

Road to Zero Portfolio Report

In confidence

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ELT Sponsor	Greg Lazzaro, General Manager Safety Health and Environment
ELT Co-Sponsor	Karen Jones, General Manager Engagement and Partnership and Chair of the Road to Zero Executive Sub-Committee
Prepared By	Tara Macmillan, Road to Zero Portfolio Manager
Legal Reviewer	Meredith Ussher, General Counsel Commercial
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Purpose

This paper aims to provide the Board with a quarterly update and report on the Road to Zero Portfolio, highlighting positive progress, the current trajectory towards our target via the new reporting pack, and how we are responding to challenges and opportunities.

Recommendations

It is recommended the Board:

- **Note** the contents of this update and report
- **Note** the revised Median Barrier programme is forecasted to deliver just over half of the intended Road to Zero strategic target by 2030
- **Note** where Median Barrier cannot be implemented on high risk corridors, speed reductions will be used as the default intervention
- **Note** continued issues with New Zealand Police delivering their commitments under the Road Safety Partnership Programme

Strategic relevance

The Government Policy Statement (GPS) on Land Transport recognises road safety as a strategic priority and is the primary guide for the investment we make in the land transport system. This is further reinforced within Te Kāpehu | Our compass, with improved road safety forming a key part. Waka Kotahi has now embedded a Road to Zero Portfolio approach to ensure appropriate governance, leadership, monitoring and reporting in order to deliver on our commitments, set out in New Zealand's Road to Zero Strategy and Action Plan.

While significant recent progress is being made within the Road to Zero Portfolio, the target of a 40% reduction in deaths and serious injuries (DSIs) by 2030 (against the 2018 baseline) remains at risk.

Background

We are now two years into the initial three-year Action Plan (2020-2022) which sets out the priority action areas for road safety improvement on New Zealand's path towards Vision Zero. Waka Kotahi is either leading or supporting programmes of work to deliver these alongside Ministry of Transport (MoT), NZ Police, ACC and Worksafe.

These priority actions are aligned to 5 focus areas set out in New Zealand's Road Safety strategy and as shown in Figure 1.



Figure 1 Priority Actions under each Focus Area and key delivery Agencies (also includes Council partners)

The key interventions which deliver direct and measurable DSI reductions are:

- Police enforcement – enforcement to change behaviours related to restraints, impairment, distraction and speed
- Speed and infrastructure – roll out of safer speeds and Safe System infrastructure
- Safety Cameras – increase in fixed, point-to-point, red light and mobile speed cameras
- Safer Vehicles – removal of 1 and 2 star vehicles from New Zealand's vehicle fleet

There is confidence that we have the right interventions at the right scale to deliver the 40% reduction, however across these activities there is a strong dependency on partners to deliver.

Current Progress

The rolling 12-month deaths and serious injuries trendline is currently tracking in line with our targeted trajectory. This result has been favourably impacted by COVID-19 due to lower levels of travel associated with various Covid lockdown levels.

While we have strong governance layers and a well-established portfolio approach in place across programmes of activity, we are still forming a collective view of what our current actual trajectory is at a programme level. Our best estimate based on currently available information is that we are on a trajectory towards a 30-35% target, based on a number of underpinning assumptions. This detail and a full report is provided in Attachment 1.

Work has commenced to develop the next three-year Road to Zero Action Plan (2023-2025) and from a delivery perspective, the focus remains on programme performance particularly those that deliver direct contributions to the target.

The Ministerial Oversight Group will meet for the first time in February 2022, attended by the Minister for Transport, Workplace Relations and Safety, the Minister for Police, and the Minister for Social Development and Employment and ACC.

Safety Cameras

Operational readiness is progressing with the high level organisational design expected to be concluded in April 2022. Procurement activities are underway, including due diligence into the new preferred tolling back-office platform and s 9(2)(j). Some Police have been seconded into the programme to help with the establishment, and site selection activities for expansion are underway, with the transfer of operations on track to begin mid to late 2023.

Strong support from the Minister of Transport to identify opportunities for acceleration, as well as support for the recommended mixed camera model (overt and covert), alongside fines and demerits penalties, provided. Work is underway to progress, alongside options for acceleration within current camera technology and serviceability constraints. Any potential acceleration would require bringing forward approval of expenditure for new cameras.

Speed and Infrastructure

Following the adoption of the NLTP in September 2021, the Speed and Infrastructure Programme have completed a variation process to re-balance the programme. This programme is forecasted to deliver a reduction of 280 deaths and serious injuries on full completion of projects, representing 44% of the total contribution requirement (635 deaths and serious injuries) over the decade. However, a further circa \$900M will be required in future NLTP periods to complete these projects. Latest longer-term forecasts from SIP indicate that the programme could deliver a total reduction of 569 deaths and serious injuries, which represents 90% of the current contribution target by the end of 2029/30. Within this, median barrier is forecasted to deliver 587km of the targeted 1,000km by 2030. The programme is continuing to identify opportunities to close this gap, including greater implementation of transformational Safe System interventions such as median barriers, roundabouts and raised safety platforms. Where median barrier implemented cannot be achieved, speed reductions will be used as the default intervention.

Regulatory

We have seen increased momentum from Ministry of Transport to progress policy work across licencing, penalties, accessibility, vehicle safety and drug driving. A summary of progress is set out in Table 1

New Speed Rule	Draft cabinet papers were delivered late December 2021 and due to subsequent additional cross-Agency feedback, the Rule will now come into effect 19 May 2022 in order to accommodate additional briefing requirements. Work is continuing to prepare inputs to inform the development of Road Controlling Authority Speed Management Plans.
Graduated Driver Licence System	s 9(2)(f)(iv)
Vehicle Safety	s 9(2)(f)(iv)
Penalties	s 9(2)(f)(iv)

Drug Driving	Bill to establish oral fluid testing regime to test for recent drug use, similar to the current breath test regime for alcohol detection. Awaiting third reading.
Accessible Streets	s 9(2)(f)(iv)

Table 1 Summary of Road to Zero Policy work in progress

Marketing

'Safe Limits', the new road safety advertising campaign went live on 29 November and aims to increase public awareness and understanding of how setting safe speed limits plays an important part in keeping everyone safe – no matter how they travel.

As part of new broader Road to Zero Public Awareness Campaign and Road to Zero reset, the 'Booth' TVC went live on 13 February 2022. This is followed by the Ministerial launch on 23 February 2022, follow on 'System' TVC, as well as other supporting media activity. This campaign aims to disrupt the public's current perception and prompt them to buy into Vision Zero, as well as demonstrate the role that everyone plays across the system to deliver on this vision. Waka Kotahi Communications and Engagement teams have worked closely with external partners, developing considerable launch assets for internal and external use. Creating a social licence is critical for our ability to deliver the scale of change at the required pace to meet the 2030 deaths and serious injury reduction target.

Key issues

The Road to Zero Portfolio is a 10-year programme of activities with its success dependent on funding, partners, and a strong and coordinated pace of delivery.

Key areas of focus across the Portfolio are detailed below with further detail in the Report.

Policy Pressure

We require bold policy decisions (for example across vehicle safety standards, road safety penalties and speed) to give effect to improved road safety outcomes. Sound policy outcomes rely on subject matter experts from Waka Kotahi helping to shape the framing, scope and recommendations in order to ensure the right outcomes for the land transport system. s 9(2)(g)(i)

Treatment: Work is underway to identify key individuals, capacity issues and work with the Ministry of Transport to plan and phase policy work through 2022, while continuing to leverage the opportunity to drive required policy change.

Culture

An internal Road to Zero survey was conducted within Waka Kotahi. The results show a high awareness of 'Vision Zero' (83%), 'Road to Zero' (95%) and the 'Safe System Approach' (75%). With respect to 'Reported understanding of the Safe System and its principles', there was low-moderate confidence in reported understanding and many of the Safe System shifts in thinking not well understood. While the majority of people appreciate the 'Vision' and its essence, few (19%) believe it is likely we will achieve zero deaths and serious injuries by 2050.

Treatment: An action plan in response to the results has been developed and implementation commenced. A number of Hui (including across all Senior Leaders) have been held to communicate the key elements of Road to Zero, encourage people to buy into the Vision and to reinforce that everyone has a role to play. Safe System training and education is a key focus over

2022. It is intended to run this survey again in twelve months to gauge the success and shift across Waka Kotahi.

Delivery Mix and Shortfalls

Speed and Infrastructure Programme

As per the Safe System hierarchy of interventions, median barrier is the highest order intervention to improve the safety of our roads and, while a more costly option, it is necessary, particularly on high-risk areas of the network, to achieve Safe System outcomes. Within the forecasted SIP programme to 2030, there are mix of interventions planned, including median barrier and speed management. Projections show a delivery of 587km of median barrier by 2030 against a Road to Zero target of 1,000km, and a significantly increased amount of Speed Management with 31,359 km forecasted against a target of 10,000km. Given the lower roll out of median barrier, speed reductions become a necessary treatment, and still results in high-risk areas of the network not being effectively treated. While this approach may go some way to achieving the 2030 target, there will still remain a need for median barrier to establish a Safe System and meet Vision Zero by 2050, and therefore pushes this higher cost intervention need into post 2030 NLTP periods. On regionally strategic rural state highways, there is also strong stakeholder push-back regarding speed reductions.

Treatment: As part of Vision Zero 2050 modelling, more analysis will be undertaken with respect to programme optimisation. The programme will also continue to identify opportunities to implement additional transformational Safe System interventions such as median barriers, roundabouts and raised safety platforms.

Policing Programme

The funding to Police for 2021-24 is \$1.243.5B and represents 49% of the Road to Zero Activity Class. It is expected combined road policing activities will contribute a 25% reduction to the overall target with Police currently some way off from meeting their targets as set out in the RSPP.

In 2021, COVID-related activities placed strain on Police capacity to meet other areas of demand, including road policing. NZ Police have developed the Safe Roads Control Action Group to drive delivery against the Safe Roads Control Strategy (released late 2021) which seeks to align operational delivery with the Road to Zero and Road Safety Partnership Programme (RSPP) outcomes and measures.

In late 2021 the Road Safety Investment and Delivery Report (Martin Jenkins) was released setting out recommendations to strengthen performance under the RSPP. Recommendations have been accepted by Ministry of Transport, Waka Kotahi and New Zealand Police.

A current state assessment has been completed that sought to understand if Waka Kotahi and the Police are positioned to deliver on expectations relating to the RSPP. The areas assessed included the relationship with Police, aspects of assurance (delivery performance, management of the investment, reporting & monitoring), governance and resourcing of the RSPP.

The current state assessment found that the current arrangements relating to delivery performance and assurance of Police and Waka Kotahi will not meet commitments or expectations of either organisation and there are opportunities to re-set the approach to the relationship, governance, and assurance requirements to drive performance and deliver the desired outcomes.

Treatment: Work is underway to sequence the recommendations from the Road Safety Investment and Delivery Report alongside previously identified actions developed by Waka Kotahi (and noted by the Board in December 2021). These have been developed to drive performance and accountability of Police in delivering the RSPP, reflect the size of the RSPP investment and the importance of the programme to the Road to Zero outcomes and to ensure Waka Kotahi can demonstrate appropriate assurance arrangements for the RSPP investment.

The Waka Kotahi perspective on Police performance has been well signalled up to and including the Police Commissioner. Engagement with Police on progressing the implementation of the recommendations has commenced at the National Headquarters and District level.

Health & safety, customer/stakeholder & environmental impact

The impact of this decision is considered by Waka Kotahi to be positive in terms of health and safety, the public and other stakeholders, and the environment.

Attachments

Attachment 1 Road to Zero Quarterly Report

Released under the Official Information Act 1982