

Ngā miniti | Minutes

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| Minutes | Road to Zero – Chief Executive Governance Group |
| Date | 11 November 2022 |
| Time Venue | 10.00am to 12 noon Ngake – Te Manatū Waka Offices 3 Queens Wharf Wellington Microsoft Teams |
| Attendees | Bryn Gandy (Chair, Te Manatū Waka), Andrew Coster (NZ Police), Megan Main (ACC) Nicole Rosie (Waka Kotahi), Kane Patena (Waka Kotahi), Rajesh Chhana (Ministry of Justice), Mike Hargraves (Worksafe – for Phil Parkes) |
| In attendance | Bryan Sherritt (Road to Zero), Helen White (Te Manatū Waka) |
| Apologies | Mark Lambert (Auckland Transport), Phil Parkes (Worksafe) |

| | Minutes |
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| 1 | Working in Partnership |
| 1.1 | <p>The CE's spoke about the progression in the Road to Zero partnership that they had seen over time. It was discussed that they are starting to see more collaboration and stronger partnership behaviours. The value of the direction and the tone set by the Chief Executive and Deputy Chief Executive governance groups was seen as important in promoting partnership behaviours.</p> <p>It was also noted that there is currently and will likely continue to be significant workload demands on people across the partner organisations. Workload and prioritisation conversations will be an important part of the partnership moving forward.</p> <p>The CE's questioned if we are sufficiently testing and challenging the delivery across the portfolio? Something to consider as we continue to strengthen our reporting, data, and insights work</p> <p>The CE's spoke about what a strong partnership would like to look like, and the importance of continuing to consciously consider the partnership in how we present information and respond to requests (e.g., summer period covering all partner delivery not just what one agency (Police) are planning).</p> <p>In terms of Māori inclusion in Road to Zero governance arrangements the challenges of national level Māori representation and participation were discussed. Nicole Rosie offered to use Māori expertise/representation from Waka Kotahi to bridge the gap at the Road to Zero CE meetings. This would bring a Māori perspective appreciating it might not be as representative as we were intending but would at least indicate a genuine willingness to engage while other arrangements are established</p> |

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| | <p>The CE's spoke about the fact that different agencies have different goals and ways of working. It is important that all parties are brought together to understand the front-line challenges and managing these challenges within the political context is something that we need to be cognisant of.</p> <p>It was discussed that there has been significant improvement in the type and number of conversations occurring between agencies, and that there has been better oversight and information sharing between the partner agencies</p> <p>The CE's indicated a desire to see us move to share more concerns as they are developing and to have more open dialogue about resourcing pressures.</p> <p>The CE's agreed that a joint agency response is desirable in replying to the Minister's question concerning what police are planning for the summer holiday period</p> |
| 1.2 | <p>Action: Bryan Sherritt</p> <p>Holiday Road Safety Activity</p> <p>Police will play a key role, but a contribution is required across the partnership, including the development of communications plans. Response to be articulated at the next Ministerial Oversight Group Meeting</p> <p>Due date: 12 December 2022</p> |
| 1.3 | <p>Action: Bryan Sherritt</p> <p>Māori Representation on Road to Zero Governance</p> <p>Bryan Sherritt to follow up with Nicole Rosie to progress the opportunity of getting Māori representation on RtZ Governance, noting that such an approach may not be perfect in the initial instance</p> <p>Due date: 29 March 2023</p> |

| 2 | Road to Zero Quarterly Progress Report |
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| 2.1 | <p>Bryan Sherritt gave an overview of the Road to Zero Quarterly Progress Report that has been prepared to ultimately inform the Ministerial Oversight Group meeting on 12 December 2022. The Report covers progress that had been achieved in the implementation of Road to Zero Actions in the first quarter of the 2022/23 financial year</p> <p>It was highlighted that as of 10 November 2022 that New Zealand is tracking at 322 road deaths year to date, exceeding the total number of annual deaths for the full years in 2020 and in 2021. This number of road deaths is also higher than the year-to-date total in 2018 which is the baseline year that we are comparing our Road to Zero progress to.</p> <p>It was discussed that whilst there has been good work done by each of the Road to Zero partners, that delivery of Road to Zero initiatives had not been achieved at the required scale and pace to make an impact on the high numbers of death and serious injury in Aotearoa in 2022. Covid has been a factor in delaying progress on some of the key death and serious injury reducing actions. It is clear the strategy itself is not</p> |

flawed, but that the measures that it articulates have not yet been delivered at the required scale and pace.

This includes the delivery of safety infrastructure, the implementation of safe and appropriate speeds on high-risk roads, the installation and use of new safety cameras, the raising of safety standards of vehicles entering the fleet and prioritising road policing.

Nicole Rosie advised that Waka Kotahi have done considerable work to reset their median barrier program and are now likely to exceed the 1000km target. This has been done through not only focussing on the original high-risk sites that are also hard to deliver but to look at some of the lesser risk sites that might be delivered more expediently, in addition to revisiting sites where they have done all the physical works (i.e. widening) but have not yet installed the median barrier. It was discussed that the median barrier forecast in the quarterly progress report could be updated to reflect these new expectations.

It was discussed that we are seeing improved rates of delivery of safe and appropriate speeds through LGA's, but that Waka Kotahi were going slower and adopting a pragmatic approach on State Highway speed management changes to optimise the opportunity for community support for the changes.

It was discussed that Auckland Transport received negative sentiment around the implementation of speed management changes across Auckland, the first tranche received large negative public feedback the second tranche less so. A strong leadership approach was adopted by AT to implement these changes this in part was assisted by AT's deliberate actions to give a voice to the silent majority.

It was also discussed that assisted by these changes Auckland had experienced a more than 20% reduction in road deaths compared to this time last year which runs contrary to the national trend.

The CE's spoke about the approach being taken to deliver Road to Zero outcomes but noting we may still be unable to meet the agreed Road to Zero targets given the challenges the partners are facing. The CE's wanted to highlight these challenges to Ministers along with our approach to addressing these issues including a deliberate approach to continue to build stakeholder/community support and understanding.

Working through the Quarterly report

s 9(2)(g)(i)

s 9(2)(f)(iv)

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| | <p>The delivery of school speed management changes is on track and the community is largely supportive of these changes.</p> <p>s 9(2)(f)(iv)</p> <p>Waka Kotahi advised that significant work had been done in progressing infrastructure standards and guidelines.</p> <p>s 9(2)(f)(iv)</p> <p>The CE's discussed the need to provide advice to Ministers in the new year concerning the scale and pace of delivery across the actions and that it is not necessarily moving as quickly as Ministers would desire. The CE's wanted to show a realistic picture of what we consider can be delivered by the end of the year (or other agreed time period). This will mean that we will have clear expectations and can then right size our effort and our resources across the partnership into priority areas:</p> <p>It was agreed that Driver Licencing be moved into the focus areas for Ministers in the Quarterly Progress Report.</p> |
| 2.2 | <p>Action: Bryan Sherritt</p> <p>Appetite to proceed with initiatives that might be unpopular with some segments of the community</p> <p>Conversation with the Minister: we have a mandate to deliver this work signalling there is increased public feedback on delivery across some of these initiatives (e.g., speed, fines, and penalties)</p> <p>Due date: 12 December 2022</p> |
| 2.3 | <p>Action: Bryan Sherritt</p> <p>Micro-mobility contribution to Vulnerable Road User statistics</p> <p>Can we improve the differentiation around DSI for micro mobility (separated from walking and cycling)?</p> <p>Due date: 30 November 2022</p> |

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| 2.4 | <p>Action: Helen White</p> <p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> |
| 2.5 | <p>Action: Bryan Sherritt</p> <p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> |
| 2.6 | <p>Action: Bryan Sherritt</p> <p>Road to Zero Focus over the next 6 – 12 months and beyond</p> <p>Need to provide advice to Ministers via a briefing of the areas of focus over the next 6 - 12 months at the Feb '23 Ministerial Oversight Group Meeting. This will need to consider the phasing of what can be done now and what will be pushed into future years.</p> <p>The intent is for Ministers to be aware of the scale of work underway but also highlight some of the challenges that impact on the scale and pace of delivery. Including the need for any system changes that could influence delivery of the programme.</p> <p>We will be seeking a level of comfort with the pace that officials are progressing, OR if not, discussion around how we unlock constraints to support delivery. This will also ensure that officials will have clarity around the priorities for Ministers.</p> <p>Due date: 23 February 2023</p> |
| 2.7 | <p>Action: Tara McMillian</p> <p>Median Barriers forecast</p> <p>Update the Median Barrier forecast outturn to reflect the revised approach by Waka Kotahi</p> <p>Due date: 30 November 2022</p> |
| 2.8 | <p>Action: Rebecca Ellery</p> <p>Driver Licencing to be a focus for Ministers</p> <p>Include Driver Licencing in the "Focus Areas for Ministers" Slide in the Quarterly Progress Report</p> <p>Due date: 30 November 2022</p> |
| 3 | Road to Zero DCE Management Group Workshop |
| 3.1 | Bryan Sherritt provided an overview of the Road to Zero Deputy Chief Executive Workshop that was conducted on 28 October 2022. |

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| | <p>The workshop was designed to provide a higher level of goal clarity for the DCE group along with a deeper understanding of the role of the DCE group in the Road to Zero Governance arrangements</p> <p>The major outputs were.</p> <ul style="list-style-type: none"> • The development of an Implementation Plan that sits below the new RtZ Action Plan that's owned by DCE group and provides clarity on interdependencies between actions, resource sharing opportunities and risk identification. (This plan will assist in the articulation of the delivery challenges in Action 2.6) • The DCE Group will conduct deep dive sessions into hot topic areas an indicative program is being developed • The DCE Group is looking to develop an improved operating model for the group that more readily gives effect to the outcomes articulated in the terms of reference for the group • The DCE's were also keen to have an improved meeting cadence, building in the "hot-topic" conversations in addition to the existing cadence |
| 4 | Draft Road to Zero Action Plan Update |
| 4.1 | <p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> |
| 4.2 | <p>Action: Jo Gould</p> <p>s 9(2)(f)(iv)</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> |
| 5 | General Business |
| 5.1 | <p>The CE's spoke about the communication requirements for the end of year media around the number of road deaths in 2022, this aligns with Action Items 1.2 and 2.3 above</p> |