

MINO-826 Maintenance activities and R2Z funding

18 July 2023

The following information is provided in response to questions from the Ministers office relating to maintenance activities and R2Z funding.

What does Road to Zero funding pay for (2030 target)?

- New Zealand's road safety strategy, Road to Zero, targets a 40 percent reduction (from 2018 levels) in deaths and serious injuries (DSIs) on our roads by 2030. It is estimated that achieving this target will require investment of at least \$10bn over 10 years, or approximately \$1bn per year. Indicative costs and DSI contributions to the DSI target are outlined in Table 1 below.

Table 1: Modelled Road to Zero Contributions

Programme / Interventions	Forecast funding		Contribution to 40% DSI reduction target (%)
	Over 10 years	Per year (avg.)	
Speed and infrastructure safety improvements	\$5bn	\$500M	46%
Road policing enforcement	\$4.5bn	\$450M	15%
Safety camera programme (including expanding the number of safety cameras on the roading network)	\$1bn	\$100M	13%
Road safety education and promotion activities	\$600M	\$60M	22%
Vehicle safety improvements			

- Key associated output targets to achieve the 40% DSI target are outlined below:

- Number of dedicated road policing officers	1,070
- Number of breath screening tests per year	3 million
- Number of restraint offences per year	60,000
- Kms of network treated with new median barriers	1,000 kms
- Kms of supporting treatments (side barriers / rumble strips)	4,000kms
- Number of Safe System intersections treated	1,300 kms
- Kms of speed management on high-risk roads	10,000 kms
- Number of safety camera sites	800 (indicative)
- % of schools treated by 2027 (40% by 2024)	100%

What is being targeted under 2021-24?

- The NLTP 2021-24 signals that we intend to install approximately 183kms of median barriers, 75 roundabouts and make speed changes on 16,500kms of local roads and state highways to prevent an estimated 213 deaths and serious injuries.
- On state highways, we have work planned on 17 high risk corridors throughout New Zealand. This includes 51 intersection improvements, 25 new roundabouts, and 164kms of median barriers.

- On local roads, working with local government, we plan to invest in more than 1074 projects. This includes 50 roundabouts, 190kms of median barriers, and speed changes on 13,500kms.
- In 2021-24 we'll be investing \$1.24 billion in the Road Safety Partnership Programme to provide road policing activities approved by the minister which will maintain 1,070 dedicated road policing staff
- We'll also be investing about \$197 million in national, regional and local road safety promotion and education campaigns supporting Road to Zero programmes

What has been achieved to date?

The following is an indication of what has been achieved to date from Road to Zero investment. Figures have been taken from the draft 2022 Road to Zero Annual Monitoring Report, which reports up end of 2021/22 and updated further where available information exists. Note all figures are to be considered provisional:

- Number of breath screening tests per year	2.6 million (approx.)
- Number of restraint offences per year	49,000 (approx.)
- Kms of network treated with new median barriers	118 kms
- Kms of supporting treatments (side barriers / rumble strips)	356km side barriers
- Number of Safe System intersections treated	88
- Kms of speed management on high-risk roads	1,780 kms
- Number of safety camera sites	10

What if Road to Zero funding was reduced?

Reducing funding to target improved road safety outcomes would substantially affect the ability to achieve the Road to Zero 40% DSI reduction target.

- Reaching the target would mean reducing annual road deaths to no more than 227 and serious injuries to no more than 1,560 by 2030
- Steady progress towards the Road to Zero 2030 target will mean about 750 fewer New Zealanders killed on the roads and 5600 fewer seriously injured over the 10-year duration of the strategy.

State highway maintenance activities

The following table sets out the state highway surfacing renewals delivered each financial year from 2017/18 to 2022/23

Financial Year	Programmed Lane/Km	Delivered Lane/Km	Achieved
2017/18	2091.2	1880.7	89.9%
2018/19	2385.4	2247.3	94.2%
2019/20	2357.0	2120.2	90.0%
2020/21	1903.5	1854.8	97.4%
2021/22	2322.2	2224.2	95.8%
2022/23	2329.4	2086.6	89.6%

Please note:

- 2022/23 figures are not yet final as there may still be a small amount of data to be entered into our asset management system.
- Some of the years represented in this time series may be impacted by covid-19 restrictions.

- The programmed lane km totals represent the renewal programme set at the start of each financial year, adjusted for any sites that cannot be delivered due to circumstances outside of the contractor's control.

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