

# Road to Zero Ministerial Oversight Group

## - Quarterly Progress Report (July – September)

For Road to Zero Ministerial Oversight Group – 12 December

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# Executive Summary

## Portfolio Summary



The overall Road To Zero Portfolio is rated as AMBER / RED 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 however we remain behind on key DSI-contributing work programmes. The focus moving forward is to convert the high level of work effort into measurable outputs that save lives and prevent injury.

## Action Plan Priority Status

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

## Insights

- The number of deaths from road trauma to the end of September 2022 was 271 which is seven fewer than the 2018 baseline number of 278 for the same period (source Te Manatū Waka website).
- Waka Kotahi's Speed and Infrastructure Programme status will likely move from AMBER/RED to AMBER status in the next reporting period. This will be due to the recent development of a targeted median barrier programme that will ensure a more balanced programme and lift delivery rates. The revised programme forecast exceeds the 1000km RtZ target (subject to affordability and ground truthing) which includes an additional 220km of over programming to allow for a potential under delivery based on a local roading partner inability to meet investment contribution required.
- Te Manatū Waka, Waka Kotahi and NZ Police have worked together following the release of the Global Road Safety Partnership report to decide on recommended changes to the RSPP Police measures. More consideration is needed to several aspects before proceeding to consultation across agencies. Once consultation occurs, final negotiations will occur around if any changes will be made, how and when.
- Te Manatū Waka updated and re-submitted the Road Safety Penalties Review package in October to seek Cabinet approval to start public consultation. 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.
- A Road to Zero DCE's workshop was held 28 October 2022. Some of the main outputs were improved goal clarity, an improved meeting cadence and the need to develop a RTZ partner implementation plan to align with the (currently) draft 2023 – 25 RTZ action plan.
- The 2023-25 RTZ Action Plan will most likely go to Cabinet for approval in February 2023.
- NZ Police and Te Manatū Waka are working through options to address the limitations of available Oral Fluid Testing technology and the ability of this technology to deliver on the intent of the Act.

# 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** – 700 - 800 new safety cameras (including point to point cameras) to lower average network speeds (including updated levels of **fines and penalties**).

**Enforcement** – increase levels of **enforcement** from 2018/19 levels, particularly for restraints, impairment, distraction, and speed (including updated levels of **fines 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
Land Transport (Road Safety) Amendment Bill	<p>Te Manatū Waka put forward a legislative bid for a Land Transport (Road Safety) Amendment Bill which are still subject to final agreement by the Cabinet Legislation Committee.</p> <p>This legislative change is required to enable enforcement through average speed and point to point cameras.</p>	<p>Progress the proposals relating to safety cameras through this Road Safety Bill as a priority.</p>	<p>If the Bill is not approved by election next 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 DSI's. 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 to. Full benefit realisation won't be achieved.</p>
Road Safety Penalties Review	<p>Te Manatū Waka updated and re-submitted the Road Safety Penalties Review package in October 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 providing a greater influence on road user choices.</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>Improved penalties coming from this review combined with agreed levels of enforcement activity, though Police enforcement and the use of safety cameras, are critical to delivering the level of behaviour change required to achieve a 40 percent reduction in DSIs by 2030.</p> <p>If the levels of fines and penalties, and levels of enforcement are not sufficient to achieve both general and specific deterrence, we will continue to see a prevalence of unsafe behaviours on New Zealand's roads.</p>
Prioritising Road Policing	<p>Police are focused on lifting performance and prioritising road policing activities that are proven to directly impact deaths and serious injuries.</p> <p>Police have multiple programmes of work underway to support delivery and deployment. Police continue 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.</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>



# Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
Speed and Infrastructure	<p>Waka Kotahi are supporting Road Controlling Authorities (RCA's) 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>
Vehicle Standards	<p>Work on tyre requirements in relation to safety and environmental standards is continuing..</p> <p>Te Manatū Waka is preparing advice on next steps in a review of the vehicles regulatory framework, which is necessary to modernise how the current system operates while pre-emptively addressing foreseeable future issues.</p> <p>Te Manatū Waka is exploring how certain safety features such as Lane Keep Assist (LKA) and Autonomous Emergency Braking (AEB) can be introduced as a priority.</p>	<p>Support the progression of work in this focus area to improve vehicle standards in Aotearoa.</p>	<p>1- and 2-star cars are over-represented in crash statistics in New Zealand, but there are currently limited policy tools which target their presence in the existing fleet and work in this area will probably have access impacts.</p> <p>The vehicle safety focus area contributes to a quarter of the targeted DSI reduction by 2030. Not addressing 1- and 2-star cars' and not promoting key safety technologies like LKA and AEB will risk achievement of the overall 40% DSI reduction by 2030.</p> <p>Driver maintenance behavior appears to be a key driver behind growth in tyre faults as a leading "mechanical failure" that results in crashes in New Zealand. Improving our maintenance practice is long term, difficult, and will involve challenging conversations about our priorities.</p>

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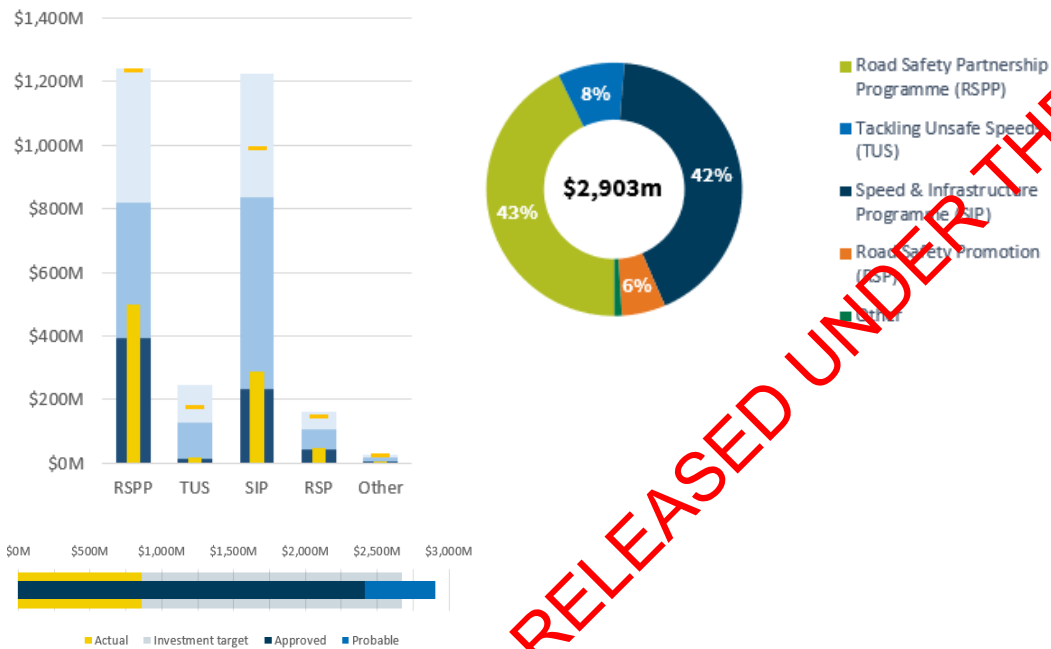


# Portfolio Summary

## Death and Serious Injury Summary

- Rolling DSI 12-month total for period to end September 2022 is 2,656, noting the 2030 target is 1,787.
- DSIs continue to trend lower than average although the rolling 12-month average DSI line remains above our target line. This target line will start to trend down once the high DSI months in November and December 2021 are removed from the average.
- 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 police recorded DSI data.

## Financials



## Death and Serious Injury Summary

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



Monthly provisional road deaths (Source: MOT website taken 5 December 2022)

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	YTD
2022	29	25	32	38	27	32	25	27	36	271
2018 baseline	36	28	39	26	31	37	22	32	27	278





# Road to Zero 2030 Forecast

November 2022 Update

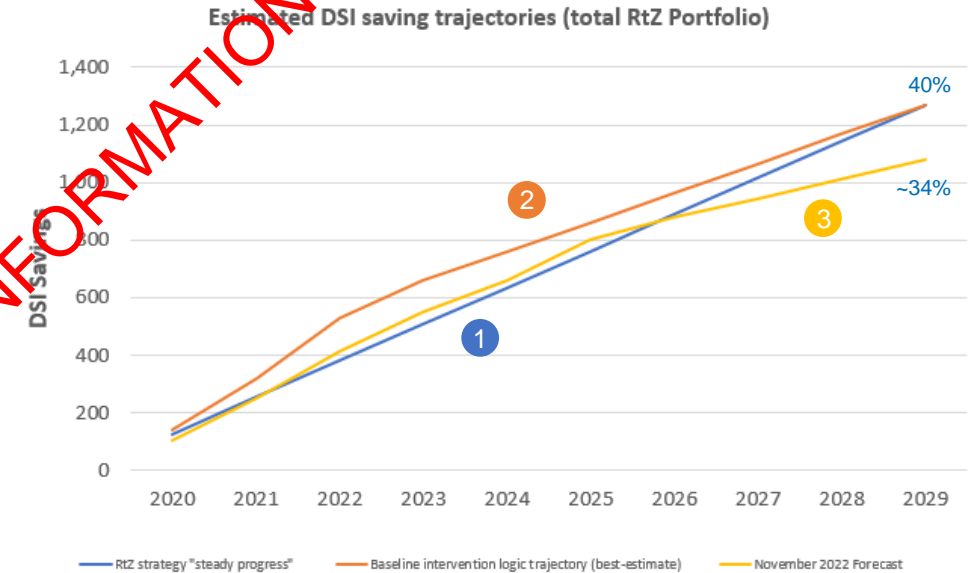
## Purpose:

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 before the end of the National Land Transport Programme 2021-24 period. Forecast trajectory assumes a hypothetical maximum 90% contribution achieved;
- **Speed and Infrastructure Programme** - baseline trajectory assumes steady realisation of benefits over ten years. Forecast trajectory is based on latest available estimates from SIP indicating 90% delivery by 2030. SIP are currently updating these estimates for next Programme Business Case (expected early 2023);
- The Speed and Infrastructure Programme have initiated efforts to accelerate the delivery of transformational Safe System interventions, particularly median barriers, to lift overall programme outcome;
- **Safety Cameras** - baseline trajectory assumes steady treatment of all sites from 2023 with all sites treated by 2030. Latest forecast trajectory (November 2022) reflects the progressive option from the TUS business case with 73% of benefits realisation by 2030. Further work is underway to develop more detailed forecasts;
- **Vehicles** - baseline trajectory assumes 100% of the vehicle fleet will be 3 star or above by 2030 (compared to the 2018 fleet). Forecast assumes 50% of targeted contribution achieved. Currently working to refine these estimates. Yet to be implemented standards will improve this trajectory but agreed policy approaches are yet to be modelled;
- The difference between the (assumed) baseline trajectory and the forecast trajectory is 192 fewer deaths and serious injuries saved in 2030 and 1,056 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.



- 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 (November 2022) best estimate forecasted trajectory based on intervention forecasts and assumptions. Further detail by key intervention shown in Appendix B.



# Road Safety Investment Delivery Review – Partner Actions

In 2021, Martin Jenkins was commissioned by Te Manatū Waka to conduct an independent review of Road Safety Investment and Delivery (the Review). The aim of the Review was to provide an understanding of how road policing activities and safety infrastructure investments are prioritised, delivered and monitored. 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. The Review identified a number of improvements across governance, investment prioritisation, the Police Safe Roads Operating Model and performance reporting.

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 four pages.

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


As previously reported, 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.
C	Complete	4
●	Successful delivery highly likely, no major risks	11
●	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
















# Road Safety Investment Delivery Review – Summary

	Action	Update
Further embed recent improvements to the governance, reporting and oversight mechanisms established to enable the delivery of Waka Kotahi road safety investment and infrastructure programme (Speed and Infrastructure Programme (SIP)). A dedicated executive level governance structure is in place to actively monitor and oversee the delivery of Road to Zero activities.		<ul style="list-style-type: none"> <li>Complete. A comprehensive governance structure has been established within Waka Kotahi to provide oversight of all RtZ activities including the SIP. This includes a RtZ Executive Sub Committee that operates across the whole RTZ portfolio. A SIP Governance Group has also been established to provide oversight and assurance of the SIP delivery programme and outcomes. Regular reporting mechanisms have been established to provide visibility and insights on delivery progress. This action has resulted in more in-depth reporting on SIP and a governance framework to provide greater monitoring and assurance.</li> </ul>
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.		<ul style="list-style-type: none"> <li>Waka Kotahi have 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. The three partner agencies have committed to implementing the revised governance approach and the first executive level meeting was held on 21 October 2022.</li> </ul>
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.		<ul style="list-style-type: none"> <li>The GRSP review has been socialised with Police and Te Manatū Waka Ministry of Transport. Waka Kotahi will receive feedback from those partner agencies before providing advice and recommendations to the Board. The review reflects desired activity levels within policing districts. Further work will be required to ensure measures align with the roading network and environment. Monitoring and reporting requirements have been outlined in an implementation plan shared with Police and will be further developed.</li> <li>The review of measures may impact the RSPP investment for the current NLTP period, or alternatively be reflected within the 2024-27 RSPP.</li> </ul>
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 performance trend analysis and insights, aligned to Road to Zero.		<ul style="list-style-type: none"> <li>Whilst the implementation plan proposed Waka Kotahi work with Police to form district deployment plans, the opportunity exists for Waka Kotahi to share data with Police to enable more informed deployment decisions.</li> </ul>
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.		<ul style="list-style-type: none"> <li>The GRSP review has been socialised with Police and Te Manatū Waka Ministry of Transport. Waka Kotahi will receive feedback from those partner agencies before providing advice and recommendations to the Board. The review of measures may impact the RSPP investment for the current NLTP period, or alternatively be reflected within the 2024-27 RSPP.</li> </ul>
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.		<ul style="list-style-type: none"> <li>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.</li> </ul>

# Road Safety Investment Delivery Review – Partner Actions

		Action	Update
		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.	 <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 RtZ programme.</li></ul>
		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.	 <ul style="list-style-type: none"><li>Substantial work has already been undertaken and continues through the local roads component of the SIP. Codesign 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
		Undertake targeted monitoring of the progress made by Waka Kotahi in responding to the Review as part of our annual Crown monitoring programme.	 <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>
		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>This remains a work in progress however, reporting and monitoring improvements have been initiated.</p>
		Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators.	 <p>Release of the 2021 RtZ Annual Monitoring Report. As above, further work to improve reporting insights is underway.</p>

# Road Safety Investment Delivery Review – Summary

 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>• A draft concept of the Safe Roads Operating Model has been developed with KPMG and has been passed onto Police. The next phase which is scheduled to commence in October, will be to engage internally via workshops, then launch no later than November.</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. Currently this work is in the draft model development and testing stage. This work will provide a more informed position by the end of 2022.</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 has been piloted in Tāmaki Makaurau. This Dashboard will enable evidenced based decision-making police to deploy its resource in alignment with the principles of deployment.</li><li>• Following the evaluation of the Dashboard pilot in Tamaki Makaurau, the national roll-out is underway. The goal is to have all twelve Districts with access to and using the Dashboard by the end of 2022. The first three Districts (outside of Tamaki Makaurau) have received their initial training in September. The other six Districts will be trained in October and November.</li></ul>

**DSI contribution**  
**46%**



# Focus Area 1 – Infrastructure and Speed

**Dependencies**

- 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. 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. Reporting to date has only been on retrofitted median barrier, total median barrier installed across all infrastructure projects since the beginning of the Road to Zero Strategy in 2020 will be included in future reporting.

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# 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
<div><div>● →</div><div>2. Introduce a new approach to tackling unsafe speeds</div></div>	<div><div>WAKA KOTAHI</div><div>NZ TRANSPORT AGENCY</div></div>	New Speed Rule	Rule changes for new regulatory framework	QTR <ul style="list-style-type: none"><li>Complete. Programme being closed out</li></ul>	<ul style="list-style-type: none"><li>The Speed Management Programme is in the process of being closed out, it won't need to develop a full phase two, however there are a few minor activities that 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	QTR <ul style="list-style-type: none"><li>Complete. Programme being closed out</li></ul>	
		National Speed Limit Register	Develop National Speed Limit Register application	QTR <ul style="list-style-type: none"><li>Complete. Programme being closed out</li></ul>	
	<div><div>TE MANATŪ WAKA</div><div>MINISTRY OF TRANSPORT</div><div>Regulatory Work Programme</div></div>	Establishment of the Speed Management Committee	Requirement of the new Setting of Speed Limits Rule	QTR <ul style="list-style-type: none"><li>Applications for the Speed Management Committee closed on 30 October, with 21 applications received. Officials are reviewing the applicants and will provide a briefing on the shortlisted candidates soon.</li><li>There is a risk that members will not be appointed until early 2023 rather than the end of 2022 as initially signalled.</li></ul>	<ul style="list-style-type: none"><li>Quarterly progress RAG changed from green to amber due to the potential delay in appointment.</li></ul>


## Dependencies

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



# Focus Area 1 – Infrastructure and Speed

DSI contribution  
13%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
<div><div></div><div></div></div> <div>2. Introduce a new approach to tackling unsafe speeds (cont.)</div>	<div><div></div><div>Safety Camera System</div></div>	Safety Camera System operating model	Transfer ownership and operation of the safety camera network and offence processing from NZ Police to Waka Kotahi Jun 2023 to Jun 2024	<div>QTR</div> <ul style="list-style-type: none"><li>A second gateway review was completed which resulted in a recommendation to review the membership of the steering committee to ensure representation reflects all aspects of the programme, in particular, people impact and technology engagement.</li><li>The Detailed Business Case (DBC) is on track to be signed off by the Waka Kotahi Board in December 2022.</li><li>Formal approvals and contracts are in progress with SICE, with SICE resources due to fly into New Zealand to conduct planning and design workshops.</li><li>A Master Services Agreement with Redflex has been negotiated and is due to be signed in October 2022.</li></ul>	<ul style="list-style-type: none"><li>The overall programme timeline is being reassessed now that contracts with technology suppliers have been signed. This could incur a slippage of up to 12 months due.</li><li>Delays to detailed design activities that will impact detailed organisation design timeframes.</li><li>Delay to legalisation required to enforce average speed/point-to-point cameras. Te Manatū Waka - Ministry of Transport are exploring other options.</li><li>Delays to safety camera hardware due to supply chain impacts of COVID-19 and the war in Ukraine, with pre-orders having been placed.</li><li>DSI reductions not realised or delayed.</li></ul>
		Safety Camera network expansion	Procure and install safety cameras for the first stage of network expansion Aug 2024	<div>QTR</div> <ul style="list-style-type: none"><li>The accelerated deployment of 10 additional current-generation cameras in Tāmaki Makaurau is progressing well, with the first tranche of speed survey data received (showing that speeding is an issue for the selected sites) and field testing completed for the re-purposed cameras.</li></ul>	<ul style="list-style-type: none"><li>Funding of site construction is dependent upon the DBC being approved by the Waka Kotahi Board in December.</li></ul>

## Dependencies


- Safety Cameras are dependent on legislation to enable enforcement of point-to-point cameras.
- Waka Kotahi Digital Group establishment of back-office platform governance structures that cover tolling, safety camera system and Common Payment Service (CPS).

## Key actions to progress RAG

- Work is underway to identify opportunities to accelerate the realisation of DSI benefits, address industrial relations risks relating to ongoing uncertainty for 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.
- Consideration of a more flexible programme structure that enables some activities to accelerate while others continue at a measured pace. Consider installing new cameras, but issue warning notices until full enforcement capability is in place.



# Focus Area 1 – Infrastructure and Speed

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>Standards and Guidelines approach approved for incorporation of the 'Safer Journeys for school' in the Speed Management guide</li> <li>ATPM guidance and the final draft will be completed by November</li> <li>Raised Safety Platform and this will go to ratification in October</li> <li>Presentation at a Road Controlling Authority forum on 'Road Safety Audit Procedures'</li> <li>Overall RAG has moved from green to amber this quarter as key priority documents that were meant to be completed by December have been pushed out to 2023.</li> </ul>	<ul style="list-style-type: none"> <li>Due to resource constraints external consultants have been engaged to progress work on High Risk Rural &amp; High-Risk Intersection Guide and has meant some low-medium impact guidelines won't be published until early 2023.</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> <ul style="list-style-type: none"> <li>Te Manatū Waka and Waka Kotahi have worked through comments from Ministerial consultation with the Accessible Streets package. This included setting up meetings with Road Controlling Authorities to discuss an alternate option to setting default speed limits on footpaths and shared paths. Te Manatū Waka and Waka Kotahi provided you advice on these issues, together with an updated Cabinet paper, on 18 October 2022. We are anticipating Cabinet consideration in November.</li> <li>Officials have responded to comments received through Ministerial consultation and provided an updated Cabinet paper to the Minister. Overall RAG has progressed from red to amber.</li> </ul>	<ul style="list-style-type: none"> <li>Implementation timeframe.</li> </ul>

## Dependencies



- Accessible Streets dependent on Cabinet approval and government priorities.
- Accessible Streets complements the Reshaping Streets Programme of work.

## Key actions to progress RAG

- Accessible Streets will progress following Cabinet consideration of the policy changes. If these are approved by Cabinet, then regulatory changes will be progressed. 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
<div><div><div>● →</div><div>5. Raise safety standards of vehicles entering the fleet</div></div></div>	<div><div>  Regulatory work Programme</div></div>	Raising Vehicle Fleet Safety Standards	<div><div>Review of the vehicle standards regulatory framework</div><div>Practical next steps to raise quality of the vehicle fleet</div></div>	<div><div>QTR</div><div><ul style="list-style-type: none"><li>Prioritised work to estimate the safety impacts from expected changes to the vehicle fleet from implementing the Euro 6/VI vehicle emissions standards and looking at likely equity impacts from raised standards. We are looking at how we can progress certain safety features as a priority while also exploring improvements to the overall regulatory framework.</li></ul></div></div>	<div><ul style="list-style-type: none"><li>Limited policy resources makes it difficult to proceed with both immediate practical steps and strategic change. Having a clear set of obvious next steps means we can have high near-term impact with resources we have.</li><li>Work is underway to address the lack of data about market and equity impacts of new vehicle standards.</li></ul></div>
			<div><div>Next steps on tyre safety performance</div></div>	<div><div>QTR</div><div><ul style="list-style-type: none"><li>Te Manatū Waka briefed the Minister on tyre safety issues resulting from the Vehicle Licensing Reform (which reduced the frequency of warrant of fitness checks for vehicles first registered after 1999). Further advice will be provided in November.</li></ul></div></div>	<div><ul style="list-style-type: none"><li>There are limited (but some) regulatory options. Long term improvements will require changing public behaviour around vehicle maintenance, which may prove difficult to sustainably achieve.</li></ul></div>

Dependencies





- Deciding next steps for standards improvements requires understanding market and equity impacts of new standards so that social license for reform is maintained.
- Once a decision is reached, implementation cannot proceed without adequate drafting resource.
- 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/red if we get to first policy advice seeking in-principle agreement and direction to progress the rule by December 2022. We would progress to amber or amber/green if we have the Cabinet paper, supported by RIS and discussion document seeking permission to consult with the sector on draft rules by February 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

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	<b>QTR</b> <ul style="list-style-type: none"> <li>Waka Kotahi have offered to draft the Regulatory Impact Statement and Cabinet papers to assist Te Manatū Waka</li> <li>Initial progress into additional safety technologies has begun alongside MBIE, Police, NZ ACC and Te Manatū Waka</li> <li>Focus on the next stage of public awareness, which will include additional content to RightCar website along with advertising of the importance of crash avoidance features.</li> </ul>	<ul style="list-style-type: none"> <li>Focus on core task of improving vehicle safety standards at entry to the fleet remains a concern that it is not being prioritised by Te Manatū Waka</li> <li>National Roadshow of vehicle safety events on hold due to COVID-19, preparation work is under way to complete the display required.</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>			<p><b>DSI contribution</b> <b>11%</b></p>




## 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	
<div><div><div><div></div><div></div></div><div></div></div><div>8. Strengthen commercial transport regulation</div></div>	<div><div><div><div></div><div>TE MANATŪ WAKA MINISTRY OF TRANSPORT</div></div><div><div></div><div>WAKA KOTAHI NZ TRANSPORT AGENCY</div></div></div><div>Regulatory Work Programme</div></div>	Review logbook and work-time requirements under the Land Transport Act 1998	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	QTR	<ul style="list-style-type: none"><li>Initial briefing provided to the Minister of Transport in June 2022. Minister has agreed to official engagement with industry and unions to better understand issues surrounding fatigue and work time rules. The Minister also agreed to Waka Kotahi 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 logbook and work-time requirements under the Land Transport Act 1998	Policy investigation of future technologies	QTR	<ul style="list-style-type: none"><li>Completed. Examining the future role of transport technology, particularly telematics and fatigue monitoring technology.</li></ul>	
		Review the roles and powers of regulators	MOT policy investigation (2019 – 2020)	QTR	<ul style="list-style-type: none"><li>Policy work continues 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 and draft initial advice to the Minister.</li></ul>	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.
		Investigate future of telematics	Policy investigation (2022)	QTR	<ul style="list-style-type: none"><li>This item will be picked up again through the new road safety collective to investigate how to encourage uptake and successful implementation fatigue-monitoring and other safety technologies.</li></ul>	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 collective will be an ideal forum to discuss this work.
Work Related Safety						

# 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>Work-related road safety business case being finalised.</li><li>Socialisation of programme elements continuing with growing support both internally and externally. In October Te Manatu Waka has requested that Waka Kotahi present the road safety collaborative programme entity to the Ministers Advisory Group.</li></ul>	<ul style="list-style-type: none"><li>Waka Kotahi RtZ Executive subcommittee endorsed the proposal to perform site assessments on ~80 traffic camera operator sites (TCO).</li></ul>
	 <b>Worksafe</b>	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 will begin work on the work-related road safety guidelines in conjunction with Waka Kotahi at the end of Oct.</li><li>Worksafe has launched research around mapping harm across the transport network using Mackie Research. Initial interviewing has commenced with further workshops planned in early November.</li></ul>	

**Dependencies**



- There is a dependency on feedback before the framework for reviewing and revising infringement fees and fines across the transport sector can be developed.





# 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	QTR	<ul style="list-style-type: none"> <li>As of September 2022, dedicated road policing FTE sat at 1,070 FTE, with 945 in the Districts and 126 in the CVST and Service Centres.</li> </ul>
		Mobile speed cameras deployment	20,000 hours	QTR	<ul style="list-style-type: none"> <li>Police met 67% of the FYQ1 target of 13,490 hours, an under delivery of 6,510 hours.</li> <li>The mobile camera replacement programme has replaced all 43 cameras in operation increasing sustainability and reliability.</li> <li>Risk remains, measure cannot be met under current resourcing. Measure is under review as per slide 7 RSID review recommendation.</li> </ul>
		Restraints	15,000 offences	QTR	<ul style="list-style-type: none"> <li>Police detected 69% of the FYQ1 target of 15,000 offences, an under delivery of 4,706 offences.</li> </ul>
		Breath tests	3,000,000 breath tests	QTR	<ul style="list-style-type: none"> <li>As of September 2022, Police had conducted 1,732,591 alcohol breath tests in the preceding 12 months.</li> </ul>
		Rural speed enforcement	70% of officer issued speed offence notices which are rural	QTR	<ul style="list-style-type: none"> <li>Rural roads accounted for 52% of officer issued speed notices in FYQ1.</li> </ul>
		Officer issued speed enforcement	15% of officer issued speed offences between 1- 10km/h	QTR	<ul style="list-style-type: none"> <li>In FYQ1, 10.4% of officer issued speed offences were for speeds 1-10 km/h above posted speed limits.</li> </ul>
		Identified and engaged high-risk drivers	1700 high risk drivers	QTR	<ul style="list-style-type: none"> <li>The data Police use to measure this output is a proxy measure as it captures only specific reactive interactions, not any proactive engagement and/or activity.</li> <li>Police initiated 896 proceedings for Fails to Stop for Police and 437 proceedings for Sustained Loss of Traction in FYQ1.</li> </ul>

## Dependencies



- The Road Safety Investment and Delivery Review – completed by Martin Jenkins, articulates multiple recommendations that Police and our partners are committed to delivering. The review of RSPP measures by the Global Road Safety Partnership, Dave Cliff, has provided advice into the current RSPP measures. During this quarter RSPP partners attended a meeting to discuss recommendations, proposed new measures and considerations for amending measures mid cycle (before the 24/27 cycle). Further discussion on these measures and resulting consultation is underway across partners.

## Key actions to progress RAG

- The Police Executive and wider leadership team are fully supportive and actively working towards lifting road policing performance, including commissioning and analysing more comprehensive reporting on road policing performance.

## 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>Change Initiatives Investment Portfolio</b>	Mobile Camera Replacement Programme	30 October 2022	<b>QTR</b> <ul style="list-style-type: none"> <li>Implementation has been completed by 6 October 22. All mobile cameras are now replaced with the new NK7 model.</li> <li>Operational capacity was restored in June 22, and further to this, modern technology is now being rolled out in all Districts, which is resulting in a decreased infringement rejection rate (rejections went down from 30% to 5% thanks to NK7 cameras' ellipse and lanes' identification capability).</li> </ul>	
		Road Safety Innovation Hub – Concept trials “in flight”	30 October 2022	<b>QTR</b> <ul style="list-style-type: none"> <li>Inclusion of 2nd “Unmarked motorcycle” extends trial deployment into non-metro districts. Trial allows Police to evaluate the benefit of expanded unmarked vehicle fleets on road user behaviour.</li> <li>The trial of “Radar on Motorcycles” in a controlled environment is to demonstrate the efficiency of incorporating radar on motorcycles to replace stationary lasers.</li> <li>The non-operational trial of “Handheld Laser Camera” has Police trialing the operational benefits of using a handheld laser camera to assist with road policing deployment. To explore use of a second unit with the ability to measure following distance between vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>No point critical risks observed at this point.</li> </ul>
		Dräger Download	30 October 2022	<b>QTR</b> <ul style="list-style-type: none"> <li>The technical solution for Dräger download has been implemented, and completion of change management activities is scheduled for early next quarter (October). Final liaison with Districts shall allow to ensure the Districts are fully informed and supported to meet Dräger download targets, following which Dräger download oversight will continue in BAU environment.</li> </ul>	<ul style="list-style-type: none"> <li>Dräger download benefit realisation relies on District compliance and proper processes being followed.</li> </ul>




## Dependencies

- Programme dependencies. Ensure timely actions meet milestones.
- NZ Police working in partnership with Waka Kotahi in regards to the mobile cameras programme.
- Strong planning and governance to track and deliver progress.

## Key actions to progress RAG

# 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
<div><div>●</div><div>↓</div></div> <div>11. Enhance drug driver testing</div>	<div><div> <b>TE MANATŪ WAKA</b> MINISTRY OF TRANSPORT</div><div><b>Regulatory Work Programme</b></div></div>	Drug Driving Bill	Drug Driving Bill (Complete)	<b>QTR</b> <ul style="list-style-type: none"><li>The Act received Royal Assent on 11 March 2022.</li></ul>	<ul style="list-style-type: none"><li>N/A</li></ul>
	<div><div> <b>WAKA KOTAHİ</b> NZ TRANSPORT AGENCY</div><div><b>Regulatory Policy</b></div></div>	Drug Driving Implementation	TBC	<b>QTR</b> <ul style="list-style-type: none"><li>First Steering Committee meeting held which includes representation from NZ Police.</li><li>Communication Plan is being finalised.</li><li>Quarterly progress remains at amber.</li></ul>	<ul style="list-style-type: none"><li>Delays in the timeframes are a result of the time taken to for the Drug Driving Bill to be passed.</li></ul>
	<div><div> <b>NEW ZEALAND POLICE</b> Ngā Pōhoroa ki Akaroa</div><div><b>Impaired Driving Programme</b></div></div>	Ministerial approval of Oral Fluid Testing (OFT) device	Gazette of OFT device	<b>QTR</b> <ul style="list-style-type: none"><li>Due diligence underway, including independent verification testing of RFP identified devices.</li><li>Quarterly progress changed from green to amber for this quarter.</li></ul>	<ul style="list-style-type: none"><li>Device market technology constraints.</li><li>Implementation options are currently under review.</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 established, meeting monthly.</li><li>Information requirements received from partner agencies.</li><li>Operating model and business process development underway.</li><li>ESR test fees and schedule developed.</li><li>Community consultation collateral and approach developed.</li><li>Quarterly progress changed from green to amber for this quarter.</li></ul>	<ul style="list-style-type: none"><li>Early indications are that the device market technology has constraints in delivering the policy intent and requirements of the legislation. Exploration into implementation options is underway.</li><li>Disproportionate impact on Māori and Pacifica groups. Focus on all groups being actively engaged as part of community consultation on deployment strategy.</li></ul>

Dependencies

- Programme dependencies. Ensure timely actions meet milestones.




Key actions to progress RAG

- Overall RAG was previously a green due to the completion of the Drug Driving Bill and the implementation moving along as expected. There are now early indications that there are risks and we may not be able to meet all deliverables. Implementation progress has changed the RAG to amber due to device market technology constraints.







# 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>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. E.g. 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 a new contracting and procurement 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 will be completed in November 2022 and Māori providers in early 2023.</li> <li>MSD is also working to identify the eligibility criteria for funding that includes referrals from Police and 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>Mapping of current state driver licensing eco-system completed.</li> <li>Engagement on future state options has been completed following a series of workshops with diverse stakeholders with good participation and feedback from government agencies and community groups involved in driver licensing.</li> <li>A working group to support the future state has been established that includes core supporting agencies (Waka Kotahi, Ministry of Social Development, Te Manatū Waka, NZ Police, Te Puni Kōkiri (TPK), ACC) as well as Ministry of Education, Ministry of Justice and the Driving Change Network.</li> <li>Test routes for Waipukurau, Wairoa, Dargaville and Kaikohe are in the process of being approved . New test routes are being supported by a working group that includes representatives from Waka Kotahi and VTNZ.</li> <li>Two regional trials were established mid-2022 in Te Tai Tokerau and Tairāwhiti to improve access to practical driver licence testing by partnering with community-based services. Trials are for 12 months and finish mid-2023</li> </ul>	<ul style="list-style-type: none"> <li>Ability to deliver to programme's key principle of by Māori for Māori. Working closely with TPK, Māori reps on the working group; 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> <li>Stakeholder management with external stakeholders requiring more effective management and planning. Stakeholder, change and communications plans are being reviewed, key messages developed, and engagement planning tools now being used.</li> </ul>
Road User Choices					

## 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>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 – Completed last quarter</li><li>N/A</li></ul>
		Review of licensing system	Review of licensing system (2019 – 2021)	QTR	<ul style="list-style-type: none"><li>Cabinet paper has been deferred to first half of 2023 to allow for Waka Kotahi-led review to be completed. The Cabinet paper is intended to provide a full picture of the licensing system and the changes planned/proposed.</li></ul> <ul style="list-style-type: none"><li>Currently, there are no recommendations for change to the legislation. Further delays to the Cabinet paper may be confusing for stakeholders when no changes are being proposed.</li><li>Te Manatū Waka have released research conducted as part of the review of the licensing system.</li><li>We are also exploring other changes to the licensing system that may support access. These include exploring whether compensation can be provided to mentors under the current legislation. This work has been delayed at we continue to await legal advice from Waka Kotahi. There is a risk that this advice will come too late to be included in the proposed package of changes, this risk has been raised with Waka Kotahi.</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 target claims savings.	<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

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)	QTR	<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.	QTR	<ul style="list-style-type: none"> <li>Contracting finalised with Waka Kotahi to deliver and manage the next high-risk routes.</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.	QTR	<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	TBC	<ul style="list-style-type: none"> <li>To date 1,503 courses delivered 16% below target (1,800) 64% new/unique</li> <li>Weather has created slow start to rider season and training uptake.</li> </ul>
Road User Choices					



# 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
  14. Review road safety penalties	  Regulatory Work Programme	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>• (Latest quarter update). 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><li>• 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.</li></ul>	<ul style="list-style-type: none"><li>• Effective engagement with stakeholders is necessary to shape the discussion around equity. Need to demonstrate that this work is net-positive for vulnerable population groups.</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>• N/A</li></ul>	<ul style="list-style-type: none"><li>• N/A</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 and equity 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
<div></div> <div>15. Strengthen system leadership and coordination</div>	<div></div> <div>System Management</div>	System Management Implementation and Strategic Leadership		<div>QTR</div> <ul style="list-style-type: none"><li>2023-25 RtZ Action Plan in its final stages and will go to Cabinet early 2023.</li></ul>	<ul style="list-style-type: none"><li>Work is underway to start developing the 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	<div>QTR</div> <ul style="list-style-type: none"><li>Vision Zero 2050 base modelling completed and scenario development and testing underway.</li><li>Regional Hui with Area Programme Managers planned for Oct/Nov to Support capacity building.</li><li>Road Safety Action Plan guidance was presented at the Safe And Sustainable Transport Association (SASTA)/Waka Kotahi development days.</li><li>Development of a proposal to discuss with Canterbury Police/Local Govt for regional RSAP Canterbury, focusing on road safety education and promotion to support police deployment plan and enforcement of RIDS.</li></ul>	<ul style="list-style-type: none"><li>Feedback from the SASTA survey will be analysed to determine RSAP existence and effectiveness around the country and determine steps to improve.</li></ul>
		Education and Marketing	Assist public understanding (2020 – 2022)	<div>QTR</div> <ul style="list-style-type: none"><li>The latest Road to Zero Social Licence Monitor report, a nationally representative survey, shows that awareness of Road to Zero continues to be flat as a third of New Zealanders remain unaware of Road to Zero. Less people are seeing Waka Kotahi as 'ambitious' in the Road to Zero goal – decreasing from 21% in July 2022 to 18% in August 2022.</li><li>Australasian Road Safety Conference had a record number of in-person and virtual attendees. A communication plan is being developed to share the insights and highlights from the conference.</li></ul>	
		Post crash care	Establish a cross agency post crash working group	<div>QTR</div> <ul style="list-style-type: none"><li>Discussions underway with the National Trauma Unit's 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></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
  15. Strengthen system leadership and coordination	 <b>System Management</b>	Improving Māori road safety outcomes	Deepen understanding of road safety outcomes (2020 – 2022)	<b>QTR</b> <ul style="list-style-type: none"><li>Planning underway for a Road Safety Coordinators wananga early 2023.</li><li>North and Seatbelts research report will be made available for internals and contributing partners end of October.</li></ul>	Iwi and hapu capacity to work alongside our project stream is limited and their internal resources are stretched.
	 <b>Road Zero</b>	Governance	Strengthen governance arrangements	<b>QTR</b> <ul style="list-style-type: none"><li>Set up a DCE workshop to develop an implementation plan to align with the 2023 to 25 RTZ Action Plan.</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 Whakaaumaru 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)  
**11,105\***

\* State Highways and Local Roads



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

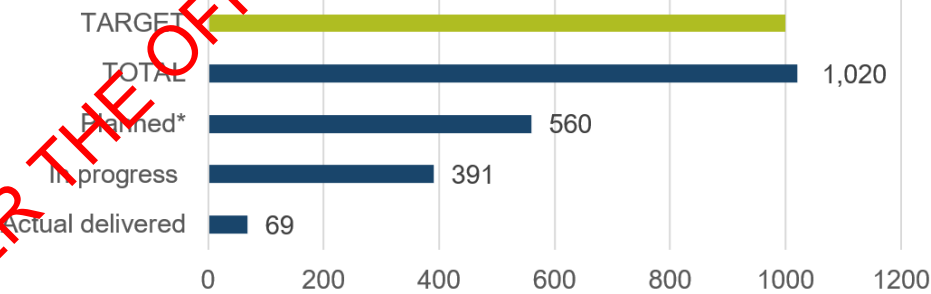


- The target has already been met with a forecast of ~31,359km expected by 2030.
- The majority of speed changes have been on local roads.
- The bulk of the highway speed changes are expected in 2023/24.
- Delivery of speed limit changes on the highway network will be impacted with the current consideration of a phased approach. Councils and Auckland Transport in particular, continue to deliver speed limit changes at pace.

Total km of median barrier installed across all infrastructure projects	km
SIP retrofitted median barrier	69
New state highway median barrier	*60-70
TOTAL	129-139km
<i>*currently being validated</i>	

- Total km of median barrier installed across all infrastructure projects since the beginning of the Road to Zero Strategy includes retrofitted, State Highway improvements, or Crown funded projects.
- In addition of 1km of retrofitted median barrier last month there has been between 60-70km of new median barrier installed since Jan 2020.

## Actual and forecasted retrofitted median barrier for 2020-2030



- The 2030 median barrier target for Road to Zero is 1000km target is made up of 800km state highway and 200km local roads
- The Speed and Infrastructure Programme have provided a revised 2030 forecast of 1,020km, subject to funding and regional ground truthing in order to test treatment length feasibility
- This forecast will adjust over time as programmes are confirmed and funding availability is confirmed, particularly for future NLTP periods
- This revised forecast exceeds the 1,000km target set by the RtZ Strategy
- The programme is also progressing opportunities to increase the pace of short-term delivery of median barrier which will allow significant additional construction activities in the current construction season



# 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



## Speed & Infrastructure – Total DSIs



- 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 programme has achieved ~30% DSI savings against the 635 target in 2030.
- Note: DSI savings are currently only adjusted only when project or intervention is fully completed

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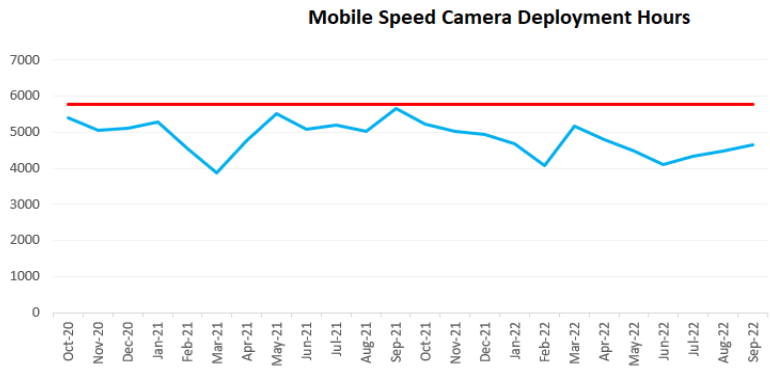


# Indicator Reporting

Annual Target  
(RSPP 2021-24)  
**80,000**

Actual (2021/22)  
**58,406**

Actual (2022-23)  
YTD  
**13,490**



## Mobile Safe Speed Cameras

The target for mobile speed camera hours deployment was set at 80,000 hours for the fiscal year. This measure is unachievable with the current level of Traffic Camera Operators. Additional operators are being engaged on a fixed-term basis.

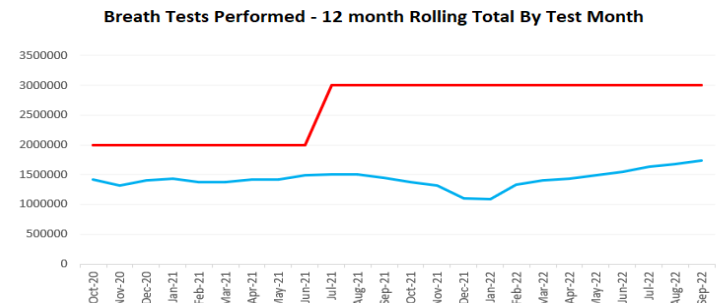
## Mobile camera replacement programme

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.

Annual Target  
(RSPP 2021-24)  
**3,000,000**

Actual (2021/22)  
**1,707,481**

Actual (2022-23)  
YTD  
**546,645**



## 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 91 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 544,895 breath tests in Q1.

Annual Target  
(RSPP 2021-24)  
**60,000**

Actual (2021/22)  
**40,492**

Actual (2022-23)  
YTD  
**12,183**



## 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 40,492 restraint offences, short by 19,508 offences. In Q1 of 2022/23, Police has recorded 12,183 restraint offences, representing approximately 20% of the annual target.

The number of deaths from passengers and drivers where the person was recorded as not wearing a seatbelt from the period July to September 2022 was 23, representing 25% of all DSIs recorded during this period.





# Appendix A

RAG Status – Road to Zero Performance

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# 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.

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# Appendix B

Road to Zero Forecast – Summary Breakdown

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# Road to Zero 2030 Forecast

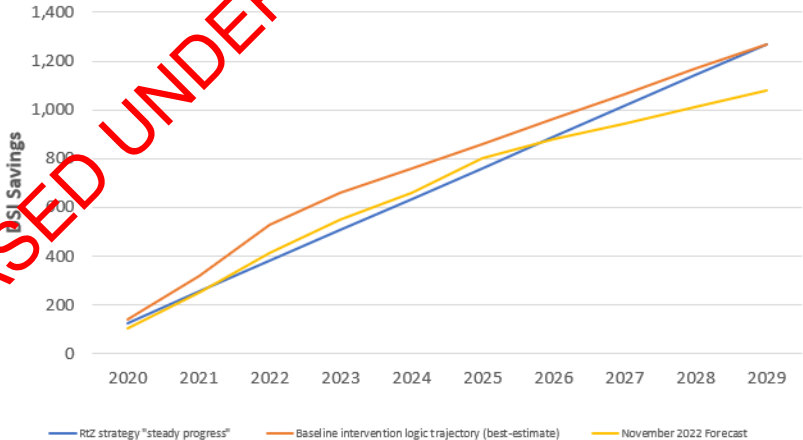
## November 2022 Update

**Purpose:**  
Further information showing breakdown programme / intervention forecasts.

**Key Points:**  
November 2022 update includes two refinements to the IILM model and an updated TUS safety camera implementation forecast.  
  
Further work is currently underway to develop further forecasts for SIP, Safety Cameras and 1 & 2 Star vehicles.

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
	2. Safety cameras including red light cameras	160	13%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	160	880
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	587	3231
	4. 1&2 Star vehicles	137	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	137	756
Vehicles	5. Motorcycle ABS	138	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	138	761
	6. Alcolocks	56	4%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	56	308
Road Users	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	
RSPP	1. Speed & DUI enforcement	191	15%	20%	50%	100%	100%	100%	100%	100%	100%	100%	100%	191	1650
	2. Safety cameras including red light cameras	160	13%	0%	0%	0%	10%	25%	40%	55%	70%	85%	100%	160	616
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	587	3231
	4. 1&2 Star vehicles	137	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	137	756
Vehicles	5. Motorcycle ABS	138	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	138	1176
	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
November 2022 Forecast															
Programme	Intervention	1 yr (IILM)	% cont.	% of DSIs realised from each programme										DSIs saved	
RSPP	1. Speed & DUI enforcement	191	15%	10%	30%	50%	75%	90%	90%	90%	90%	90%	90%	172	1345
	2. Safety cameras including red light cameras	160	13%	0%	0%	0%	2%	7%	17%	30%	43%	59%	73%	117	370
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	587	46%	7%	17%	30%	36%	47%	66%	74%	79%	84%	90%	527	3104
	4. 1&2 Star vehicles	137	11%	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	69	378
Vehicles	5. Motorcycle ABS	138	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	138	1176
	6. Alcolocks	56	4%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	56	308
Totals	DSI Savings	1270	100%											1078	6681
	Deaths													135	835
	Serious Injuries													944	5846

Estimated DSI saving trajectories (total RtZ Portfolio)



# Road to Zero 2030 Forecast

November 2022 Update

**Purpose:**  
Infographic showing refinements to IILM and updated assumptions.

**Summary of refinements:**  
Speed infringements split by officer-issued and safety cameras with reallocation between RSPP and TUS reflected in forecasts.

Modifications to vehicle safety component to reflect updated star rating projections in the fleet.

INTEGRATED INTERVENTION LOGIC MODEL for Road Safety		Region		NEW ZEALAND		Version 13
	Year 1 2020	Year 2 2030		estimated DSIs 26472	DSIs saved 10503 40%	Cost (\$M) \$ 8,037 11 years
Speed officer enforcement (from 300,000/yr)	550	0,000 infringements	RtZ Infrastructure programme	4420	up to 4420	
Speed camera enforcement (from 600,000/yr)	1250	0,000 infringements				
30 km/h urban corridors	3942	up to 3942	Speed management on Top 10% of network*	571	up to 571	
Motorcycle fleet with ABS (from 30%)	100%		Additional km of median barriers*	0	up to 201	
Scrap more 1/2 star cars (from 125,000/year and end imports of 1/2 star cars from 2025)	220	0,000	Intersection treatments*	0	up to 4347	
Increased alcohol enforcement, from 1.2m tests to 3.0 million	3.0	million	BOOST programme treatments*	0	up to 894	
Additional speed cameras (all types)	500		Speed management on remaining 90%	0	up to 6999	
Red light cameras	150	up to 1399 intscns	Increase in alcohol interlocks	100%		
* if not already in RtZ infrastructure programme						



# Road to Zero 2030 Forecast

November 2022 Update

## Purpose:

This slide provides a comparison to the previous November 2021 forecast (towards 33.7%).

RtZ strategy "steady progress" Linear trajectory		1 yr (IILM)	% cont.	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
Programme	Intervention														
RSPP	1. Speed & DUI enforcement	314	25%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	314	1725
TUS	2. Safety cameras including red light cameras	109	9%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	109	601
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	35%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	442	2430
Vehicles	4. 1&2 Star vehicles	196	15%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	196	1076
	5. Motorcycle ABS	144	11%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	144	791
Road Users	6. Alcolocks	66	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362
Totals	DSI Savings	1270	100%											1270	6985
	Deaths													159	873
	Serious Injuries													1111	6112

Baseline intervention logic trajectory (best-estimate)		1 yr (IILM)	% cont.	% of DSI saved from each programme											DSIs saved
Programme	Intervention			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
RSPP	1. Speed & DUI enforcement	314	25%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	314	2713
TUS	2. Safety cameras including red light cameras	109	9%	10%	0%	0%	10%	25%	40%	55%	70%	85%	100%	109	421
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	35%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	442	2430
Vehicles	4. 1&2 Star vehicles	196	15%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	196	1076
	5. Motorcycle ABS	144	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222
Road Users	6. Alcolocks	66	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362
Totals	DSI Savings	1270	100%											1270	8224
	Deaths													159	1028
	Serious Injuries													1111	7196

November 2021 Forecast		1 yr (IILM)	% cont.	% of DSI realised from each programme											DSIs saved
Programme	Intervention			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
RSPP	1. Speed & DUI enforcement	314	25%	10%	30%	50%	75%	90%	90%	90%	90%	90%	90%	282	2211
TUS	2. Safety cameras including red light cameras	109	9%	0%	0%	0%	4%	11%	21%	35%	49%	64%	78%	85	286
SIP	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	35%	7%	17%	30%	36%	47%	66%	74%	79%	84%	90%	396	2335
Vehicles	4. 1&2 Star vehicles	196	15%	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	98	538
	5. Motorcycle ABS	144	11%	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222
Road Users	6. Alcolocks	66	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362
Totals	DSI Savings	1270	100%											1071	6955
	Deaths													134	869
	Serious Injuries													937	6085

Estimated DSI saving trajectories (total RtZ Portfolio)



RtZ strategy "steady progress" Baseline intervention logic trajectory (best-estimate) November 2021 Forecast

# Appendix C

Road to Zero Quarterly Infographic

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# Road to Zero Infographic July – September 2022

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

Provisional  
road deaths  
for Q3 2022:\*

89

(Down from 100 in  
Q2)

Road deaths  
for Q3 average  
2018–22:\*

76

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 September 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 e tahi e hinga.

129-139km

Median barriers installed across all infrastructure projects

80

Roundabouts delivered to date out of a target of 162 by 2030.

11,105km

Speed treatments completed to date on state highways and local roads.

## Governance

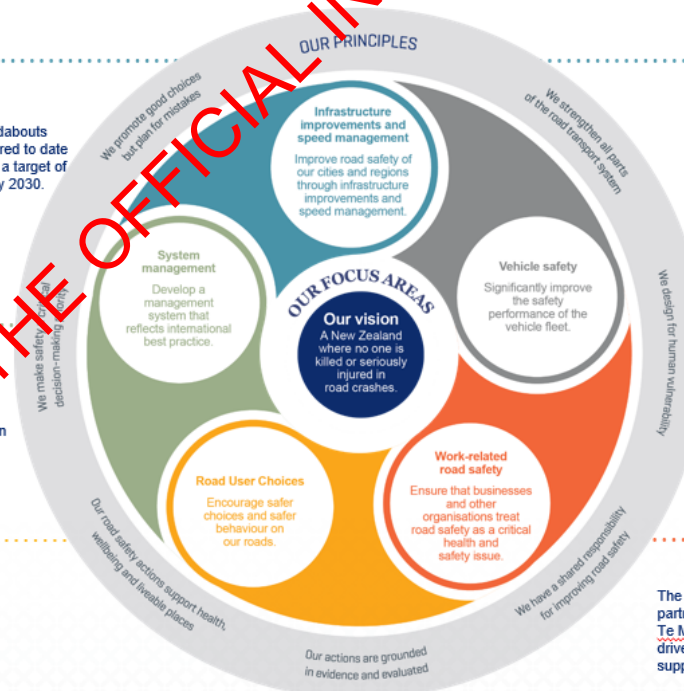
Road to Zero Deputy Chief Executive Management Group works up held to develop an implementation plan to align with the 2023 – 2029 Tz Action Plan.

Health representation at the Road to Zero Deputy Chief Executive Management Group.

As of September 2022, Police had conducted

2,059,744

breath tests for the rolling 12 months to the end of September 2022. From July to September 2022, 569,454 breath tests were conducted. This is compared to xx last quarter.



## Policy work

Review of whether the current graduated motorcycle licencing system is fit for purpose being undertaken.

Te Manatū Waka briefed the Minister on tyre safety issues resulting from the Vehicle Licensing Reform (which reduced the frequency of warrant of fitness checks for vehicles first registered after 1999).

The Minister agreed to Waka Kotahi 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.

