

# Executive Summary

## Portfolio Summary – as at the end of the December quarter



The overall Road To Zero Portfolio remains at an AMBER / RED rating as there are risks and issues in a number of key areas that have been articulated throughout the report. There has been improvement since the last quarter on some initiatives, however we remain behind on key DSI-contributing work programmes. The focus moving forward needs to be on what additional initiatives or additional work on current initiatives can be instituted such that the portfolio returns to being on track to achieving a 40% DSI reduction by 2030.

## Current Insights

- The provisional number of road deaths at the end of 2022 currently stands at 380 which is higher than the 2018 baseline number of 378. (source Te Manatū Waka website).
- The Road to Zero forecast trajectory has been re-evaluated to include all the latest available information on each of the key Road to Zero programmes. If we maintain our current scale and pace of implementation across the portfolio, it has been forecast that we will achieve a DSI reduction of between 30% and 35%. This in contrast the Road to Zero target of 40% reduction in DSI by 2030 and the UN sustainable development goal of a 50% reduction in DSI by 2030.
- In 2022 the road death rate per 100,000 population in New Zealand (7.4) is more than twice that of the better performing states in Australia (Victoria 3.6 and NSW 3.5) and more than three times the better performing countries in Europe. New Zealand is amongst the worst performing OECD countries when it comes to road safety.
- The total social cost of DSI is roughly \$7.7 billion<sup>1</sup> over the 12 months between October 2021 through to September 2022.
- The Speed and Infrastructure Programme (SIP) actions (Items 1&2 in the adjacent action plan priority status table) may move from AMBER to AMBER/RED status in the next reporting period. The SIP overall is indicating a 74% delivery by 2030. The SIP have initiated efforts to accelerate the delivery of interventions, particularly median barriers to lift the overall programme outcome, however, the scale and pace of the application of speed management on the state highway network as well as constrained funding for infrastructure will mean the full targeted DSI savings for SIP would likely only be achieved in 2034/35.
- The Road to Zero Deputy Chief Executive (DCE) Management Group conducted their first hot topic session on 3 March 2023 looking into Road to Zero Communications Marketing and Engagement. The DCEs are also developing an implementation plan to support the 2023-25 Road to Zero Action Plan, to clearly articulate the interdependent nature of the actions, key milestones and accountabilities.
- Having identified that there is no Oral Fluid Testing (OFT) device that can be legally recommended, Police and Te Manatū Waka are developing options to enable delivery of a random roadside OFT regime. [s 9\(2\)\(h\)](#)

## Action Plan Priority Status – as at the end of the December quarter

Infrastructure and Speed	↑	●	1. Investment in safety treatments and infrastructure
	↑	●	2. Introduce a new approach tackling unsafe speeds
		●	3. Review infrastructure standards and guidelines
	↑	●	4. Enhance the safety and accessibility of footpath, bike lanes and cycleways
Vehicle safety	↑	●	5. Raise safety standards of vehicles entering the fleet
		●	6. Increase understanding of vehicle safety
		●	7. Implement mandatory anti lock braking system (ABS) for motorcycles
Work related road safety		●	8. Strengthen commercial transport regulation
		●	9. Support best practice for work related road safety
Road user choices		●	10. Prioritise road policing
	↓	●	11. Enhance drug driver testing
		●	12. Increase access to driver licencing and training
		●	13. Support motorcycle safety
		●	14. Review road safety penalties
System management		●	15. Strengthen system leadership and coordination



# Road to Zero – Required Outcomes

Road to Zero has strong focus on interventions that have been **proven to work**. The challenge in New Zealand is to implement these interventions at the **scale and pace** that will be necessary to achieve the target of a 40% reduction in DSI by 2030.

The most significant DSI reducing safe system interventions from Road to Zero are:

**Infrastructure** – at least 1000 km of flexible median barriers, more than 1300 intersections upgraded with primary safe system treatments such as roundabouts and raised platforms.

**Speed limits** – speed management applied to at least 10,000 km of the road network to align speed limits with safe and appropriate speeds.

**Safety Cameras** – s 9(2)(f)(iv) new safety cameras (including point to point cameras) to lower average network speeds (including updated levels of **finances and penalties**).

**Enforcement** – increase levels of **enforcement** from 2018/19 levels, particularly for restraints, impairment, distraction, and speed (including updated levels of **finances and penalties**).

**Vehicle Safety** – substantially improve vehicle safety standards via a revised regulatory framework along with practical progress on modern safety features and increasing exit of less-safe vehicles.



# Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
<b>Land Transport (Road Safety) Amendment Bill</b>	<p>Te Manatū Waka put forward a legislative bid for a Land Transport (Road Safety) Amendment Bill which is still subject to final agreement by the Cabinet Legislation Committee.</p> <p>The Bill includes a proposal to enable enforcement through average speed and point to point cameras.</p>	<p>Progress the proposals relating to safety cameras through this Road Safety Amendment Bill as a priority.</p>	<p>If the Bill is not approved by the election this year then Waka Kotahi will not be able to operate average speed (point-to-point) cameras which are the most effective cameras in terms of reducing DSIs. In addition, the programme will not be able to automate offence processing which will increase operating costs and limit ability to expand the camera network at the rate we are planning. Full benefit realisation won't be achieved.</p>
<b>Road Safety Penalties Review</b>	<p>Te Manatū Waka updated and re-submitted the Road Safety Penalties Review package in October 2022 to seek Cabinet approval to start public consultation.</p> <p>After consultation, Te Manatū Waka and Waka Kotahi will create a summary of submissions and reflecting consultation will develop final policy proposals for Cabinet consideration.</p> <p>This work supports the effectiveness of enforcement activity by ensuring appropriate penalties that reflect the risk to safety of the underlying offences.</p>	<p>Progress, as far as is practically possible, the Road Safety Penalties Review through Cabinet to enable public consultation on the discussion document to commence.</p>	<p>Appropriate fines and penalties are a key component of the safe system, this review aims to reduce DSIs by incentivising behaviour change through the broad application of an effective road safety penalties system.</p> <p>s 9(2)(g)(i)</p>
<b>Prioritising Road Policing</b>	<p>Police is focused on lifting performance and prioritising road policing activities that are proven to directly impact deaths and serious injuries.</p> <p>Police has multiple programmes of work underway to support delivery and deployment. Police continues to focus on partnering to deliver outcomes.</p>	<p>Continue to support Police as programmes progress. Support and acknowledge how Police work and the complexities of the operating environment. Contribute to Road Safety Partnership Programme (RSPP) 24-27 formation.</p>	<p>The appropriate level of prevention and enforcement activity is vital to deliver the desired outcomes.</p> <p>General deterrence and enforcement activities are heavily reliant on system partner actions to achieve the desired outcomes. This includes improved fines and penalties and the setting of safe and appropriate speeds across our network.</p> <p>Police needs to be supported to get the RSPP 24-27 fit for purpose for them to operate and deliver their contribution to Road to Zero.</p>
<b>Accessible Streets</b>	<p>Te Manatū Waka and Waka Kotahi provided an updated Cabinet paper to the Minister s 9(2)(f)(iv)</p>	<p>s 9(2)(g)(i)</p>	<p>Interested stakeholder groups regularly request updates on progress with this project.</p>

# Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
<b>Speed and Infrastructure</b>	<p>Waka Kotahi are supporting Road Controlling Authorities (RCAs) through the Speed Management Planning Process.</p>	<p>Continue to support Waka Kotahi through acknowledging the current challenging environment within which it is operating.</p>	<p>Waka Kotahi is receiving significant push back on certain proposed speed limit changes. This coupled with the under delivery of safety infrastructure improvements and the current perception of poor maintenance outcomes from some elements of the community will continue to put strain on public buy-in for Road to Zero from an infrastructure perspective.</p> <p>Speed and infrastructure activities contribute significantly towards the achievement of the overall 40% DSI reduction by 2030. Benefits from speed enforcement cannot be fully realised if speed limits are higher than the safe and appropriate speeds.</p>
<b>Vehicle Standards</b>	<p>s 9(2)(f)(iv)</p>		
<b>Road to Zero Action Plan 2023 - 2025</b>	<p>Road safety partners have worked together to develop a draft Road to Zero Action Plan for 2023 – 2025. Targeted stakeholder engagement on the plan has been completed.</p>	<p>Support progressing the action plan during Ministerial consultation and Cabinet consideration (during March/April).</p>	<p>While road safety partners are continuing to progress actions under Road to Zero, it is important that a new action plan is released to signal the importance of maintaining momentum on this programme of work.</p>



# Portfolio Summary

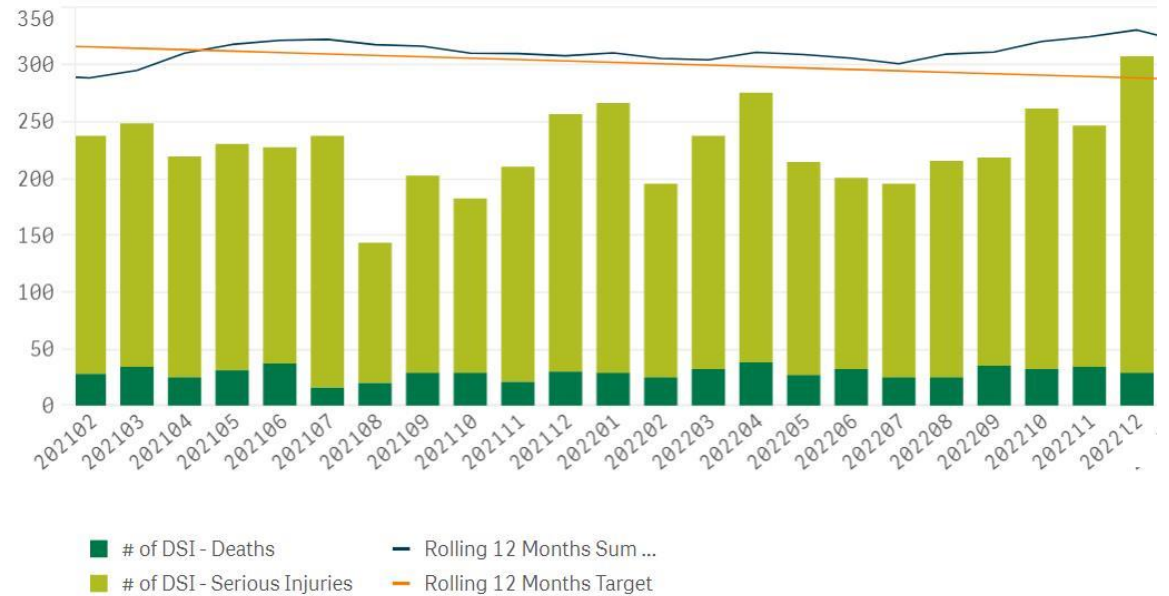
## Death and Serious Injury Summary

- From the period October-December 2022 there were 109 road deaths from 101 crashes across New Zealand
- Over this period, the rolling 12-month average DSI line remains above our target line.
- NOTE: the most recent months will be subject to some under-reporting while the Crash Analysis System (CAS) is brought up to date each month with NZ Police recorded DSI data.

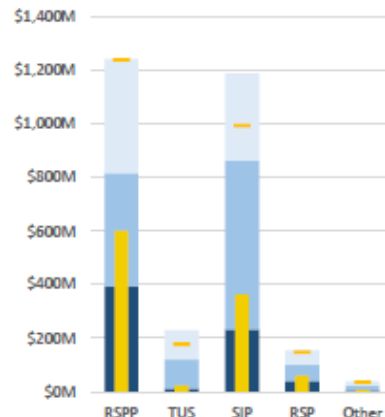
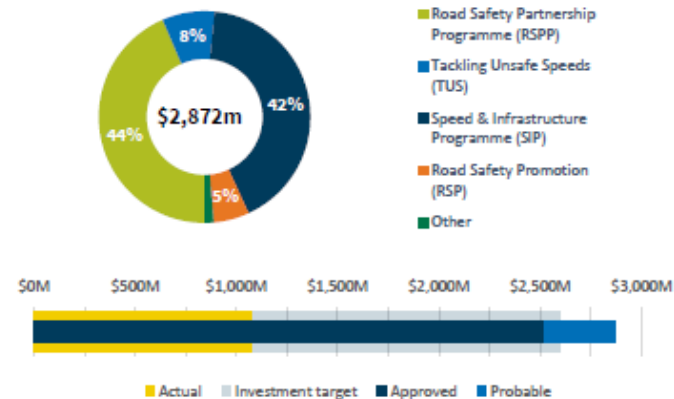
## Death and Serious Injury Summary

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

DSI Split - Serious Injuries vs Deaths vs 12 Months Rolling DSI



## Financials



Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
2022	29	25	32	38	27	32	25	27	36	34	37	38	380
2018 baseline	36	28	39	26	31	37	22	32	27	28	38	34	378

# Road to Zero 2030 Forecast

February 2023 Update

## Purpose:

Summary of latest forecast DSI reduction to 2030

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 enforcement efficiency achieved by the middle of the National Land Transport Programme (NLTP) 2021-24 period. Forecast trajectory assumes significant performance improvement in 2023 with a hypothetical maximum 90% contribution achieved from 2024;

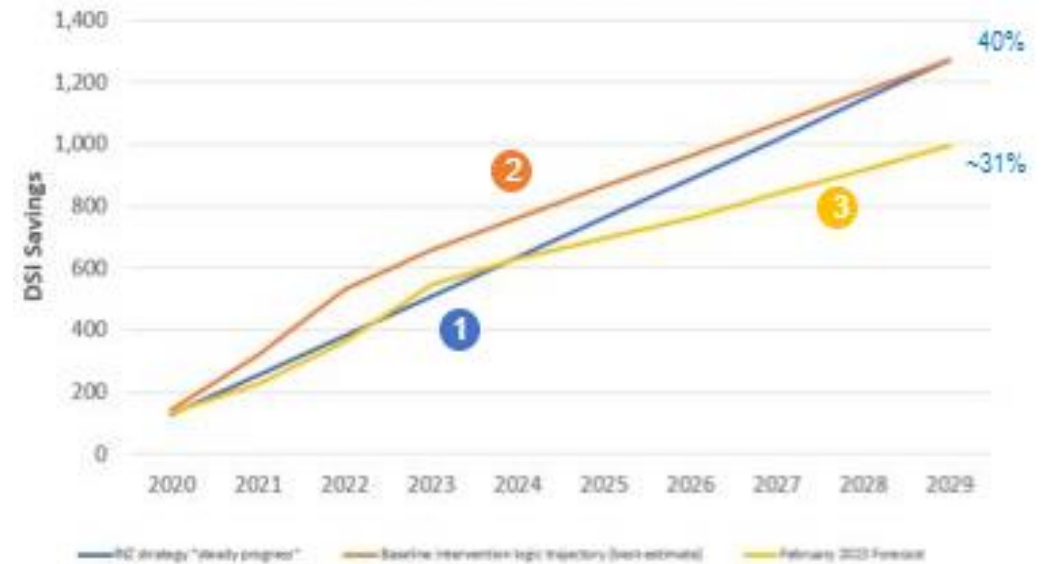
**Speed and Infrastructure Programme** - baseline trajectory assumes steady realisation of benefits over ten years. Forecast trajectory is based on latest estimate from Speed and Infrastructure Programme (SIP) indicating 74% delivery by 2030. SIP have initiated efforts to accelerate the delivery of transformational Safe System interventions, particularly median barriers, to lift the overall programme outcome. However, this updated forecast reflects projected delivery of Speed Management as well as historic and indicative constrained funding for infrastructure. Based on indicative funding levels remaining constant, the full DSI savings for SIP would be achieved around 2034/35;

**Safety Cameras** - baseline trajectory assumes steady treatment of all sites from 2023 with all sites treated by 2030. Forecast trajectory reflects the preferred option from the detailed business case with 73% of benefits realisation by 2030. Further work is underway to explore opportunities to accelerate the expansion of cameras. This forecast could be negatively impacted if legislation to support the use of average speed / point-to-point cameras and / or the Road Safety Penalties Review are not progressed;

**Vehicles** - baseline trajectory assumes 100% of the vehicle fleet will be 3-star or above by 2030 (compared to the 2018 fleet). Forecast assumes 55% of targeted contribution achieved by 2030 based on current attrition rates and assumed cessation of import of 1- and 2-star vehicles from 2025. This highlights further work is needed to address lower-rated vehicles already in the fleet;

The difference between the (assumed) baseline trajectory and the forecast trajectory is 227 fewer deaths and serious injuries saved in 2030 and 1,639 fewer deaths and serious injuries saved over the life of the 10-year strategy. This highlights not only the importance of achieving the overall scale of implementation but more importantly the impact of pace of delivery.

Estimated DSI saving trajectories (total RtZ Portfolio)



- 1 Represents a steady state trajectory towards the target. Road to Zero indicates that steady progress towards the target would mean about 750 fewer people killed and 5,600 fewer seriously injured over 10 years.
- 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 Current (February 2023) best estimate forecasted trajectory based on intervention forecasts and assumptions.

**Options to remedy the shortfall include, but are not limited to, in the short-term an increased focus on the application of safe and appropriate speeds and an increase in enforcement rates, and in the medium term, expediting the safety camera programme and improving the rate of median barrier installation.**




# Road Safety Investment Delivery Review – Summary

In 2021, Martin Jenkins was commissioned by Te Manatū Waka to conduct an independent review of Road Safety Investment and Delivery (the Review). The review identified that good progress has been made in direction setting through the development of the Road to Zero strategy and action plan and actions. In January 2022, Waka Kotahi, Police, and Te Manatū Waka (the partners) developed a response to the Review, Response to the Road Safety Investment and Delivery Review (the Response). The Response accepted the findings and recommendations set out in the Review. The partners confirmed specific actions that will be taken to respond to the Review findings and recommendations which are reported across the next three pages.

The partners expected the actions to take 12 – 18 months to embed and realise improvements (June 2023). The RAG status on the following three pages are against progress against this timeframe documented in the Response.

The actions that are reported as closed in the previous reporting period will be removed from the summary tables in subsequent reports. To ensure visibility of overall progress of the improvements however a small summary table capturing all recommendations and their status is included on this page.

Status		No.
<b>C</b>	Complete	5
	Successful delivery highly likely, no major risks	10
	Successful delivery probable, risks require constant attention	3
	Successful delivery feasible, significant issues exist requiring attention	0
	Successful delivery in doubt, risks or issues in a number of key areas	0
	Successful delivery is at risk	0

		Action	Update
	Progress the development and implementation of Police's Safe Roads Operating Model to guide greater focus and consistent approaches to policing on our roads and road safety.		<ul style="list-style-type: none"> <li>This quarter focussed on engagement, feedback and finalising the operating model. This included running workshops with Road Policing staff. This provided good insight as to changes towards a final draft version. The final draft was presented to the Police Executive team for endorsement and final feedback in January 2023 and will be launched once fully endorsed.</li> </ul>
	Establishment of an independent activity-based costing (ABC) review. This will help understand how to strengthen transparency over the allocation and use of dedicated road policing funding.		<ul style="list-style-type: none"> <li>An exploratory piece of work for Police, to produce a draft ABC model that can estimate what it costs to deliver each type of road safety activity and to better understand the link between the funding, activities and resourcing that supports road policing delivery. The draft model has been completed, testing and validation work has commenced. This will help inform the upcoming RSPP negotiations regarding cost of delivering road safety activities and support the work to improve financial transparency.</li> </ul>
	Police will take a more structured and formal approach to understanding the deployment of road policing resource.		<ul style="list-style-type: none"> <li>To assist deployment, a new Road Policing Dashboard was rolled-out to all Police districts by the end of 2022. This followed the pilot in the Tāmaki Makaurau districts earlier in 2022. This Dashboard will enable evidenced based decision-making police to deploy its resource in alignment with the principles of general deterrence.</li> <li>Districts are now using the Dashboard to inform deployment planning, alongside associated documentation. Ongoing support and any additional training will be provided to districts as needed in 2023</li> </ul>

# Road Safety Investment Delivery Review – Summary



## Action

## Update

Work with Te Manatū Waka and Police to strengthen the road safety partnership. This includes reviewing the level of governance necessary to provide assurance and discharge accountabilities to deliver on the Road Safety Partnership Programme outcomes in a way that reflects the level of investment and necessary contribution to Road to Zero outcomes.



- Waka Kotahi worked with partners to develop a revised RSPP governance model and Terms of Reference. The aim for this action is to provide assurance and discharge accountabilities that deliver on the outcomes. During Q2, two new RSPP governance groups had their inaugural meetings. The inaugural Senior Executive Group (SEG) was held on 21 October and the group met again on 16 December. The SEG will meet on a quarterly basis going forward. The inaugural meeting of the Management and Performance Group (MAP) was held on 29 November, and meetings will continue on a monthly basis.

Will work with Police to further break down national road safety outcomes to more defined regional activity measures to enable more active monitoring of delivery performance against system outcomes.



- This action will be informed by the review into RSPP measures. Once measures are agreed and confirmed the distribution of that activity and dosage will be assigned based on the characteristics of that region or district and the outcomes sought.

Work with Police to establish District level road safety plans that more effectively align regional delivery of road safety activities, such as road policing and infrastructure treatments, to regional road safety performance and risks. The plans will be informed by customised regional data, trend analysis and insights, aligned to Road to Zero.



- Waka Kotahi are working with police districts to provide a comprehensive view of crash data, speed and infrastructure projects and delivery to identify risks, activity and treatment planned for the roading network. This work will be an iterative process designed to incorporate both agencies' data providing specific information at the regional or district level sufficient to inform deployment of resources to greatest risk and general deterrence.

Work with Te Manatū Waka and Police to review measures of police activity within the Road Safety Partnership Programme to ensure optimal alignment with Road to Zero outcomes and international best practice.



- Police, Waka Kotahi and Te Manatū Waka continue to work together to review the current RSPP Police activity measures, following the Global Road Safety Partnership review of Police measures. Following recent internal consultation within each agency during Q2, the parties plan to reconvene, discuss their respective views on proposed changes to the measures, and reach an agreed position. A formal recommendation on revised measures will then be provided to the Waka Kotahi Board for consideration. The review of measures may impact the RSPP investment for the current NLTP period, or alternatively be reflected within the 2024-27 RSPP.

Support the implementation of the recently endorsed Road to Zero Speed and Infrastructure Design Framework, setting clearer guidance for embedding safe system analysis into the delivery of infrastructure programmes and projects.










- The Design Framework provides delivery partners and project teams consistent guidance in the application of safe system principles. The framework also provides practitioners with guidance on how to achieve good safe system outcomes and approach trade-offs which are typical in retrofit works, reducing the need for departures and escalation of issues which can consume time. The Design Framework has now been published and is being applied as part of ongoing Speed and Infrastructure Programme works development and implementation.






# Road Safety Investment Delivery Review – Partner Actions

	Action	Update
<p>Undertake work to strengthen the prioritisation and decision-making frameworks that guide investment in road safety interventions and activities through the National Land Transport Programme.</p>		<ul style="list-style-type: none"> <li>This action will enable Waka Kotahi to obtain feedback on the application of the current investment prioritisation method to inform development of the prioritisation approach for the 2024 NLTP. This includes consideration of how prioritisation guidance might be applied to activities beyond a 3-year period; guidance to support applications for funding at a programme level; and support for a portfolio approach to management of the Road to Zero programme.</li> </ul>
<p>Strengthen portfolio and programme management capability to support more aligned and coordinated delivery of road safety infrastructure treatments on local roads, working in partnership with councils.</p>		<ul style="list-style-type: none"> <li>Substantial work has already been undertaken and continues through the local roads component of the SIP. Co-design and integration of programmes with Council partners is assisting to lift ambition levels for safety outcomes across the network, as well as provide consistency from a customer perspective.</li> </ul>
	Action	Update
<p>Undertake targeted monitoring of the progress made by Waka Kotahi in responding to the Review as part of our annual Crown monitoring programme.</p>		<p>Monitoring is underway however this needs to be formalised through Te Manatū Waka governance. Conversation been initiated however requires further focus. This remains as amber/green.</p>
<p>Implement a more robust reporting and insights framework to more actively monitor cross system delivery, performance and risks. This includes providing clearer line-of-sight on the impact of delivery performance against Road to Zero system targets and indicators.</p>		<p>Quarterly reporting has been improved and an implementation plan template developed for partners to populate. Implementation plan should be completed for next reporting period.</p>
<p>Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators.</p>		<p>Release of the 2021 RtZ Annual Monitoring Report. The 2022 RtZ Annual Monitoring Report is currently underway.</p>

# Focus Area 1 – Infrastructure and Speed

DSI contribution  
46%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>1. Invest in safety treatments and infrastructure improvements</b></p>	 <p><b>Speed and Infrastructure Programme</b></p>	Primary safe system interventions for corridors (installation of new median barriers)	400km by 2024 1000km by 2030	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Speed and Infrastructure Programme are now tracking at AMBER status due to a revised programme that will meet the Road to Zero strategic targets for median barriers.</li> <li>A comprehensive analysis of median barrier installations across the network has identified an additional 28km of retrofitted median barrier, and 190km total km of median barrier installed across all infrastructure projects since 2018/19.</li> <li>Ministers briefing held in December specifically to discuss median barrier forecasts.</li> </ul>	<ul style="list-style-type: none"> <li>Some of the challenge results from historical funding process which prioritises higher benefit projects, resulting in a higher proportion of high risk and complex corridors within the programme. There are changes underway to the procurement and staged funding models to mitigate this.</li> <li>The delivery of median barriers in NLTP 2024-27 and onwards is subject to funding. Local roads funding is very limited for median barrier which may limit 200km of this target.</li> <li>Competing resource (people, machinery, and operators) with Maintenance and Operations “biggest summer ever” for road rehab and repairs.</li> </ul>
		Supporting safe system interventions for corridors (side barriers, rumble strips)	1700km by 2024 4000km by 2030	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Delivery of supporting infrastructure is progressing well as this has little impact on access or network operation. 33km of side barrier was completed last quarter.</li> </ul>	<ul style="list-style-type: none"> <li>There continues to be push back where we are proposing raised safety platforms – with comments around the speed restrictions or impact on vehicles.</li> </ul>
		Speed Changes	3500km by 2024 10,000km by 2030 of the highest risk roads addressed through speed management	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Interim State Highway Speed Management Plan consultation finished on the 12th of December</li> <li>The majority of speed changes have been on local roads. The bulk of the Highway speed changes are expected in 2023/24.</li> </ul>	<ul style="list-style-type: none"> <li>Impact of wider political and social environment on the pace of Road to Zero delivery.</li> <li>Strong pockets of public and stakeholder opposition to speed reductions has led to managing the pace of change.</li> <li>A pragmatic approach to speed management has been developed and approved by Waka Kotahi Board to support speed review teams to navigate the current external climate.</li> </ul>
		Primary safe system interventions for intersections including roundabouts*	500 by 2024 1300 by 2030 *162 roundabouts by 2030	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Work continues to develop standard designs for all regions including those interventions in detailed design to minimise cost and lead-time where appropriate.</li> <li>83 roundabouts have been delivered to date with the forecast looking to exceed the RtZ target of 162 by 2030.</li> </ul>	<ul style="list-style-type: none"> <li>The challenges with roundabout and J turns are related to implementing median barriers and local residents need to be able to not drive so far to the nearest turn around point.</li> </ul>
		Safe speeds around schools	40% schools with speed limits in compliance with the Rule by 2024	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Safe Speeds around Schools delivery plan has been prepared and the programme has had funding supported by Delegations to allow access to funding for both State Highway and Local Roads.</li> <li>The State Highway component is on track meet or exceed 40% compliance and Councils are likely to be at 100% compliant. Further delivery will follow in NLTP 2024-27.</li> <li>Programme is on track to enable implementation of targeted sites within the current NLTP (21-24)</li> </ul>	<ul style="list-style-type: none"> <li>Some Road Controlling Authority partners are at risk of missing funding application milestones.</li> </ul>

# Focus Area 1 – Infrastructure and Speed

## Dependencies




- There are a range of views in communities in relation to speed limit changes, with some communities wanting faster implementation of lower speeds to protect vulnerable communities, and other communities opposing speed limit changes. Waka Kotahi recognises that it may need to evolve its public engagement model on proposed speed limit changes to respond to community concerns. In addition, potential changes will be reviewed by an internal Waka Kotahi speed management escalation group to ensure decisions are made taking into account all necessary factors within the current legislative environment.
- Implement new delivery/procurement model to allow earlier constructor involvement to ensure for fit-for-purpose designs and increase delivery pace across the programme. Reporting to date has only been on retrofitted median barrier.

## Key actions to progress RAG

- Continue to progress speed reviews where there is support from the public and stakeholders. Contentious changes will be reviewed by a Speed Management escalation group for decisions. Achieving the appropriate pace of change is a challenge.
- Implement new delivery/procurement model to allow earlier constructor involvement to ensure for fit-for-purpose designs and increase delivery pace across the Programme.
- An acceleration workstream has been established to increase the delivery rate of median barriers over the next 18 months

# Focus Area 1 – Infrastructure and Speed

DSI contribution  
46%



Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>2. Introduce a new approach to tackling unsafe speeds</b></p>		New Speed Rule	Rule changes for new regulatory framework	<b>QTR</b>	<ul style="list-style-type: none"> <li>Phase 1 of the Speed Management Programme is complete. Handover into business as usual will run through to June 2023 which will be managed via the Regulatory Governance Group.</li> <li>Activities by the business will continue in order to support Road Controlling Authorities (RCAs) through the new Speed Management Planning Process.</li> </ul>
		Speed Guide	Publish Speed Guide	<b>QTR</b>	
	 <p><b>Regulatory Work Programme</b></p>	National Speed Limit Register	Develop National Speed Limit Register application	<b>QTR</b>	
		Establishment of the Speed Management Committee	Requirement of the new Setting of Speed Limits Rule	<b>QTR</b>	

## Dependencies

- Road Controlling Authorities are dependent on the state highway speed management plans to support the development of their regional speed management plans.
- Road Controlling Authorities are dependent on the Speed Guide to support their development of regional speed management plans.

# Focus Area 1 – Infrastructure and Speed

DSI contribution  
46%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p>2. Introduce a new approach to tackling unsafe speeds (cont.)</p>	 <p>Safety Camera System</p>	Safety Camera System operating model	Transfer ownership and operation of the safety camera network and offence processing from NZ Police to Waka Kotahi	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Detailed Business Case approved</li> <li>Master Services Agreement with Redflex has been agreed and signed for the supply of additional cameras.</li> <li>New staged approach has been developed, based on early 'value delivery' utilising pre-ordered new cameras.</li> </ul>	<ul style="list-style-type: none"> <li>Legislation may not be passed before the election which is required to enable enforcement of average speed cameras, automated decision making and electronic service of notices.</li> <li>Waka Kotahi is moving to platform-oriented delivery back-office offence processing system and will be the first time that this platform has been used to support safety camera back-office functions.</li> </ul>
		Safety Camera network expansion	Procure and install safety cameras for the first stage of network expansion	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continued progress including engagement with iwi to enable the construction of nine additional safety cameras in Tāmaki Makaurau to start in early FYQ3.</li> <li>The new staged approach brings forward the expansion, with Waka Kotahi to start operating additional new cameras from the end of FYQ4</li> </ul>	<ul style="list-style-type: none"> <li>International supply chain issues relating to COVID-19 and the war in Ukraine continue to impact cameras delivery timeframes, but this has been mitigated through pre-orders.</li> <li>Procurement is in progress to secure calibrations services to enable Waka Kotahi to operate cameras, and mitigations are being explored if there are delays to procurement and/or contract negotiations.</li> </ul>

## Dependencies





- Safety Cameras are dependent on legislation to enable enforcement of point-to-point cameras. Legislation is key to scaling programme benefits (average speed / point-to-point and automation of enforcement decision making) and reducing costs (electronic service and automated decision making).
- Waka Kotahi Digital Group establishment of back-office platform governance structures that cover tolling, safety camera system and Common Payment Service (CPS).
- The Road Safety Penalties Review has not yet been issued for consultation but is key to the programme delivering on benefits **s 9(2)(f)(iv)**

## Key actions to progress RAG

- New staged approach will accelerate the realisation of DSI benefits, address industrial relations risks by giving certainty to NZ Police personnel and maintain the confidence of key stakeholders. This includes confirming a refreshed timeline with our key technology vendors (SICE and Redflex), accelerating the establishment of business-as-usual functions and an expedited pathway for enabling legislation.
- Te Manatū Waka - Ministry of Transport have decoupled the three safety camera proposals that were in the RSTA2 (average speed cameras, automated decision making and electronic service of notices) into a current Road Safety Bill. Te Manatū Waka have advised that the Bill has a priority 3 status, and a truncated Select Committee process is being considered to provide assurance to Waka Kotahi that the proposals will have Royal Assent before the General Election.

# Focus Area 1 – Infrastructure and Speed

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>3. Review infrastructure standards and guidelines</b></p>	 <p><b>Speed and Infrastructure Standards and Guidelines</b></p>	Embed Safe System principles in existing transport-related standards, guidelines and practices	Review and update Infrastructure standards and guidelines	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Publication of the Urban Street Guide</li> <li>Safe System Audit Guideline has been released on Waka Kotahi website and replaces the previous road safety audit guide. The new guide and templates are available online.</li> <li>Public Transport design guidance have been refreshed.</li> </ul>	<ul style="list-style-type: none"> <li>Resource constraints has meant timeline delays, however the overall impact is minor</li> </ul>
 <p><b>4. Enhance the safety and accessibility of footpaths, bike lanes and cycleways</b></p>	 <p><b>Regulatory Work Programme</b></p>	Accessible Streets rule changes – to simplify rules around vulnerable road users	Consult on rules and progress rule changes (2019 – 2020)	<p><b>QTR</b></p> <p>s 9(2)(f)(iv)</p>	

**Dependencies**

- Accessible Streets dependent on s 9(2)(f)(iv)
- Accessible Streets complements the Reshaping Streets Programme of work.




**Key actions to progress RAG**

- Accessible Streets will progress s 9(2)(f)(iv). Waka Kotahi will also lead an education campaign on the changes.
- Note: The status of the accessible streets programme of work has progressed to amber.



# Focus Area 2 – Vehicle Safety

DSI contribution  
11%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  5. Raise safety standards of vehicles entering the fleet	  Regulatory Work Programme	Raising Vehicle Fleet Safety Standards	Review of the vehicle standards regulatory framework  Practical next steps to raise quality of the vehicle fleet	QTR • s 9(2)(f)(iv)	• s 9(2)(g)(i) • s 9(2)(f)(iv) • s 18(d)
			Next steps on tyre safety performance	QTR • Improving tyre safety and environmental outcomes paper which proposes work to improve tyre standards compliance, safety and environmental outcomes was sent to Minister's office 1 February 2023. The paper discusses issues relating to maintenance behaviour and issues with our approved tyre standards.	

## Dependencies

- s 9(2)(f)(iv)

- Progress on the review of regulatory framework depends on dedicated resource continuing to appropriately prioritise this work.





## Key actions to progress RAG

- Continue to progress the review of regulatory framework.
- We would progress to amber or amber/green if we have the Cabinet paper, supported by Regulatory Impact Statement (RIS) and discussion document seeking permission to consult with the sector on draft rules by March 2023. We would be amber/green if by May we had a Cabinet paper seeking agreement to make the Rule. A RAG of green is having a rule making process in place by July 2023.



# Focus Area 2 – Vehicle Safety




DSI contribution  
11%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>6. Increase understanding of vehicle safety</b></p>	 <p><b>Road Safety</b></p>	Vehicle safety promotion	Raise awareness of the importance of safe vehicles towards reducing the severity of crashes	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continued progress into additional safety technologies alongside Ministry of Business Innovation and Employment (MBIE), NZ Police, Fire and Emergency NZ (FENZ), ACC and Te Manatū Waka</li> <li>Planning for the next stage of public awareness, including production of educational videos aimed at the public, industry and outlets such as TradeMe to include on vehicle listings.</li> </ul>	<ul style="list-style-type: none"> <li>Australia are following NZ for how we promote vehicle safety as an example of what can be done and how to do it.</li> </ul>
 <p><b>7. Implement mandatory anti lock braking system (ABS) for motorcycles</b></p>	 <p><b>Regulatory Policy</b></p>	<ul style="list-style-type: none"> <li>A rule mandating anti-lock braking systems for motorcycles entering the fleet is now in place. This action has been completed.</li> </ul>			






# Focus Area 3 – Work Related Safety

DSI contribution  
not yet established

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
  <b>8. Strengthen commercial transport regulation</b>	 	Review logbook and work-time requirements under the Land Transport Act 1998	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Business Case and funding approval for Work Related Road Safety.</li> <li>Waka Kotahi is progressing establishing a partnership between government agencies (ACC, Te Manatū Waka, NZ Police and WorkSafe), drivers' unions and private sector organisations to support best practice for work-related road safety. Once the partnership is established, commence engagement on the issues arising from the current worktime rules.</li> </ul>	
		Review the roles and powers of regulators	MOT policy investigation (2019 – 2020)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Policy work has been progressing on designating Waka Kotahi to take on functions under the Health and Safety at Work Act (HSWA).</li> <li>Te Manatū Waka and MBIE are leading work with a wider inter-agency group (Waka Kotahi, Worksafe, NZ Police) to determine designation scope options with a view to briefing the Minister.</li> </ul>	<ul style="list-style-type: none"> <li>Quarterly progress RAG changed from green to amber this quarter as the delivery date of the initial briefing to the Minister needed to be extended out. Primarily due to the complexity of the policy development process in determining and assessing options for the scope of the designation that we should recommend, which has emerged as Te Manatū Waka has worked with MBIE on this project. We've needed to work more with partners to gather information and data to understand the issues and implications.</li> </ul>
		Investigate future of telematics	Policy investigation (2022)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Same update as the previous quarter: This item will be picked up again through the new road safety partnership to investigate how to encourage uptake and successful implementation fatigue-monitoring and other safety technologies.</li> </ul>	<ul style="list-style-type: none"> <li>From Te Manatū Waka's side, this item has not progressed due to resourcing and the quarterly progress has moved from green to amber. The road safety partnership will be an ideal forum to discuss this work.</li> </ul>

# Focus Area 3 – Work Related Safety



DSI contribution not yet established

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>9. Support best practice for work related safety</b>	 <b>Work Related Road Safety</b>	Work related road safety	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	<b>QTR</b> <ul style="list-style-type: none"> <li>Endorsement of the Work-related road safety business case.</li> <li>Socialisation of programme elements continuing with growing support both internally and externally.</li> </ul>	<ul style="list-style-type: none"> <li>Worksafe has confirmed it is prosecuting the Police around the critical injury of a mobile speed camera operator.</li> </ul>
		Support private-sector best practice road safety initiatives	Best practice guidelines developed and implemented	<b>QTR</b> <ul style="list-style-type: none"> <li>Worksafe began work on the work-related road safety guidelines in conjunction with Waka Kotahi.</li> <li>Worksafe has launched research around mapping harm across the transport network using Mackie Research.</li> </ul>	





# Focus Area 4 – Road User Choices

DSI contribution  
25 – 28%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>10. Prioritise Road Policing</b>	 <b>Road Safety Partnership Programme</b>	Dedicated road policing sworn staff	1070 sworn staff	<b>QTR</b> <ul style="list-style-type: none"> <li>As of December 2022, dedicated road policing FTE sat at 1,066 FTE, with 938 in the districts and 126 in the Commercial Vehicle Safety Team (CVST) and Service Centres.</li> </ul>	<ul style="list-style-type: none"> <li>The district target of 938 was achieved.</li> <li>There were four positions in Police National Headquarters (PNHQ) that were not filled by constabulary staff at the end of December.</li> </ul>
		Mobile speed cameras deployment	40,000 hours	<b>QTR</b> <ul style="list-style-type: none"> <li>Police delivered 75% of the desired number of mobile camera hours this quarter attaining 14,955 hours (up from 67% in the previous quarter). This brings the year-to-date total to 28,468 (meeting 71% of the desired activity level).</li> </ul>	<ul style="list-style-type: none"> <li>The mobile camera replacement programme replaced all 43 cameras in operation increasing sustainability and reliability.</li> <li>Risk remains, as measure cannot be met under current resourcing.</li> </ul>
		Restraints	30,000 offences	<b>QTR</b> <ul style="list-style-type: none"> <li>Police detected 14,023 of the quarters desired activity level of 15,000 offences (93%). This is up from 66% in the previous quarter. This brings the year-to-date total to 24,324 (meeting 81% of the desired activity level).</li> </ul>	<ul style="list-style-type: none"> <li>Due to staff capacity and increasing Police demands in other emergency response areas, there is a risk that meeting the RIDS targets may remain difficult into the future. These include an increase in high priority family harm and mental health incidents.</li> </ul>
		Breath tests	3,000,000 breath tests	<b>QTR</b> <ul style="list-style-type: none"> <li>As of December 2022, Police conducted 806,575 alcohol breath tests over this quarter, against the quarterly target of 750,000. For the 12 months to the end of December 2022, Police delivered 2,408,916 tests.</li> </ul>	<ul style="list-style-type: none"> <li>Police is focused on delivering the Safe Roads Operating Model and balancing deployment decisions to prioritise RIDS activity.</li> </ul>
		Rural speed enforcement	70% of officer issued speed offence notices which are rural	<b>QTR</b> <ul style="list-style-type: none"> <li>Rural roads accounted for 53.2% of officer issued speed notices this quarter (up slightly from 52% in the previous quarter). This brings the year-to-date total to 52.8%.</li> </ul>	<ul style="list-style-type: none"> <li>In December 2022, Police commenced Operation Open Roads which seeks to have the predominately urban based traffic units redeployed onto the rural road network. This is where the greatest risk of death and serious injury is.</li> </ul>
		Officer issued speed enforcement	15% of officer issued speed offences between 1- 10km/h	<b>QTR</b> <ul style="list-style-type: none"> <li>11.9% of officer issued speed offences were for speeds 1-10 km/h above posted speed limits (up from 9.1% in the previous quarter). This brings the year-to-date total to 11.2%.</li> </ul>	
		Identified and engaged high-risk drivers	1700 high risk drivers	<b>QTR</b> <ul style="list-style-type: none"> <li>Police initiated 1,936 proceedings for Fails to Stop for Police and 866 proceedings for Sustained Loss of Traction this quarter.</li> </ul>	<ul style="list-style-type: none"> <li>The data NZ Police uses to measure this output is a proxy measure as it captures only specific reactive interactions, not any proactive engagement and/or activity.</li> </ul>

# Focus Area 4 – Road User Choices

DSI contribution  
25 – 28%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>10. Prioritise Road Policing (continued)</b></p>	 <p><b>Change Initiatives Investment Portfolio</b></p>	<p>Mobile Camera Replacement Programme</p>	<p>30 October 2022</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Implementation was completed by 6 October 2022. All mobile cameras are now replaced with the newer NK7 model which is resulting in more reliable deployments and a decreased infringement rejection rate (rejections went down from 30% to 5% thanks to NK7 cameras' ellipse and lanes' identification capability).</li> </ul>	

## Dependencies

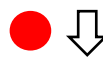


- Road users are dependent on the implementation of safe speed limits across the network to inform safe driving speed choices. The effectiveness of Police enforcement to reduce speed related deaths and serious injuries is dependent on a platform of safe speed limits, supported by effective penalties.

## Key actions to progress RAG

- The Police Executive and wider leadership team is fully supportive and actively working towards lifting road policing performance, including commissioning and analysing more comprehensive reporting on road performance. In December, Police launched the six-month long Operation 'Open Roads' which aims to redeploy predominately urban based traffic staff onto the rural highway network to better align prevention and enforcement activities to where the risk of death and serious injury is greatest. An evaluation will be undertaken at the conclusion of the operation.

# Focus Area 4 – Road User Choices

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>11. Enhance Drug Driver Testing</b>	 <b>Regulatory Policy</b>	Drug Driving Implementation	<ul style="list-style-type: none"> <li>Driver's License Register, and new Drug information interface (Complete)</li> <li>Updated business rules, processes</li> <li>Public Awareness Campaign</li> </ul>	<b>QTR</b> <ul style="list-style-type: none"> <li>Workshop held with NZ Police, MOT and Waka Kotahi on project options for Police and Transport Ministers. The project was expecting feedback end of January 2023.</li> <li>Developing options for public information activity, including drafting creative brief for advertising agency and reviewing existing collateral with a view to adjusting it to support the initial deployment</li> <li>Traffic Offence History (TOH) Development completed and system testing is underway.</li> </ul>	<ul style="list-style-type: none"> <li>Inability to procure an OFT device that meets the legislative approval criteria has delayed the roll out of roadside drug driver testing and associated regulatory changes.</li> </ul>
	 <b>Impaired Driving Programme</b>	Ministerial approval of Oral Fluid Testing (OFT) device	Gazette of OFT device	<b>QTR</b> <ul style="list-style-type: none"> <li>Procurement process completed in October 2022, including independent verification testing of RFP identified devices.</li> <li>Briefing was provided to the Minister of Police advising there were no OFT devices that Police considered the Minister could legally approve.</li> <li>Joint Ministerial Briefing being prepared with NZ Police and MoT for consideration and approval of preferred way forward.</li> <li>Quarterly progress changed from Amber to Red for this quarter.</li> </ul>	<ul style="list-style-type: none"> <li>Joint Ministerial Briefing to seek Minister's preferred options to enable delivery of random roadside OFT. <b>s 9(2)(f)(iv)</b></li> </ul>
		Commence OFT at the roadside in March 2023	Test 33,000 drivers for presence of drugs in oral fluid when driving	<b>QTR</b> <ul style="list-style-type: none"> <li>Inter-agency working group meeting monthly.</li> <li>Development of all other required deliverables to support legislation, (e.g. infringements, enhanced blood testing) remains on track for implementation 11 March 2023.</li> <li>Roadside testing operating model, business processes and community consultation on deployment model paused until OFT device solution identified.</li> <li>Quarterly progress changed from Amber to Red for this quarter.</li> </ul>	<ul style="list-style-type: none"> <li>Random Roadside OFT will not be implemented pm 11 March 2023.</li> <li>Joint Ministerial Briefing to seek Minister's preferred options to enable delivery of random roadside OFT.</li> <li>Disproportionate impact on Māori and Pasifika groups.</li> <li>Focus on all groups being actively engaged as part of community consultation on deployment strategy</li> <li>Community consultation paused, until OFT device identified.</li> </ul>

## Dependencies




- The Impaired Driving Programme is dependent on the timeframe for **s 9(2)(f)(iv)**

## Key actions to progress RAG

- The overall RAG was previously green due to the completion of the Drug Driving Bill and the implementation progressing as expected. The RAG has changed to amber because no Oral Fluid Test (OFT devices) that can be **s 9(2)** recommended have been identified. Police and Te Manatū Waka are undertaking work on delivery options.

# Focus Area 4 – Road User Choices





DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
  <b>12. Increase access to driver licensing and training</b>	 <b>MSD</b>	Driver licencing initiative - Data and evidence working group	Currently in the scoping phase.	<b>QTR</b>	<ul style="list-style-type: none"> <li>Each agency has indicated the priority of each question from their perspective, and we have combined this into a view that shows the joint priority.</li> <li>We are now linking these questions to datasets (called code modules) and source agencies in order to seek agreement from all agencies on which datasets to work on first.</li> </ul>	<ul style="list-style-type: none"> <li>There may be difficulty in combining some data. For example, Crash Analysis System (CAS) data is not currently in Stats NZ Integrated Data Infrastructure (IDI). We are working with each source agency to understand the effort required to put their data into the IDI.</li> </ul>
		Stabilise and expand access to driver licence support services	Design new contracting framework for FY23. Establish an effective referral process to include non-MSD clients and develop reporting using IDI data (July 2023)	<b>QTR</b>	<ul style="list-style-type: none"> <li>MSD have been engaging with funded and non-funded providers across the country to understand their needs. Information gathered will be used to design a new contracting framework.</li> <li>Sessions for Pasifika providers completed in November 2022 and Māori providers in early 2023.</li> <li>MSD is working to finalise advice on proposed eligibility criteria for driver licence supports that includes referrals from Police and the Courts.</li> </ul>	<ul style="list-style-type: none"> <li>The ability to increase numbers in year two and beyond is dependent on additional sector capacity.</li> </ul>
	 <b>Waka Kotahi</b>	Examine the current state of the driver licence eco-system and develop a framework and implementation plan for further system improvements	Identifying the current state and developing a view of the future licensing system. Continuing work on regional trials and other ongoing improvements to the delivery of the licensing system (2021 – 2022)	<b>QTR</b>	<ul style="list-style-type: none"> <li>All four new test routes were launched as planned before the end of 2022 - Waipukurau, Wairoa, Kaikohe and Dargaville.</li> <li>In addition to Vehicle Testing NZ (VTNZ) Driver Testing Officers for testing the general public, Community Driver Testing Officers will also be able to utilise these new test routes for their community and there has been strong demand already for the new test routes, with over 50 tests in Waipukurau been completed in the first month of testing.</li> <li>Following endorsement from Employment, Education and Training (EET) Ministers in December of Option 3: Targeted System Change, engagement has been planned and was due to commence in early February.</li> </ul>	<ul style="list-style-type: none"> <li>Ability to deliver to programme's key principle of by Māori for Māori.</li> <li>Waka Kotahi waananga has been established to look at embedding working with Māori across the programme, including co-design with Māori in early 2023.</li> </ul>



# Focus Area 4 – Road User Choices







DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
  <b>12. Increase access to driver licensing and training</b>	  <b>Regulatory Work Programme</b>	Change to five-year time limited licence rule	Driver licensing rule change (2019) (Complete)	N/A	<ul style="list-style-type: none"> <li>N/A – Action has been completed.</li> <li>N/A</li> </ul>	
		Review of the Graduated Driver Licensing System (GDLS)	Review of licensing system (2019 – 2021)	QTR	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Te Manatū Waka completed a GDLS regulatory review of Class 1 (car) driver licences in 2022. The review recommended making no significant changes to the GDLS requirements (including learner and restricted licence conditions, and minimum periods to progress through the licensing stages) as they contribute to positive road safety outcomes. More minor regulatory changes may be recommended as a result of the Driver Licence Improvement Programme (DLIP) work.</li> </ul>
		  <b>ACC/ Waka Kotahi Drive (Young Driver) Programme</b>	Drivers up to 40% less likely to make a claim with ACC.	Drive currently delivering 400% above investment case target claims savings in line with previous FY.	<ul style="list-style-type: none"> <li>Drive programme being considered as part of the Driver Licence Improvement Programme (DLIP) recommendation to Ministers early November to address equity, access and safety for 70,000+ New Zealanders locked out of the driver licensing pathway. It is ACC's belief that Drive as an evidential safety programme can address passing the compliance-based test as well as creating safer drivers.</li> </ul>	



# Focus Area 4 – Road User Choices

DSI supporting and enabling action




Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>13. Support motorcycle safety</b>	 <b>Regulatory Work Programme</b>	Licensing pathway for motorcyclists – policy review	Licensing pathway review including Competency Based Training and Assessment (CBTA) and Ride Forever training (2020)	<b>QTR</b> <ul style="list-style-type: none"> <li>Scoping and early policy development. Initial discussions held between Te Manatū Waka, Waka Kotahi, and ACC. Research to look into motorcycle safety and licensing interventions has been commissioned.</li> </ul>	
	  <b>ACC with Waka Kotahi</b>	Roads and Roadside Package	Motorcycle road safety treatments on our highest risk motorcycle routes. Waka Kotahi and ACC will partner with local RCA's. To be completed FY24.	<b>QTR</b> <ul style="list-style-type: none"> <li>Contracting finalised with Waka Kotahi to deliver and manage the next high-risk routes.</li> <li>Roll out underway.</li> </ul>	
	 <b>Incentivise motorcycle skills training</b>	Two-year cashback pilot, incentivising sign ups for hard-to-reach riders	Completed a two-year pilot and extended to June 2022. New cashback scheme in place from November 2022.	<b>QTR</b> <ul style="list-style-type: none"> <li>Pilot Aug 2019 - Aug 2022 (including 2nd payments) there were 28,200 applicants, \$231,800. For Experienced Riders Cashback Dec 2021 to now 799 applicants, \$79,900.</li> </ul>	
	 <b>ACC Ride Forever Motorcycle Skills Training Programme</b>	Riders are up to 50% less likely to make an ACC claim	Riders are up to 50% less likely to make an ACC claim	<b>TBC</b> <ul style="list-style-type: none"> <li>The total YTD delivery of Ride Forever is now 3,426 courses which is tracking 25.5% (or 874) behind the target for the year. Of these courses, 2,084 of the riders have been new to the programme. The programme has a target of 60% new riders, the year-to-date result is 62%.</li> </ul>	<ul style="list-style-type: none"> <li>Weather and COVID-19 legacy significant impact.</li> </ul>





# Focus Area 4 – Road User Choices

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>14. Review road safety penalties</b>	  <b>Regulatory Work Programme</b>	Review Financial Penalties and Remedies programme	Review road safety related offences and consult on offences and penalties regulation changes (2020 – 2022)	<b>QTR</b> <ul style="list-style-type: none"> <li>Te Manatū Waka is awaiting Cabinet approval to begin consultation.</li> <li>The package was updated and re-submitted in October to seek Cabinet approval to start public consultation.</li> </ul>	
		Distracted driving	Consult on updates to the Land Transport (Offences and Penalties) Regulations 1999 (2021 – 2022)	<b>QTR</b> <ul style="list-style-type: none"> <li>Completed.</li> </ul>	

## Dependencies

- This work links in directly with enforcement, including the safety camera programme as appropriate fines and penalties coupled with the target enforcement levels are expected to lead to significant DSI reductions.



## Key actions to progress RAG

- Effective engagement with Ministers and the public to highlight the positive road safety **s 9(2)(f)(iv)** impacts we could see from this work programme. This needs to highlight the better outcomes (relative to the status quo) that the proposals will generate for vulnerable groups. Examples include young males and Māori who are over-represented in road trauma.






# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>15. Strengthen system leadership and coordination</b>	  <b>System Management</b>	System Management Implementation and Strategic Leadership		<b>QTR</b> <ul style="list-style-type: none"> <li>2023-25 RtZ Action Plan is scheduled to go to Cabinet March/April 2023.</li> </ul>	<ul style="list-style-type: none"> <li>Work is underway to start developing an Implementation Plan and delivery plans to support the next Action Plan.</li> </ul>
		Data and evidence	Transport Evidence Base Strategy  Transport Safety Knowledge Hub  Integrated intervention logic model  Vision Zero 2050 network modelling	<b>QTR</b> <ul style="list-style-type: none"> <li>Vision Zero 2050 base modelling completed and scenario development and testing underway.</li> <li>Road Safety Action Plan guidance was presented at the Safe And Sustainable Transport Association (SASTA)/Waka Kotahi development days.</li> <li>Canterbury Regional Road Safety Co-ordinators to establish an agreement for regional collaboration on education and promotion to support Police enforcement of RIDS (restraints, impairment, distraction and speed) across the region supported by Waka Kotahi. Proposal due February 2023.</li> <li>Otago/Southland Regional Road to Zero Capability Building Hui focused on Vision Zero, Safe System and Speed Management was held in Mosgiel with 26 attendees included Local Government, Waka Kotahi and Police</li> <li>Road Safety Coordinators Community of Practice was held on the 16 November, which had a speed management focus.</li> </ul>	<ul style="list-style-type: none"> <li>Feedback from the SASTA survey will be analysed to determine Road Safety Action Plan existence and effectiveness around the country and determine steps to improve.</li> </ul>
		Education and Marketing	Assist public understanding (2020 – 2022)	<b>QTR</b> <ul style="list-style-type: none"> <li>The 2022 Public Attitudes to Road Safety Survey* recently released showed that the principle of Road to Zero aligns with the views of many New Zealanders. Almost half believe that it is unacceptable for anyone to die on our roads. This survey also showed that marketing and communication messages around the risks involved with speeding can help shift the attitudes of some New Zealanders. It showed that the Safe Limits campaign launched in November 2021 outlining the reasons for reviewing speed limits on New Zealand roads played an important part in raising awareness and increasing understanding around why this initiative is required.</li> </ul>	
		Post crash care	Establish a cross agency post crash working group	<b>QTR</b> <ul style="list-style-type: none"> <li>Discussions underway with the National Trauma Units for data and statistics on serious injuries from their report SORTED and next steps on how this data can be used to inform improved practice and to monitor progress.</li> <li>Securing resource within Research and Analytics to complete a current state evaluation</li> </ul>	<ul style="list-style-type: none"> <li>Leverage learnings from the National First Responders Group to investigate how good practices and learnings can be shared and identify areas which require focus.</li> </ul>

# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>15. Strengthen system leadership and coordination</b></p>	 <p><b>System Management</b></p>	Improving Māori road safety outcomes	Deepen understanding of road safety outcomes (2020 – 2022)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Tai Tokerau road user behaviour report on at risk Māori males has been completed. Future recommendations from the report will be determined through the Northland Transport Alliance Road Safety Action Planning team and working with the Education and Marketing team.</li> <li>Planning underway for a Road Safety Coordinators wananga early 2023.</li> </ul>
	 <p><b>Road Zero</b></p>	Governance	Strengthen governance arrangements	<b>QTR</b>	<ul style="list-style-type: none"> <li>Implementation plan workshop completed, template developed and is being populated across agencies.</li> </ul>
		Leadership and coordination	Develop a monitoring framework	<b>QTR</b>	<ul style="list-style-type: none"> <li>Reporting and monitoring improvements initiated but require more focus.</li> </ul>

## Dependencies

- Dependent on feedback from Māori as part of the Whakahaumarū huarahi mō ngā iwi Māori engagements.
- Post Care Response - Emergency services sector are undergoing restructures, there is a lack of staffing due to covid response and DHB restructure.

## Key actions to progress RAG

- Continue to strengthen the reporting framework and governance.
- Continued development of the implementation of improved governance through the system management workstream at Waka Kotahi working in partnership with other road safety partners.



# Indicator Reporting

The following graphics highlight how tracking is going against the key road to zero indicators to show progress, as apposed to the tracking against the five focus areas of the Road to Zero strategy reported in the previous slides.

## 1.1.5 Kilometers of the network treated through speed management (combined)

Target (2030)

10,000

Forecast (2029/30)

31,359

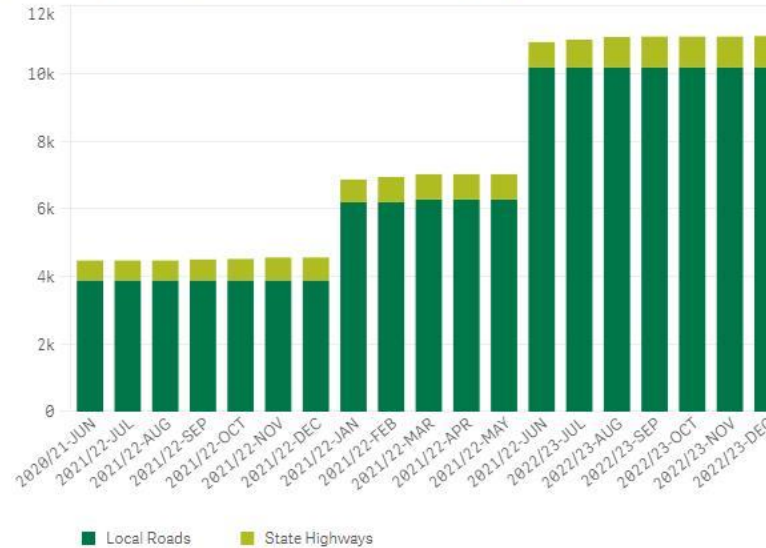
Actual (to date)

11,116\*

\* State Highways and Local Roads



Speed Management Split - Local Roads vs State Highways



- The majority of speed changes have been on local roads.
- The bulk of the highway speed changes are expected in 2023/24.
- Delivery of speed limit changes on the highway network will be impacted with the current consideration of a phased approach. Councils and Auckland Transport in particular, continue to deliver speed limit changes at pace.

## 1.1.1 Kilometers of the network treated with retrofitted median barrier

Baseline (2020)

0

Target (2030)

1,000

Forecast (2029/30)

\*1000

Actual (to date)

97



\* graph forecast to be updated

Total km of median barrier installed across all infrastructure projects	km
Retrofitted Median barrier	97
Other new state highway median barrier	93
<b>TOTAL</b>	<b>190</b>

- A comprehensive analysis of median barrier installations across the network has been completed, identifying an additional 28km of retrofitted median barrier, and 190km total km of median barrier installed across all infrastructure projects since 2018/19.
- SIP acceleration programme has a revised forecast of 1000km (subject to funding and ground truthing)
- For the 2030 target SIP have identified sufficient corridors to meet the 800km SH goal as well as cover the 200km of local roads median barrier target (which local roads are unlikely to deliver).
- Delivery beyond 2024 is dependent on NLTP funding priorities.

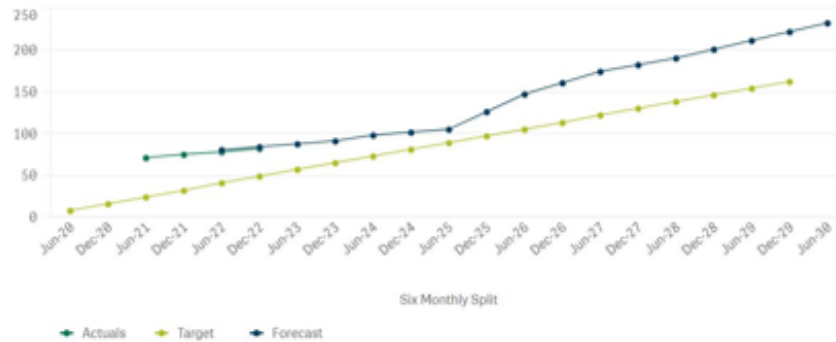


# Indicator Reporting

The following graphics highlight how tracking is going against the key road to zero indicators to show progress, as apposed to the tracking against the five focus areas of the Road to Zero strategy reported in the previous slides.

## Speed and Infrastructure Programme Roundabouts

Target (2030)  
**162**  
Forecast (2029/30)  
**232**  
Actual (to date)  
**83**



## Speed & Infrastructure – Total DSIs

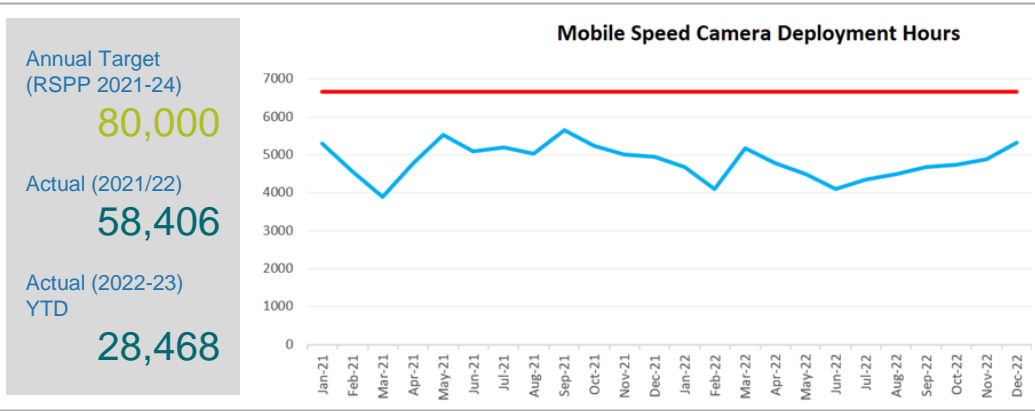
Target (2030)  
**635**  
Forecast (2029/30)  
**569**  
Actual (To Date)  
**201.5**



- The programme is tracking to achieve the delivery target for roundabouts only.
- Work is underway to accelerate project outputs delivering safety benefits (median barrier, wide centreline, roundabouts and side barrier).
- This graph represents only roundabouts, not all Safe System interventions for intersections yet to be reported in the Road to Zero Annual Report.

- The projected DSI savings for 21-24 NLTP will be less as the amount of corridor covered by speed reviews has decreased and median barrier programme is only starting to accelerate.
- Note: DSI savings are currently only adjusted when project or intervention is fully completed

# Indicator Reporting

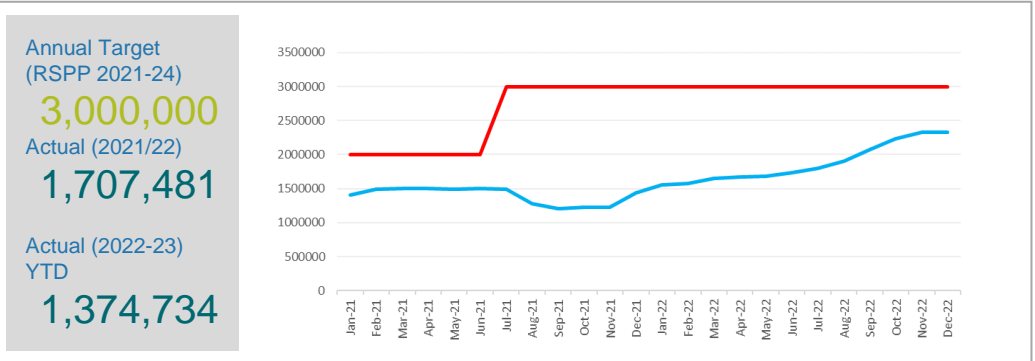


## Mobile Safe Speed Cameras

Waka Kotahi delays in transitioning traffic safety cameras from Police are impacting on stability of the Traffic Camera Operator (TCO) workforce. The 80,000 hours measure is being reviewed to reflect the number of mobile camera hours feasible to deliver by the funded TCOs. In addition to the existing TCO workforce, additional operators have been employed on a fixed term basis by Police to support Districts with delivery towards this desired activity level.

## Mobile camera replacement programme

Police has now replaced all 43 mobile cameras with the new NK7 model as a change initiative under the 2021 – 24 Road Safety Partnership Programme (RSPP). The increased camera reliability will contribute to a sustainable, longer-term solution and result in a reduced infringement rejection rate, due to the capability introduced with more modern technology.

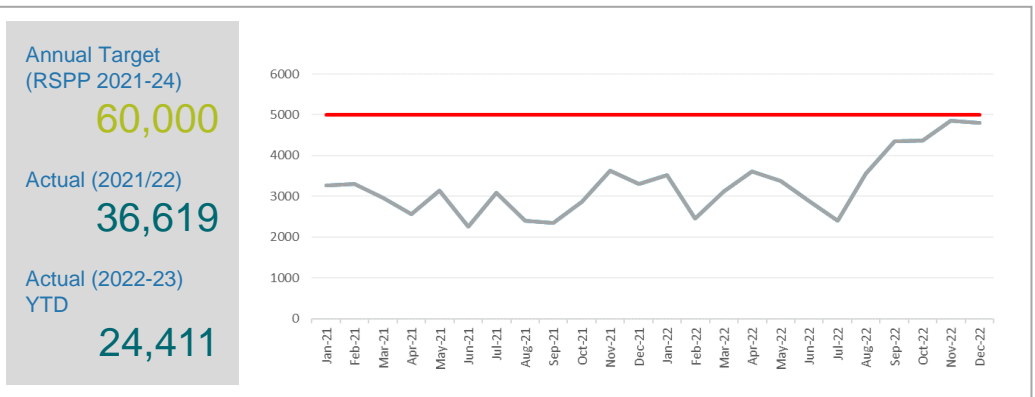


## Breath Tests

The annual target number of passive and screening breath tests under the RSPP 2021-24 is a desired activity level of 3,000,000 tests.

Police implemented a solution under RSPP 2021-24 that enables the collection of almost real-time data on the number and location of passive breath tests and breath screening tests. New Dräger 7510 breath testing devices that can have data downloaded from within each district have been rolled out. The proportion of devices docked and downloaded since the rollout sits at 95 percent. The National Road Policing Centre is actively working to encourage districts to regularly dock the devices to get the most up-to-date data from them.

While still below target, Police is encouraged by the sustained upward trend in breath tests conducted, delivering 806,575 breath tests in FYQ2.



## Restraints

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

For the 2021/22 year, Police recorded 36,619 restraint offences, short by 23,381 offences. By the end of FYQ2 of 2022/23, Police has recorded 24,411 restraint offences, representing approximately 41% of the annual target.

The number of deaths from passengers and drivers in light vehicles that were not wearing a seatbelt from the period October to December 2022 was 25, representing 31% of all DSIs recorded during this period.



# Appendix A

RAG Status – Road to Zero Performance



# RAG Status for Road to Zero Action Reporting


## Progress of the programmes/ key projects over the reported quarter


**QTR** Progress has remained on track over the quarter and no major issues to threaten delivery.


**QTR** Progress has had delays or issues although if addressed promptly should not impact overall delivery or benefits realisation.


**QTR** Progress has had major delays or issues. Serious attention/ focus is required over the next quarter to manage or resolve.


## Progress toward delivering the overall actions in the Action Plan


 Successful delivery to time, cost and quality appears highly likely and there are no major issues that at this stage appear to threaten significant delivery.

 Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening deliver.

 Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not impact delivery or benefits realisation.

 Successful delivery is in doubt with risks or issues apparent in a number of key areas. Prompt action and prioritisation is needed to address these to enable delivery.

 Successful delivery is at risk if major issues across critical areas are not managed or resolved with urgency.

 Direction of RAG from previous reporting period.



# Appendix B

## Road to Zero Forecast – Summary Breakdown



# Road to Zero 2030 Forecast

February 2023 Update

## Purpose:

Further information showing breakdown programme / intervention forecasts.

## Key Points:

February 2023 update includes two refinements to the Integrated Intervention Logic Model (IILM) model (see next slide).

RtZ strategy "steady prog" linear trajectory															
Programme	Intervention	1 yr (IILM)	% cont.	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
RSPP	1. Speed & DUI enforcement	191	15%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	191	1049
TUS	2. Safety cameras including red light cameras	160	13%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	160	880
SIP	3. RtZ Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	587	3231
Vehicles	4. 1&2 Star vehicles	137	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	137	756
	5. Motorcycle ABS	138	11%	20%	20%	30%	40%	50%	60%	70%	80%	90%	100%	138	761
Road Users	6. Alcolocks	56	4%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	56	308
Totals	DSI Savings	1270	100%											1270	6985
	Deaths													159	873
	Serious Injuries													1111	6112

Baseline intervention logic trajectory (best-estimate)																
Programme	Intervention	1 yr (IILM)	% cont.	% of DSIs realised from each programme										DSIs saved	10 yr	
RSPP	1. Speed & DUI enforcement	191	15%	15%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	191	1650
TUS	2. Safety cameras including red light cameras	160	13%	0%	0%	0%	10%	25%	40%	55%	70%	85%	100%	160	616	
SIP	3. RtZ Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	587	3231	
Vehicles	4. 1&2 Star vehicles	137	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	137	756	
	5. Motorcycle ABS	138	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	138	1176	
Road Users	6. Alcolocks	56	4%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	56	308	
Totals	DSI Savings	1270	100%											1270	7737	
	Deaths													159	967	
	Serious Injuries													1111	6770	

February 2023 Forecast															
Programme	Intervention	1 yr (IILM)	% cont.	% of DSIs realised from each programme										DSIs saved	10 yr
RSPP	1. Speed & DUI enforcement	191	15%	20%	20%	20%	75%	90%	90%	90%	90%	90%	90%	172	1288
TUS	2. Safety cameras including red light cameras	160	13%	0%	0%	0%	2%	7%	17%	30%	43%	59%	73%	117	370
SIP	3. RtZ Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	8%	17%	32%	37%	43%	49%	54%	61%	67%	74%	435	2595
Vehicles	4. 1&2 Star vehicles	137	11%	4%	7%	11%	14%	21%	28%	34%	41%	48%	55%	76	361
	5. Motorcycle ABS	138	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	138	1176
Road Users	6. Alcolocks	56	4%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	56	308
Totals	DSI Savings	1270	100%											993	6099
	Deaths													124	762
	Serious Injuries													869	5336
														31.3%	78.4%

# Road to Zero 2030 Forecast

February 2023 Update

## Purpose:

Infographic showing refinements to IILM and updated assumptions.

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## Te Ara Ki Te Ora – Ngā whakamahuki ki te Hune 2022 | Road to Zero – quarterly insights December 2022

Provisional road deaths for Q4\* 2022:\*\*

**109**  
(Up from 88 in Q3)

Road deaths for Q4 average 2018-22:

**95**

On average, one person is killed every day on New Zealand roads, and another seven are seriously injured. Each and every one of the lives lost and people injured on our roads is a devastating tragedy, that has a lasting impact on our communities.

Road to Zero is our plan to build the safest road system we can, and work towards zero deaths and serious injuries on Aotearoa New Zealand roads.

Road to Zero is not about any single initiative but about how we develop a Safe System that includes safe vehicles, safe speeds, safe road users and safe roads. A safe system approach means looking at all aspects of the transport system and making evidence based interventions across a wide range of activity to make a difference.

Road to Zero – quarterly insights December 2022 highlights progress across a number of areas across the full system response. Each of these has a part to play in contributing to Road to Zero.

Every New Zealander has a role to play. It takes everyone to get to no one – Mā tātou e kore tētahi e hinga.

\* Q4 Calendar year (Oct – Dec) \*\* Data from MOT website

**190km**

Median barriers installed across all infrastructure projects since 2018/19 (up from 139km last quarter)

**33km**

Side barriers completed this quarter.

**83**

Roundabouts delivered to date out of a target of 162 by 2030 (up from 80 last quarter).

### Governance

Road to Zero Deputy Chief Executive Management Group workshop held in October to develop an implementation plan to align with the 2023 – 2025 Road to Zero Action Plan.

Road to Zero Chief Executive Governance Group held in November.

As of December 2022, Police had conducted

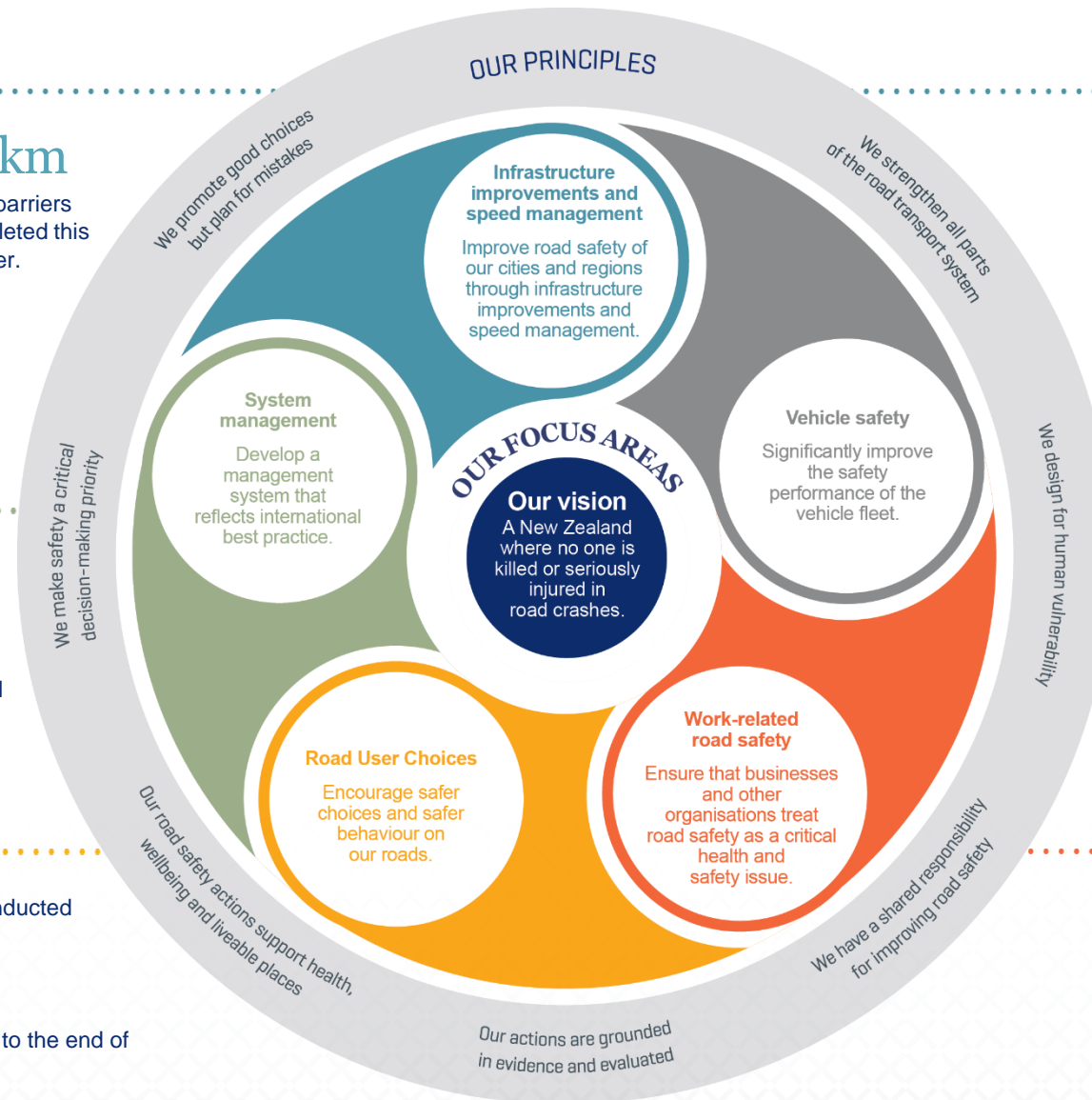
**2,408,916**

breath tests for the rolling 12 months to the end of December 2022.

From October to December 2022

**806,575**

breath tests were conducted. This is up from 569,454 last quarter.



### Policy work

Te Manatū Waka has been given Cabinet approval on legislative change to support average speed delivery through the Land Transport (Road Safety) Amendment Bill. We expect this to be in force by the end of 2023.

Te Manatū Waka provided the Minister of Transport with initial process advice on options to regulate for vehicle safety improvements in light vehicle imported into New Zealand. Further advice will be provided by April 2023.

Work continued establishing a partnership between government agencies (ACC, Te Manatū Waka, Waka Kotahi, NZ Police and WorkSafe), drivers' unions and private sector organisations to support best practice for work-related road safety.