

17 January 2022

Out of Scope

REF: OIA-11388

Dear **Out of**  
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**Request made under the Official Information Act 1982**

Thank you for your email of 4 November 2022 requesting information under the Official Information Act 1982 (the Act).

After receiving your request we contacted you to clarify your request. On 30 November 2022 you clarified your request to be for:

*Please provide copies of*

- (I) any reports outlining the 'Road to Zero' STRATEGY, since it was initiated in 2020.*
- (II) any reports that discuss any 'progress' and 'outcomes' of the 'Road to Zero' STRATEGY, since it was initiated IN 2020.*
- (III) any reports that detail the amount of money that the New Zealand Transport Agency has spent on the 'Road to Zero' STRATEGY DEVELOPMENT, to date. Including a breakdown, of the expenditure.*
- (IV) any reports that discuss the 'basis' on why the 'Road to Zero' STRATEGY, may or may not work.*
- (V) any reports that detail the total amount of money that the New Zealand Transport Agency is planning to spend on the 'Road to Zero' STRATEGY until it's conclusion in 2030.*

On 9 December 2022 we extended your request by 12 working days as the consultations and collation was such that a decision could not be made within 20 working days.

I will respond to each part of your request in turn.

- (I) any reports outlining the 'Road to Zero' STRATEGY, since it was initiated in 2020.*

The Government's Road to Zero strategy (the strategy) was developed prior to 2020 which was led by the Ministry of Transport. The Ministry of Transport publicly released these documents on its' website here: [www.transport.govt.nz/area-of-interest/safety/road-to-zero/](http://www.transport.govt.nz/area-of-interest/safety/road-to-zero/)

**(II) any reports that discuss any ‘progress’ and ‘outcomes’ of the ‘Road to Zero’ STRATEGY, since it was initiated IN 2020.**

To monitor the progress and outcome of the strategy, the Ministry of Transport reports both quarterly and annually on the performance of the strategy. These reports are made available on the Ministry of Transport website here: [www.transport.govt.nz/area-of-interest/safety/road-to-zero/](http://www.transport.govt.nz/area-of-interest/safety/road-to-zero/)

**(III) any reports that detail the amount of money that the New Zealand Transport Agency has spent on the ‘Road to Zero’ STRATEGY DEVELOPMENT, to date. Including a breakdown, of the expenditure.**

As mentioned in our response to part (I) of your request, the development of the strategy was led by the Ministry of Transport. Some costs were incurred by Waka Kotahi in supporting the development of the strategy which included time spent to support modelling work. It is not possible to separate these costs as it was part of our usual business practices and staff time is not tracked in that way.

As such, we are refusing this part of your request under section 18(e) of the Act as the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found.

For future reference, the delivery of Road to Zero is an area for which Waka Kotahi is responsible for. These costs are recorded in the Road to Zero activity class as part of the 2021-24 National Land Transport Programme (NLTP) which is available here: [nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&a%5B23%5D=1&r=1](http://nzta.govt.nz/planning-and-investment/national-land-transport-programme/2021-24-nltp/nltp-funding/regional-and-activity-tables/?group=region&state=current&dataType=NLTF&a%5B23%5D=1&r=1)

**(IV) any reports that discuss the ‘basis’ on why the ‘Road to Zero’ STRATEGY, may or may not work.**

In 2008, an international best-practice guide published by the Organisation for Economic Co-operations and Development (OECD) recommended that all countries should adopt a long-term vision of zero deaths and serious injuries (DSIs) and set incremental targets to move systematically towards that goal: [www.itf-oecd.org/sites/default/files/docs/08targetsummary.pdf](http://www.itf-oecd.org/sites/default/files/docs/08targetsummary.pdf)

Many countries have adopted Vision Zero with some going so far as to ascribe a target date. On 21 August 2020, the United Nations General Assembly adopted A/RES/74/299 on Improving Global Road Safety which includes the adoption of a safe system and vision zero approach promoting an evidence-based, data-led approach.

In November 2019, Cabinet agreed to publish Road to Zero: New Zealand’s road safety strategy and initial action plan. The plan sets New Zealand on a path towards Vision Zero. A vision where everyone, whether they’re walking, cycling, driving, motorcycling or taking public transport, can get to where they’re going safely.

In October 2021 the consultancy firm MartinJenkins conducted an independent review into the Government’s Road to Zero strategy which was titled *Road Safety Investment and Delivery Review* and it was made publicly available in January 2022 on the Ministry of Transport website and is available here: [www.transport.govt.nz/area-of-interest/safety/road-to-zero/](http://www.transport.govt.nz/area-of-interest/safety/road-to-zero/)

As outlined in the Annual Monitoring Report for Road to Zero, the number of DSIs is reducing over time, but not as quickly as needed to reach the target of a 40 percent reduction by 2030. As such, Waka Kotahi is working to increase the pace of implementation to ensure this target is met.

**(V) any reports that detail the total amount of money that the New Zealand Transport Agency is planning to spend on the 'Road to Zero' STRATEGY until its conclusion in 2030.**

As previously stated, the strategy has a long-term vision with an initial target to meet by 2030, compared to 2018 levels. The first 3-year action plan for the 10-year strategy has just concluded. The second action plan is currently under development.

As provided in response to part (III), the total amount that has been approved for investment in the initial three-year action plan is publicly available within the NLTP for 2021-2024.

As Road to Zero is a long-term project, the next round of funding for this activity class will be set out in the upcoming NLTP period. All activity and project proposals Waka Kotahi receives are prioritised for funding on a national basis under the NLTP. So, at present it is not possible to determine the amount Waka Kotahi is planning to spend on Road to Zero through to 2030.

Activities that are funded under the NLTP must reflect the priorities in the most recent Government Policy Statement on land transport (GPS). Typically, the Government will review and update its transport priorities through the Government Policy Statement on Land Transport (GPS) every three-years. The latest GPS on Land Transport was published in 2021 and is available here [www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf](http://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf).

The forecast investment into the Road to Zero activity class is outlined on page 35 of the 2021 GPS linked above.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse part of this request. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services, by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz)

Yours sincerely



**Fabian Marsh**  
Senior Manager - Road Safety