

Road to Zero

Board Quarterly Report

March 2022

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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 RAG status of Road to Zero Outcome Delivery is **AMBER**, and **static**, due to:

- Overall 40% reduction target at risk, based on an estimated targeted trajectory of 30-35%
- NZ Police not meeting targets under the RSPP
- SIP re-programming resulting in delays, and current 2030 target at risk

Strong cross-Agency national governance now established which is expected to drive stronger alignment, coordination and delivery accountability across delivery partner organisations.

Within SIP, opportunities exist to rebalance the longer-term delivery of Safe System interventions such as median barriers, roundabouts and raised safety platforms to ensure high risk areas of the network achieve Safe System outcomes.

Policing outputs continue to be a concern, with a structured plan for strengthening the relationship and performance now being implemented.

We are now seeing significantly increased momentum from the Ministry of Transport, with a number of policy-related activities being progressed across licencing, vehicle safety, penalties, drug driving and the Health and Safety Works Act (HSWA).

The new Speed campaign has now launched, with the new Public Awareness campaign (filming and subsequent launch delayed due to COVID-19), on track for a revised launch of 14 February 2022. Considerable momentum is forming internally across key partners ahead of the launch

Insights

- Strong cross-Agency national governance now established, and the Portfolio is continuing to get strong Executive leadership support and direction
- Trajectory picture becoming clearer, which will allow visibility of shortfalls
- Internal Road to Zero survey results show a high degree awareness for Road to Zero elements, and opportunities to develop a deeper understanding of Safe System

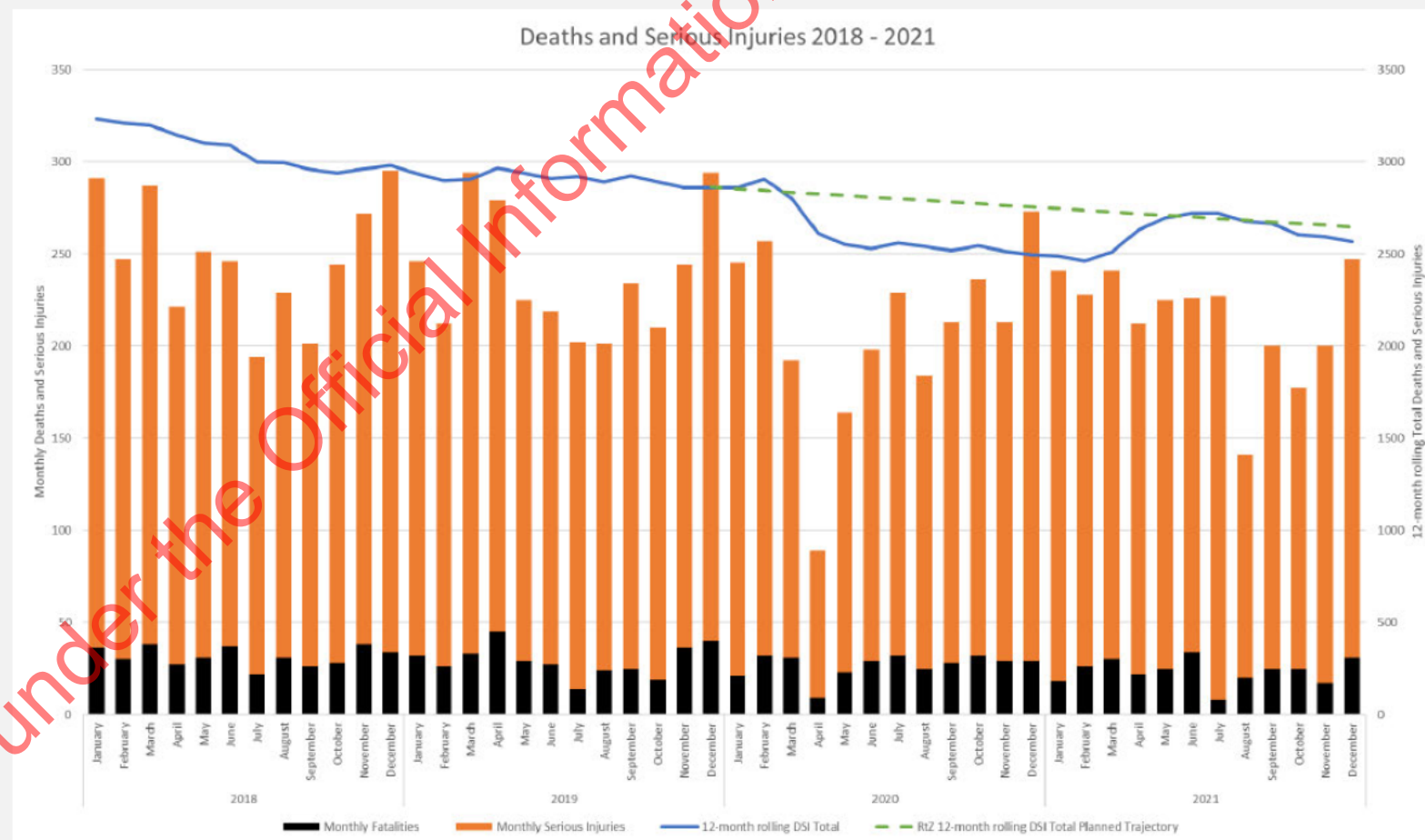
Key risks and opportunities

- Building social licence is critical to increasing the pace of intervention implementation
- A longer term view of vehicle safety and the path to achieving safer outcomes is required
- Capacity, especially in the policy area, is a concern and will need to be managed in 2022
- Network wide inputs (in development) to RCA Speed Management Plans will enable a future view of 'what good looks like' for speed/infrastructure/camera intervention combinations linked to road safety risk

DSI Outcome Reporting

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

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



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

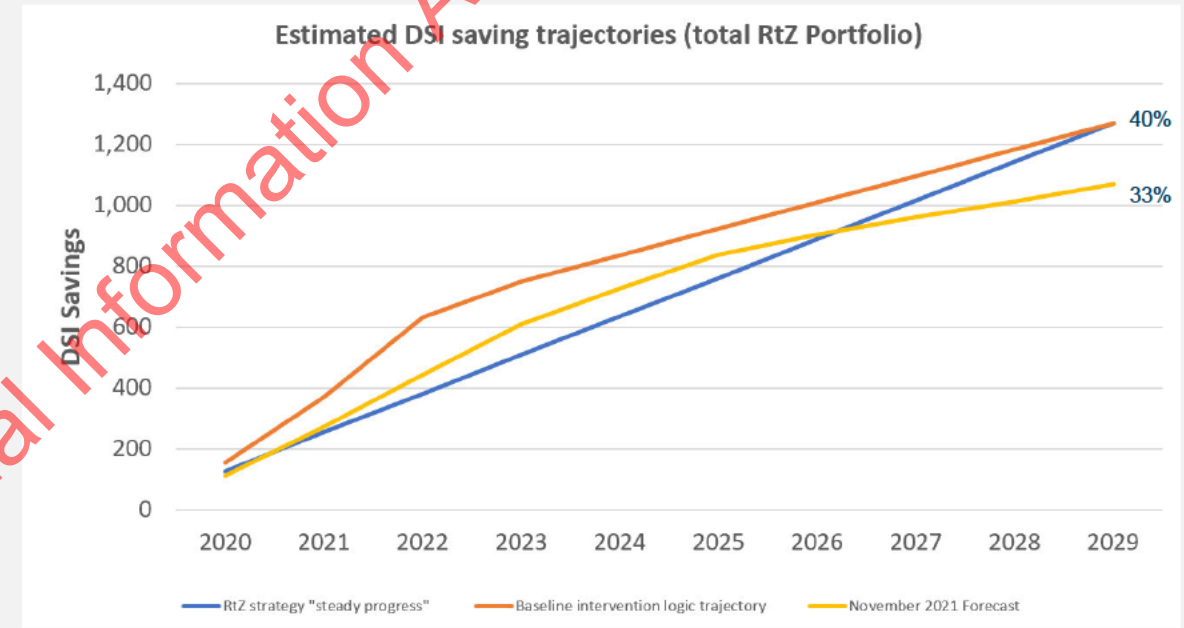
Baseline Target Assumptions

Assumption	Commentary	Impact (RAG)
Roughly doubling levels of enforcement from 2018/19 levels, particularly speed and alcohol enforcement, e.g. 3 million BSTs	Not yet at necessary rate	Orange
Rolling out speed management across at least 10,000km of the road network including speed limit changes to align to safe and appropriate speed	Not yet at necessary rate	Orange
Infrastructure improvements including approx. 1,000km 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	Orange
Rolling out the equivalent of 650 new safety cameras (500 speed and 150 red light cameras assumed)	Not yet at necessary rate	Orange
Permanent removal of 1- and 2-star cars by 2030	Will require a significant step change	Red
Full uptake of motorcycle ABS	Legislation changes implemented	Green
Double the use / uptake of alcohol interlocks	Not currently a focus	Red
The network will be maintained to at least 2018 levels	Under review	Grey

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40% Reduction Target Forecasting

- Our best estimate based on currently available information is that we are currently on a trajectory towards a 30-35% target, noting that this is based on a number of necessary assumptions;
- RSP - baseline trajectory assumes full enforcement efficiency can be achieved before the end of the NLTP 2021-24 period. Forecast trajectory assumes a hypothetical maximum of 90%;
- SIP - baseline trajectory assumes SIP will achieve 600-650 DSI savings per annum once implemented based on strategic modelling. Forecast trajectory is based on latest (November) estimates from the SIP programme;
- TUS Safety Cameras - baseline trajectory assumes treatment of all sites by 2030. Forecast trajectory reflects the progressive option from the TUS PBC. It is noted that more accurate DSI forecasts will be subject to further development of 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. Yet to be implemented standards will improve this trajectory but agreed policy approaches are yet to be modelled;
- The SIP programme has indicated further efforts will be taken to explore opportunities to incorporate greater implementation of transformational Safe System interventions, particularly median barriers and raised safety platforms, to lift overall programme outcome;
- The difference between the (assumed) baseline trajectory and the forecast trajectory is 199 fewer DSIs saved in 2030 and 1,269 fewer DSIs 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.



Baseline intervention logic trajectory (best-estimate)			% of DSIs realised from each programme											DSIs saved	
Programme	Intervention	1 yr (IILM)	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	
TUS	2. Safety cameras including red light cameras	109	0%	0%	0%	10%	25%	40%	55%	70%	85%	100%	109	421	
SIP	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	DSI Savings	1270											1270	8224	
	Deaths												159	1028	
	Serious Injuries												1111	7196	
November 2021 Forecast			% of DSIs realised from each programme											DSIs saved	
Programme	Intervention	1 yr (IILM)	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	
TUS	2. Safety cameras including red light cameras	109	0%	0%	0%	4%	11%	21%	35%	49%	64%	78%	85	286	
SIP	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											1071	6955	
	Deaths												134	869	
	Serious Injuries												937	6085	
													33.7%	84.6%	

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

- 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

Highlights this Quarter

Speed & Infrastructure

- Revised SIP Programme endorsed with available 2021/24 NLTP funding, ensuring a balanced programme

Safety Camera System

- Positive independent quality assurance (IQA) review of the programme received
- Procurement progressing into due diligence of Tolling back-office platform s 9(2)(j)
- High level organisation design of safety camera functions approved by ELT
- Financial component of the due diligence of NZ Police operations completed

Speed Management

- Ministerial briefing to inform changes arisen from Speed Limit Rule consultation
- Speed Rule Guide under development with stakeholder engagement
- Design for the MegaMaps One Network Framework data has been accepted.

Infrastructure Standards & Guidelines

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

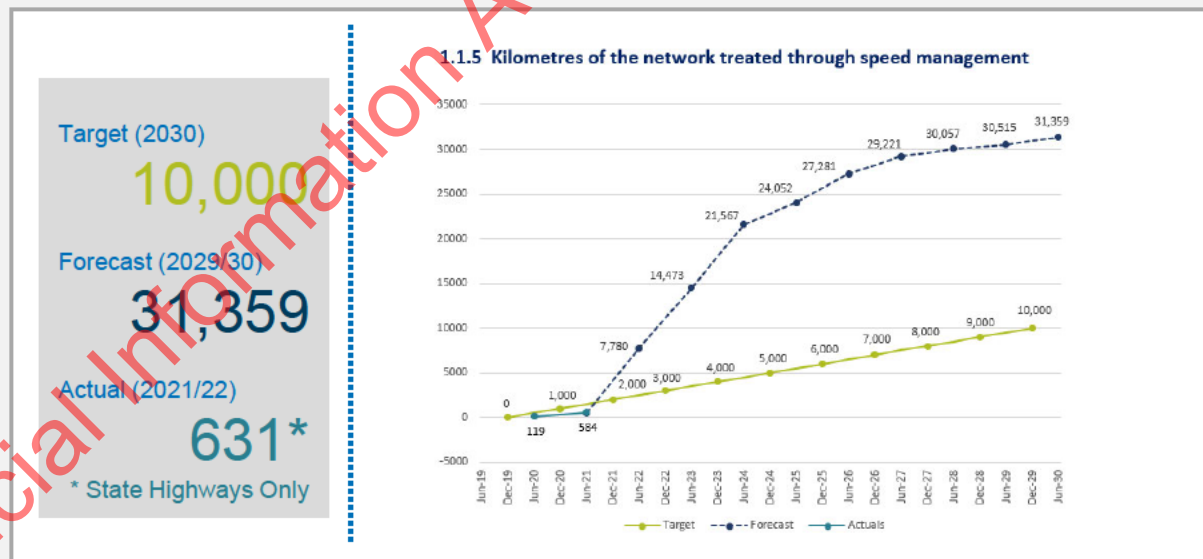
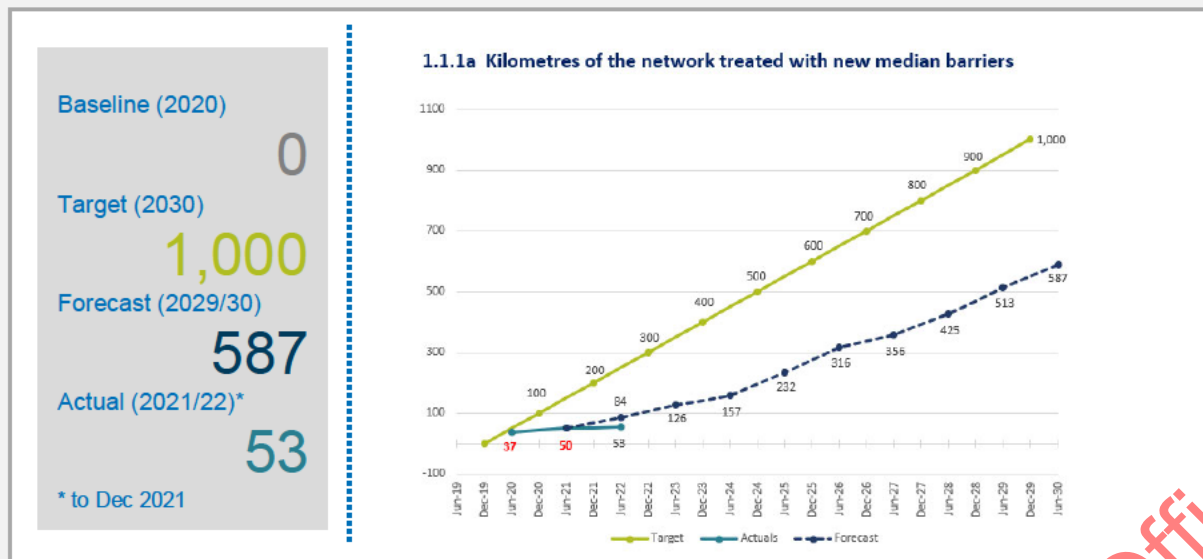
Next Quarter Activities

- Speed Management Plan cross-programme kotahitanga to develop a preliminary view of 'what good looks like' for the network as an input for RCAs in the development of their speed management plans once the new speed rule comes into effect. Includes speed, infrastructure and camera interventions.
- Ministry approval of the Speed Limit Rule (scheduled to take effect from 31 March 2022)
- National Speed Campaign launch scheduled 29th Nov 2021
- Standards and Guidelines programme re-baselining to ensure the prioritisation and sequencing of outputs meet infrastructure delivery needs
- Completion of the following priority documents - ATPM specifications, Highway Control Manual, High Risk Rural Road Guide, High Risk Intersection Guide, Road Barrier Specifications, PT Design Guidance, Raised Safety Platform Guidance, Cycling Network Guidance, Speed Infrastructure Guidelines.
- s 9(2)(f)(iv)
- Consultation and engagement with Waka Kotahi and NZ Police personnel on high level organisation design for safety camera functions
- Safety camera Indicative Business Case development
- Safety camera Gateway Review conducted by review team appointed by the Treasury

Insights, Risks & Opportunities

- SIP revised programme is estimated to fall marginally short in DSI outcomes a steady state ideal trajectory for NLTP 2021/24
- Median barrier forecast over the fully decade is well below the 1,000km target (537kms forecasted by 2030) with an opportunity to review how we prioritise this intervention type to deliver the Safe System over the longer term, whilst not impacting the short-term delivery momentum
- Safety Camera System programme are still waiting for NZ Police to provide the remaining information required to complete the due diligence report

Focus Area 1 Supporting Intervention indicator reporting



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

The forecast delivery of median barriers is well below the target (587kms by 2030). It is clear that we need to change how we prioritise interventions on corridors and how we approach delivery. SIP are focused on lifting this component of the programme.

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

The strategic target for the Speed and Infrastructure Programme is 10,000kms by 2030. The actual length of road network treated on state highways to date is 631km.

The forecast delivery of speed limit changes is significantly over the target. Local Authorities are forecasting 17,000km of speed changes in the current 3-year period alone, with another 3,000km of changes on Highways.

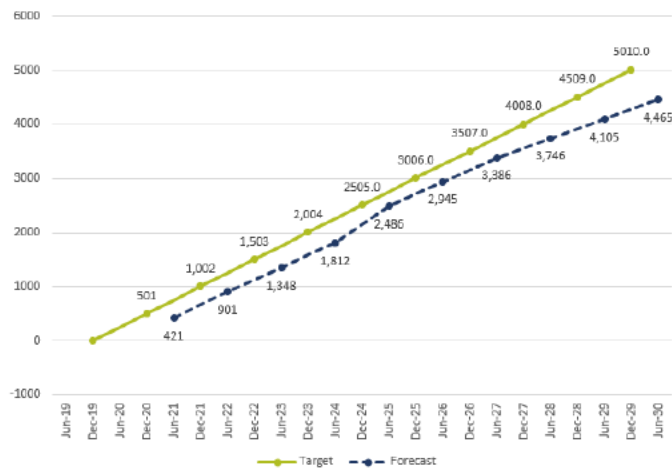
While the short-term delivery is considered ambitious, over the balance of the 10years and with the help of the new Speed Rule and Guide the total is achievable.

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Focus Area 1 – Supporting Intervention indicator reporting

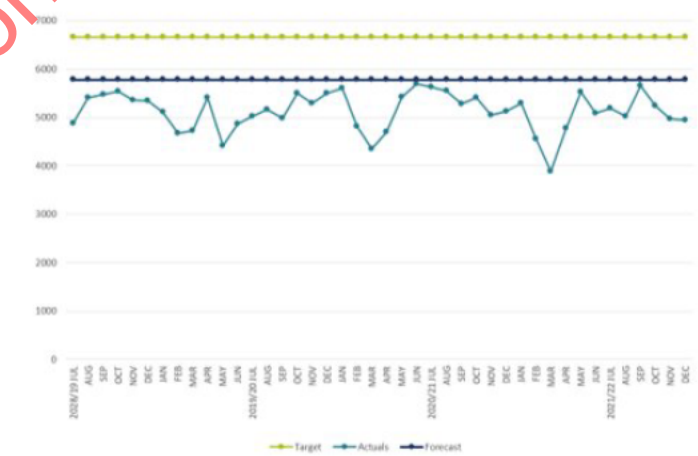
Target (2030)
\$5,010M
 Forecast (2029/30)
\$4,465M

Speed & Infrastructure Programme - Total Spend (\$M)



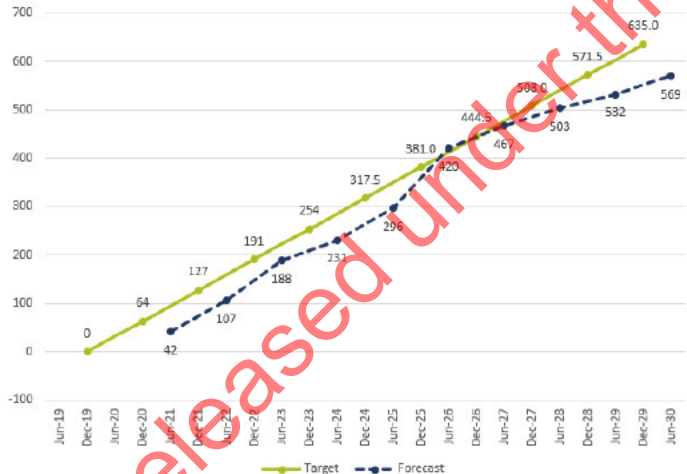
Annual Target
 (RSPP 2021-24)
80,000
 Annual Forecast
 (NZ Police)
69,381
 Actual (2020/21)
61,200

1.1.9 Mobile speed camera deployment activity (hours)



Target (2030)
635
 Forecast (2029/30)
569

Speed & Infrastructure Programme - Total DSIs



The annual target for mobile speed camera deployment hours under RSPP 2021-24 is 80,000 hours. Police are required to deliver 6,667 hours per month to achieve this goal. Police delivered 15,869 hours for Quarter one. This was an under delivery of 21%.

The forecast level is what NZ Police have indicated is achievable with the current level of Traffic Camera Operators. It is noted that the mobile cameras are at end of life and breakdowns have had a marked impact on the ability to deploy for the required hours.

Mobile camera replacement program

NZ Police are currently replacing mobile cameras as a Change Initiative under the RSPP 2021-24 in preparation for the transition of safe speed cameras in early 2023. The first 5 cameras are due to be deployed in January 2022 with the remaining 40 cameras deployed by mid-2022.

Focus Area 2 – Programme Progress

- Green
- Amber
- Red
- † High DSI

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

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

Increase understanding of Vehicle Safety

- Vehicle Safety rating label printing at 90% of Fuel Efficiency label printing (mandatory through Fuelsaver website)
- Consumer campaign to look for safety rating labels launched
- Phase 1 of MoT Advanced Driver Assistance Features project complete
- Microbadges (small labels) released for website use by dealers/importers
- Safety rating methodology completed for vehicles yet to enter NZ

Anti-Lock Braking Systems for Motorcycles

- Communications for final step of ABS for motorcycles completed

Next Quarter Activities

- PR campaign on safety rating labels underway for social, print and radio
- Rightcar website updates currently under development for December 1 launch
- Annual Safety Rating data update ready for publishing on December 1, consultation with industry underway about focus on road safety for all road users
- Website updates relating to Clean Car Discount

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 be unable to achieve levels of DSI savings equivalent to the permanent removal of 1 and 2 star vehicles from the New Zealand by 2030. Current work is focussed on

s 9(2)(f)(iv)

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Focus Area 3 – Programme Progress

- Green
- Amber
- Red
- † High DSI

Work-related road safety

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

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

Highlights this Quarter

Commercial Transport Regulation

- Engaging with Ia Ara Aotearoa to develop TOR for a fatigue Code of Practice

Work-Related Road Safety Best Practice

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

Review roles and powers of regulators

- Phase 1 of HSWA designation with MBIE and MoT

Next Quarter Activities

- Progress Work Related Road Safety Crash Analysis System (CAS) integration of journey purpose data
- Promotion of the Work-Related Road Safety Best Practice tools ongoing with effort around onboarding companies
- Policy analysis of HSWA designation being prepared for Minister(s) (MBIE/MoT) with expectation to Minister(s) in first half of the year

Insights, Risks & Opportunities

- Potential overlap of Mandatory electronic logbooks and potential mandatory electronic RUC which may push out timelines for delivery of change

• s 9(2)(f)(iv) [Redacted]
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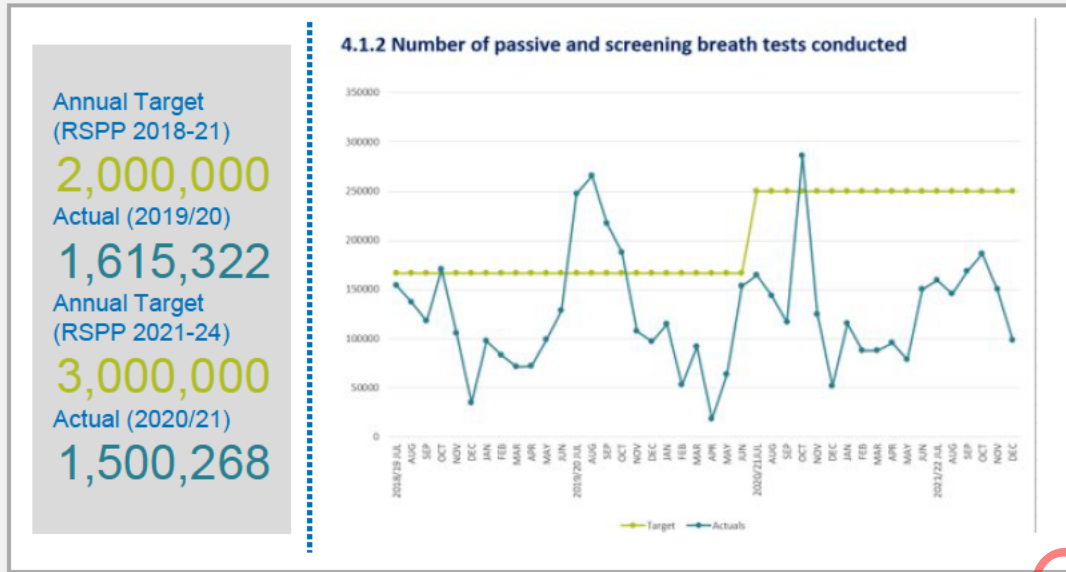
Focus Area 4 – Programme Progress

- Green
- Amber
- Red
- † High DSI

	Highlights this Quarter	Next Quarter Activities	Insights, Risks & Opportunities
<p style="text-align: center;">Road user choice</p> <p style="text-align: center;">Encourage safer choices and safer behaviour on our roads</p> <ul style="list-style-type: none"> ● 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 	<p>Road Safety Partnership</p> <ul style="list-style-type: none"> • Road Safety Partnership Programme published • MOT's Road Safety Investment and Delivery Review complete • RSPQ Quarterly Minister's report released <p>Drug Driving Testing</p> <ul style="list-style-type: none"> • s 9(2)(f)(iv) [redacted] <p>Driver Licensing and Training</p> <ul style="list-style-type: none"> • Regulatory input to briefing papers for EET Ministers delivering on MSD-led work on equity and access to driver licensing • Provisional 2022 budget bid prepared to implement possible changes to delivery of driver licensing training and testing <p>Motorcycle Safety</p> <ul style="list-style-type: none"> • s 9(2)(f)(iv) [redacted] <p>Road Safety Penalties</p> <ul style="list-style-type: none"> • - 	<ul style="list-style-type: none"> • Development of Road Safety Partnership Programme Action Plan / Road Map for 2021/22 • RSPQ Governance Terms of Reference pending Board endorsement in Dec • s 9(2)(f)(iv) [redacted] • Nine recommendations to advance Waka Kotahi support to RSPQ seeking Board approval in Dec 	<ul style="list-style-type: none"> • NZ Police performance not meeting targets • RSPQ investment in NZ Police requires greater oversight and visibility • MoT and Waka Kotahi to agree the significance of research findings on potential risks in some proposed Driver Licensing changes. • Road Safety Penalties are currently being led by MoT and next steps are subject to Ministerial direction

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Focus Area 4 Supporting Intervention indicator reporting



The annual target number of passive and screening breath tests under RSPP 2021-24 is 3,000,000. Currently this data is not reliably available on a monthly basis as the devices need to be returned for downloading data and calibration.

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 in December 2021 and will enable 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.

For the first three months of the RSPP 2021-24, the expected police measure of 15,000 restraints offences was short by 7,186 offences (47.9%).

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

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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 Cross Agency Governance group meeting will be held, with the portfolio team supporting the development of a reporting pack template
- Cross Agency Governance ToR to support the National Cross-Agency Road Safety CE Governance Group led by MoT
- Road to Zero portfolio dashboard prototype produced
- Internal RtZ Survey completed to baseline our internal awareness and understanding of RtZ
- Launch of the Speed Management Campaign
- Public Awareness Campaign exemption approved for a full crew and cast to travel to the shoot which is on target for 13 Dec
- Work has commenced to develop the 2022-24 Road to Zero Action Plan alongside MoT
- RtZ Hui held to draw connections across programmes of work and recognise RtZ successes from the past year

Next Quarter Activities

- Finalising of key messaging by workstream to tell a connected Road to Zero narrative
- Finalising the Road to Zero portfolio level communications and engagement framework and plan
- Launch of the Public Awareness Campaign (13th Feb 2022)
- Draft Action Plan will go to Cabinet June 2022.
- Findings and key recommendation of the function of the RtZ Portfolio Management Office
- External launch of Regional Road Safety Dashboard March 2022
- Vision Zero Foundations course 2022 roll out
- Pilot of Safe System Crash Investigations progressing including trial run of the system on the Timaru fatal in August
- Outcomes Framework and Annual Report draft
- Road to Zero portfolio dashboard productionised

Insights, Risks & Opportunities

- Identify key individuals who are critical to RtZ (especially Policy teams) and check if their workload is manageable
- Leverage results of the RtZ Internal awareness campaign to improve internal awareness and support of RtZ
- Public Attitudes and Perceptions survey has just been undertaken with an opportunity to see if there has been any shift in Vision Zero Awareness (previously 11%) and a belief that zero deaths and serious injuries will be achieved by 2030 (only 24% previously thought it is likely)

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It takes everyone to get to no one



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