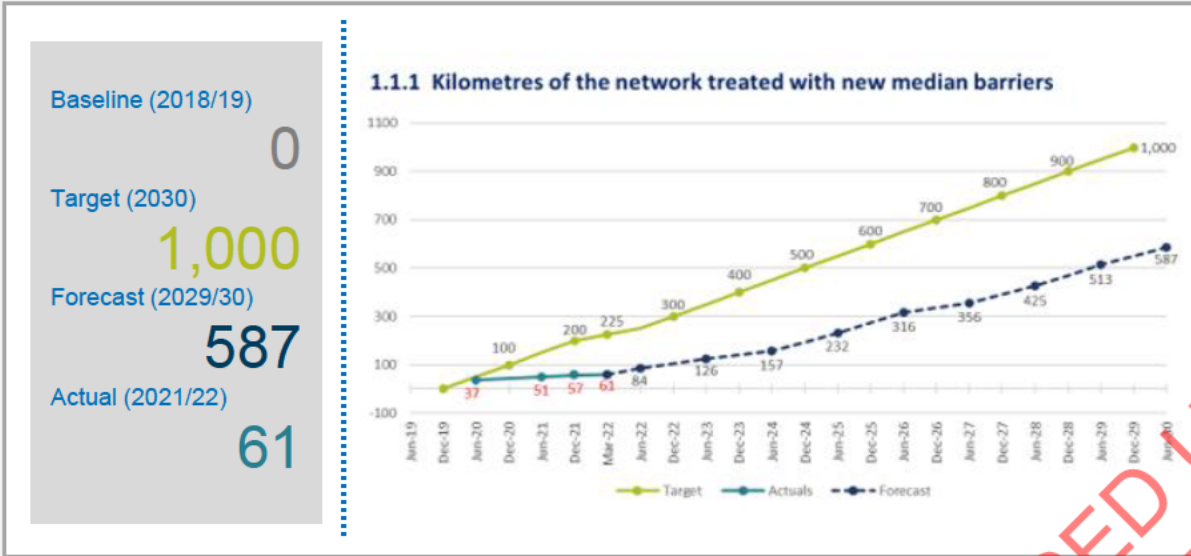
- Development of a risk based approach to speed Speed Limit changes across the network
- Support Road Controlling Authorities through the Speed Management Planning Process
- Agree next round of 25 high risk motorcycle routes to be addressed during next three years, preferred interventions and related delivery costs
- Finalise the draft Aotearoa Speed Management guide and information to support the new Speed Limits Rule
- The Speed Rule came into force on 19 May 2022
- s 9(2)(f)(iv)
- Produce a decision document on the high level organisation design for safety camera functions
- Safety Camera Indicative business case approval
- Development of a Speed Management Plan proof of concept in Canterbury
- Standards and Guidelines publication of the Road Barrier Specifications and Safer Journeys for Schools
- Fully replacing the current mobile camera fleet with the lease of 45 new mobile cameras
- Release a summary of submissions report from consultations on the new Land Transport Rule: Setting of Speed Limits 2022
- Standards and Guidelines 'Road Safety Barrier Specifications' guideline published

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

s 9(2)(f)(iv)

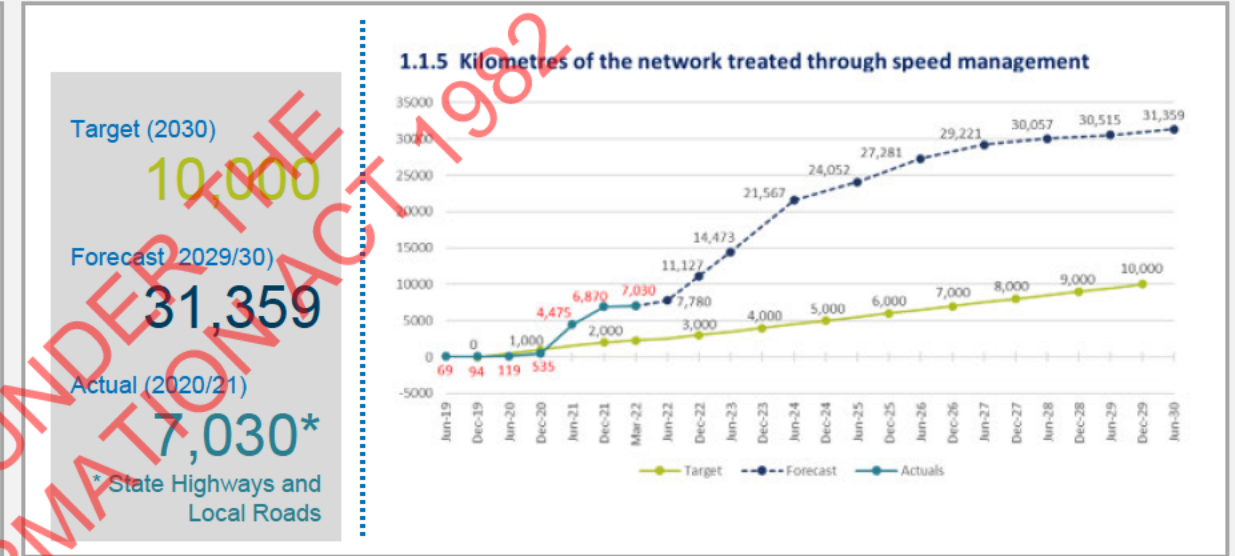
Focus Area 1 - Supporting Intervention indicator reporting



The actual length of road network treated with new median barriers to date is 61kms including installations that were undertaken under the 2018-21 Safe Network Programme.

Currently there is 86km of median barrier in construction across a number of highway projects. This will lift in the short term with a few projects moving through procurement into construction.

A plan is being finalised to address the median barrier shortfall and lift delivery rate of median barrier installation, it is likely to have some short term impacts on the forecast becoming visible by Q4.

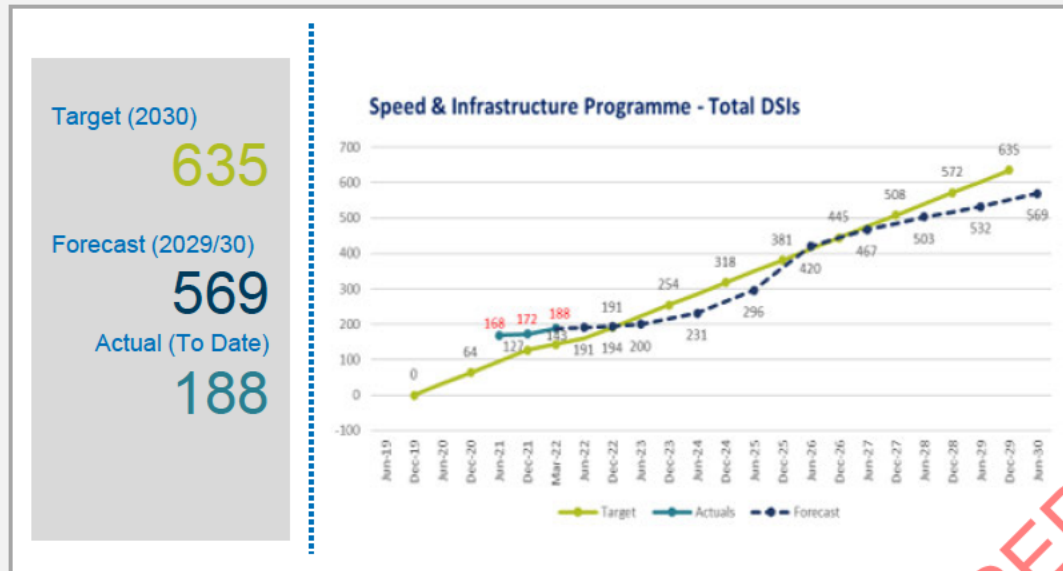


The actual length of road network treated on state highways and local roads to date is 7030km.

Delivery of speed limit changes on the highway network will be impacted with the current consideration of a phased approach. Councils, Auckland Transport in particular, continue to deliver speed limit changes at pace.

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Focus Area 1 – Supporting Intervention indicator reporting



Target (2030)
635

Forecast (2029/30)
569

Actual (To Date)
188

Annual Target (RSP 2021-24)
80,000

Annual Forecast (NZ Police)
69,381

Actual (2020/21)
61,200

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. Additional Operators are being engaged on a fixed-term basis.

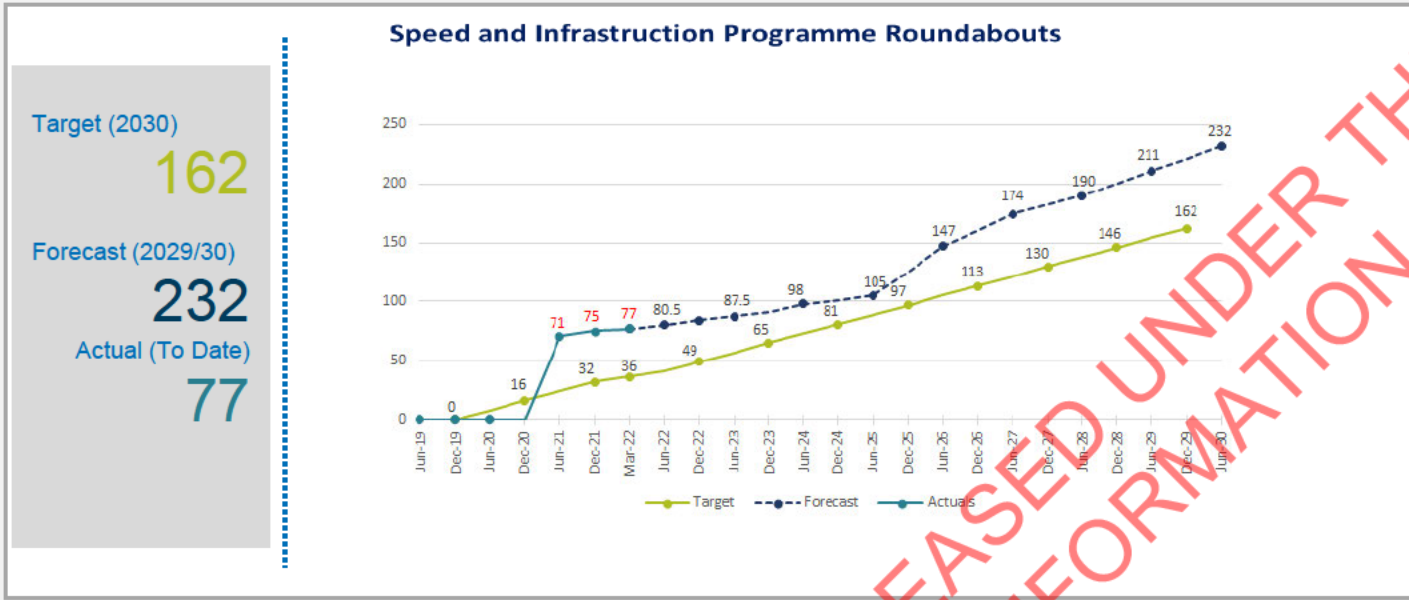
Camera breakdowns and lack of spare parts for cameras no longer in production have also had a marked impact on the ability to deploy for the required hours. The activity is tracking just under the achievable activity level of 69,381 hours despite the equipment and staff challenges.

Mobile camera replacement programme

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 new NK7 mobile cameras are arriving and will be deployed once calibrated. Of these, three have been deployed but still require operational fine-tuning. The remainder continue to arrive in the country and will be deployed by September 2022.

Focus Area 1 – Supporting Intervention indicator reporting



77 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.

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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

- Vehicle Safety Feature report nearing completion including all modelling required and recommendations of safety features to be mandated. Report currently undergoing peer review

Increase understanding of Vehicle Safety

- Microbadges (small labels) released for website use by dealers/importers
- Safety rating methodology completed for vehicles yet to enter NZ
- Public relations campaign on safety rating labels for social, print and radio
- Education of NZ's largest used vehicle importer on safety rating methodology, and discussions of further integration into their purchasing system
- Completion of work with TradeMe to display Overall Safety and Driver Safety as well as clearer descriptions of the rating systems.

Anti-Lock Braking Systems for Motorcycles

- Implementation of the new rule to mandate anti-lock braking systems (ABS) for motorcycles has been completed

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

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

- Engagement and public feedback on the 'Driving Change: Reviewing the Road User Charges System' discussion document - consultation period ending 28 March 2022
- Te Manatu Waka released the discussion document "Driving Change: Reviewing the Road User Charges System", including consulting on an action from the Road to Zero Strategy around the costs and benefits of combining electronic road user charges devices with electronic logbooks
- Te Manatu Waka commenced work on work time requirements and the role of fatigue-monitoring technology review
- 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

- Working with Clean Car Discount team on industry knowledge building
- Gig economy and road safety research program has commenced

Review roles and powers of regulators

- Te Manatū Waka has re-engaged with MBIE to scope the policy process for assessing the designation of Waka Kotahi as a Health and Safety at Work Act regulator.

Next Quarter Activities

- Complete 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
- Hold workshops involving MBIE, Waka Kotahi, WorkSafe and NZ Police to develop a shared understanding of the problem, determine objectives and criteria, and develop options to improve system outcomes and efficiencies for both the health and safety at work and transport safety systems
- Provide initial advice on work time requirements and the role of fatigue-monitoring technology review to the Minister of Transport

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

- Quarterly Minister's Report submitted
- Road Safety Partnership Programme Action Plan/Road Map 2021/22 developed
- Independent review into road safety investment and delivery report released

Drug Driving Testing

- Land Transport (Drug Driving) Amendment Act 2022 passed into law 11 Mar 2022 effective 12 months from enactment

Driver Licensing and Training

- Driver Licensing system improvements - consolidating/aligning needs of social and road safety agencies
- Young Driver (drive.govt) continues to generate compelling evidence that training materially reduces risk of accident and harm post license issue
- Northland trial in progress as an alternative approach to driver licensing to improve access and equity

Motorcycle Safety

- Progress on initial Ministerial briefing on the Motorcycling Licensing Review
- Since Ride Forever inception, 43,988 courses delivered to 28,016 unique riders, ~21.5% active riding community (est. 130,000 riders)
- Motorcycle Riders undertaking Ride Forever Training 50% less likely to make an ACC claim compared to non-trained riders.

Road Safety Penalties

- Road Safety Penalties review draft discussion document sent for consultation with Government Partners

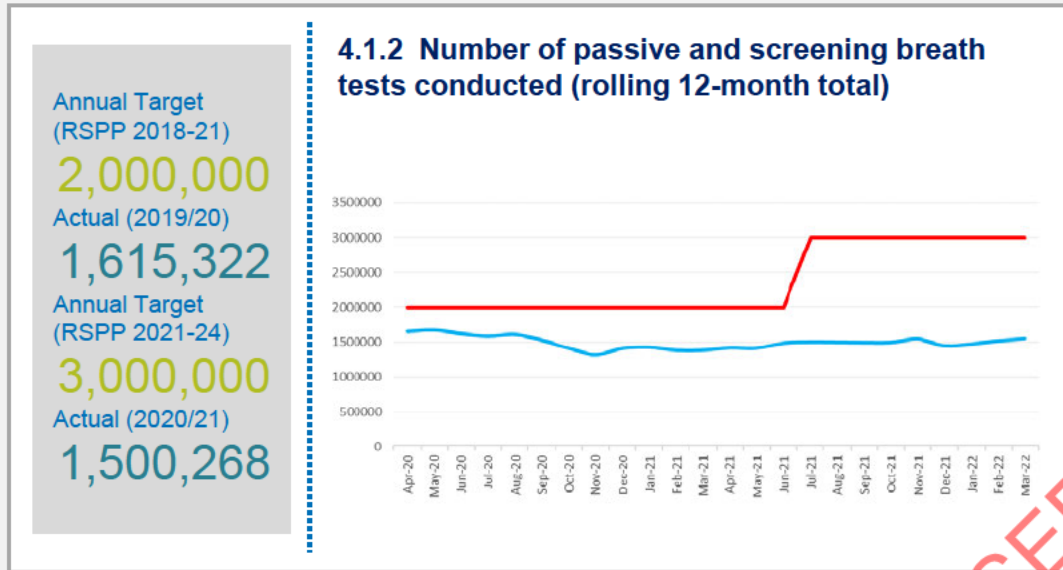
Next Quarter Activities

- Progress development of the Road Safety Penalties Discussion Document following feedback from Government Partners, and drafting of a Cabinet paper to be considered by Cabinet next quarter.
- Progress development of Driver Licensing System Improvements Ministerial Briefing Note
- Progress development of a motorcycle PPE standard specific to NZ.
- Evaluation of the Road Policing Deployment dashboard will provide opportunities for enhancements to police road safety deployment.
- Procurement and testing of a roadside Oral Fluid Testing device. The selection of the most appropriate device will have a significant impact on police's subsequent implementation. Interagency engagement undertaken (monthly forum) to ensure Government Partners are aware of the impacts, implications and effects on their business and the community. Planning underway to engage with NGOs and special interest groups as appropriate to deliver best outcomes in addition to enhanced road safety.

Insights, Risks & Opportunities

- Improved performance by NZ Police is critical to support progress against this road user choice focus area. Opportunities to improve performance have been introduced by the Safe Roads Control Action Group and District Commanders Action Plan.
- 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
- 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. The Young Driver (drive.govt) programme presents a similar opportunity and could be deployed in digital and non-digital solutions that improve license access and safety outcomes simultaneously
- Leverage Waka Kotahi motorcycle TV Commercials to encourage completion of ACC's RideForever training
- Optimise Govt investment by leveraging Young Driver Programme and redirecting investment from training design to addressing license access constraints (vehicle and trainer access) in impoverished communities

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 a desired activity level of 3,000,000 tests. 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 returned for calibration before end of March on a rolling 12-month basis.

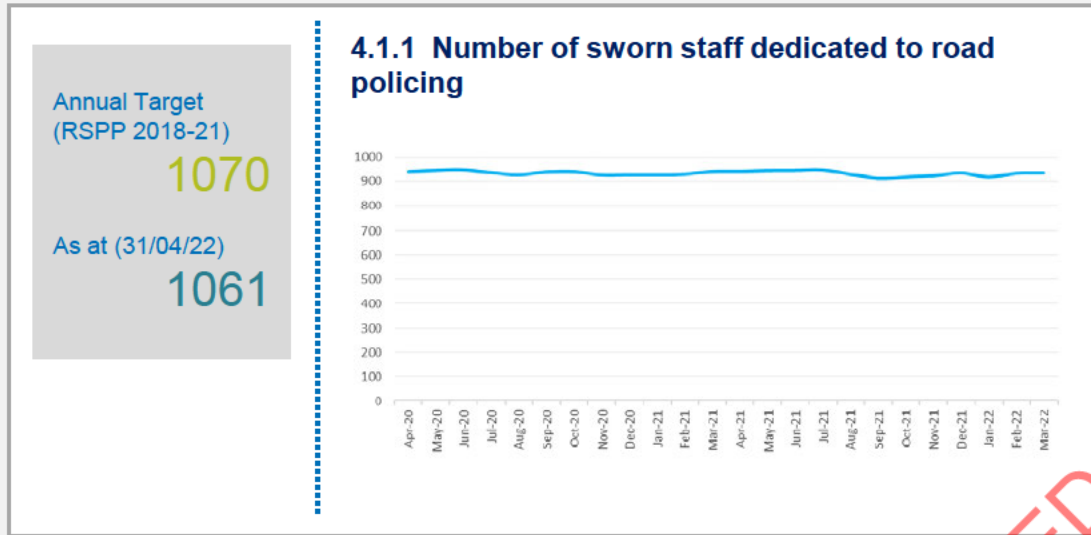
NZ Police are currently implementing a solution under RSPP 2021-24 that will enable the collection of almost real-time data on the number and location of Passive Breath Tests and Breath Screening Tests. This solution is due to be rolled out nationally and will enable NZ Police to better understand the 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 45,000 restraint offences is short by 18,267 offences.

The number of deaths and serious injuries for passengers and drivers where the injured person was recorded as not wearing a seatbelt from the period Jan to Mar 2022 was 18, representing 26% of all DSIs recorded during this period.

Focus Area 4 Supporting Intervention indicator reporting



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 March 2022, dedicated road policing FTEs sat at 1061, with 935 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

October – December 2021/22

Proceedings for Illegal Street Racing		Proceedings for Failing to Stop for Police	
Prosecution	320	Prosecution	686
Referral to Te Pae Oranga	6	Referral to Te Pae Oranga	9
Referral to Youth Aid	39	Referral to Youth Aid	59
Infringements	10		

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 RSP. The latest available data is for the quarter ending December 2021 where the total number of drivers is 1,129.

NZ Police target high risk drivers, including repeat drink drivers, through prevention and enforcement activity. 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.

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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

- First draft of the Road to Zero Action Plan 2023-2025 has been developed.
- Strengthened governance reporting and insights over the delivery of the Road to Zero strategy and action plan.
- Vision Zero learning webpage published
- Launch of the Road to Zero Public Awareness Campaign.
- Launch of Safe Limits speed campaign with a focus on why speed limits are being reviewed
- Social Licence Monitor Report providing insights into public attitudes to road safety findings show that road safety continues to be important but is not top of mind
- Public Attitudes and Perceptions survey findings published
- Establishment of the Road to Zero Deputy Chief Executive (DCE) Governance Group

Next Quarter Activities

- Draft Second Road to Zero Action Plan to be considered by CE Governance Group in May 2022 and Ministerial Oversight Group in June 2022.
- External launch of Regional Road Safety Dashboard
- Vision Zero 2050 network modelling development to inform longer term system outcomes
- Publish the second annual Road to Zero Monitoring Report

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
- Increasing willingness for cross agency collaboration that drives NZ Inc outcomes presents the opportunity to lift cross agency collaboration from a specific Road to Zero programme focus to a NZ Inc Public Service Delivery and wellbeing focus and avoid ignoring market intelligence and fragmented investment in doing so i.e we need to collectively address wellbeing and equitable delivery of public services so let's work together to do so in a highlight coordinated and strategic manner that supports rather than undermines our respective needs and objectives.

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

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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 ad 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 Deployment 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

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.