

# ROAD TO ZERO ACTIVITY CLASS OVERVIEW

This document provides further detail on the Road to Zero activity class in the Government Policy Statement on land transport (GPS) 2021.

## BACKGROUND

Safety is a strategic priority for the GPS 2021: Develop a land transport system where no one is killed or seriously injured.

The creation of the Road to Zero activity class reflects the importance that investment is focussed on the implementation of New Zealand's Road to Zero road safety strategy (and the initial action plan for 2020-2022) to achieve the target of a 40% reduction in deaths and serious injuries (DSIs) by 2030.

Road to Zero is New Zealand's road safety strategy for 2020-2030. It includes guiding principles for how we design the road network and make road safety decisions and sets our targets for 2030. It defines the five areas we are focussing on through to 2030 and includes a framework for how we will hold ourselves to account:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road safety
4. Road user choices
5. System management.

The Road to Zero Outcomes Framework holds Waka Kotahi and other agencies to account for the delivery of the interventions identified in the Road to Zero strategy and associated action plans. It sets out a comprehensive results-focused framework to measure progress towards the 2030 target of a 40% reduction in DSIs for:

- Programme delivery – intervention indicators (outputs)  
Measures action plan outputs and hold agencies accountable for delivery of programme interventions
- Safe system performance – safety performance indicators (lead indicators)  
Measures the degree to which the transport system is aligned to Safe System principles
- Safety outcomes – outcome indicators (lag indicators)  
Measures and monitors the reduction in DSIs as a result of improving Safe System alignment.

## ROAD TO ZERO ACTIVITY CLASS

Road to Zero is a new activity class for GPS 2021. Investment through this activity class will be targeted towards interventions that are key to achieving the target reductions in deaths and serious injuries sought by the Road to Zero strategy and associated action plans.

In the government commitments section of the GPS, there is an investment expectation of at least \$10 billion from the National Land Transport Fund for Road to Zero between 2021/22 – 2030/31, with the following estimated investment under each reporting line:

- Local road infrastructure - 15%
- State highway infrastructure - 30%
- Road policing - 40%
- Road safety promotion and other safety spend - 15%

The Road to Zero activity class is split into continuous programmes and improvement activities. It is also acknowledged within the GPS that outside of this activity class, investment from other activity classes may be used to fund activities with a safety outcome.

The Road to Zero Action Plan 2020-2022 does highlight the expected investment required for some programmes to deliver on the target outlined in the Road to Zero strategy.

*We plan to increase the amount of investment in infrastructure and speed management over the next 10 years by approximately 20 percent. These investments will play a critical part in helping us achieve our proposed target of reducing deaths and serious injuries by 40 percent by 2030. Our modelling indicates that approximately half of the 40 percent target would need to be achieved through infrastructure and speed management. It is estimated that this will require an investment of at least \$5 billion over the 10-year period. This represents an investment of \$500 million per year, or \$1.5 billion for each 3-year National Land Transport Programme period.*

– Road to Zero Action Plan 2020-2022 page 12.

## Continuous Programmes (maintaining existing levels of service)

Initial moderation for continuous programmes occurs ahead of improvement activities. This provides Waka Kotahi with a view of funding requirements to maintain existing levels of service and the funding remaining for improvement activities.

The below three components are defined as continuous programmes that maintain the existing levels of service within the Road to Zero activity class:

- Automated enforcement – existing camera & infringement processing
- Road Safety Partnership Programme
- Road safety promotions

### Automated enforcement – existing camera & infringement processing

The ownership and operation of existing safety cameras (transition of assets and staff from NZ Police to Waka Kotahi) will form part of our business as usual activities and will be funded from the Road to Zero activity class. The expected upfront and ongoing cost to transition these assets to Waka Kotahi has been outlined in the Tackling Unsafe Speeds programme business case.

### Road Safety Partnership Programme

The NZ Police, Waka Kotahi and Ministry of Transport have established a Road Safety Partnership Programme (RSPP) that outlines the operational framework that all parties are committed to and details the contribution of road policing activities in achieving the outcomes sought by Road to Zero and in line with the GPS. The programme is prepared by Waka Kotahi, NZ Police and Ministry of Transport, approved by the Minister of Transport in consultation with the Minister of Police, and delivered by NZ Police.

The funding allocated for the programme includes:

- Direct funding of police officers dedicated to road policing
- Funding for non-dedicated officers' time spent on road policing
- Equipment costs for both dedicated and non-dedicated officers
- Overhead costs related to these officers
- Change activities (both capability-build and renewal activities) related to the delivery of road policing outcomes

## Road Safety Promotions

Road Safety Promotions (RSP) are national, regional and local campaigns and initiatives to encourage and deliver the behavioural changes required to support the road safety outcomes sought through the Road to Zero activity class.

### National Road Safety Promotions Programme

Funding for the national road safety promotion programme is entered into TIO as a single entry. As a national programme, the activities don't need to be shown as regional splits within Regional Land Transport Plans. The programme is supported by a national road safety promotion programme business case and promotional activity list.

### Regional Council Road Safety Promotion Continuous Programmes

Funding for the on-going road safety promotion activities will be approved as a single allocation covering the programme of activities to be delivered within the NLTP period. However, the programme will form part of the public transport continuous programme within TIO.

An on-going RSP activity spreadsheet with a breakdown of the amount requested, alongside each activity's contribution to GPS alignment, will be required to support the programme.

### Road Controlling Authority (local) Road Safety Promotion Continuous Programmes

Funding for the on-going road safety promotion activities will still be approved as a single allocation covering the programme of activities to be delivered within the NLTP period. However, the programme will form part of the Maintenance, Operations & Renewals (MOR) continuous programme within Transport Investment Online (TIO).

An on-going RSP activity spreadsheet with a breakdown of the amount requested, alongside each activity's contribution to GPS alignment, will be required to support the programme.

## IMPROVEMENT ACTIVITIES

Moderation of improvement activities occurs after continuous programme moderation has been undertaken. This will provide Waka Kotahi with a view of the funding availability for new activities. Investment in improvement activities is informed by their alignment with Road to Zero and interventions and outcomes.

New improvement activities in the Road to Zero activity class can come from one of four intervention types:

- Automated enforcement
- Safety infrastructure (Road to Zero Speed and Infrastructure programme)
- Enhanced road safety partnership programme
- Road safety promotions

## Speed management plans and road safety action plans

Under GPS 2018, the development of speed management plans and road safety action plans were funded from the Investment Management activity class.

For the 2021-24 NLTP, speed management plans and road safety action plans will be funded from the Road to Zero activity class.

The *Land Transport Rule: Setting of Speed Limits 2021* (currently in draft form) and supporting guidance will outline the requirements for all road controlling authorities that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (including proposed placement of road safety cameras) into speed management plans.

Legislation is expected to come into effect by late 2021.

A road safety action plan is a tool for coordinating the implementation of inter-agency road safety plans. The plans are an effective tool to integrate activities that minimise road trauma and can be used to support applications for funding projects and programmes.

## Automated enforcement

There is an opportunity in New Zealand to adopt a new approach to safety cameras to discourage excessive speeds, improve compliance with posted speed limits and reduce DSIs. New Zealand has relatively few cameras per capita compared to other jurisdictions that have a lower number of fatalities per capita. The approach to safety cameras is one factor that can influence road safety outcomes and there is an opportunity to improve the approach in New Zealand.

## Safety camera expansion

The Tackling Unsafe Speeds programme business case outlines the preferred programme for the safety camera expansion. Waka Kotahi will procure, deliver and operate all new safety cameras which will be funded through the Road to Zero activity class as either part of the Low Cost Low Risk programme or as separate activities under the Road to Zero Speed and Infrastructure programme. Camera maintenance will be funded through the nationally delivered programme through the Road to Zero activity class.

## Safety Infrastructure (Road to Zero Speed and Infrastructure programme)

To ensure that the speed and infrastructure outcomes sought by the GPS, Road to Zero road safety strategy are met, Waka Kotahi has led the development and approval of a single Road to Zero Speed and Infrastructure programme business case for Local Roads and State Highways. This enables locally developed, agreed and prioritised activities to be implemented.

Investment in safety infrastructure and speed management is aligned to the Road to Zero Speed and Infrastructure programme.

For activities to be funded as Road to Zero – Safety Infrastructure they will need to be:

- included as part of the Waka Kotahi board endorsed Road to Zero Speed and Infrastructure programme
- if they are not included within the programme, engagement with the Road to Zero Speed and Infrastructure Programme Development Team is required to discuss the project scope and outcomes, which may require a point of entry to consider if the activity is aligned to the Road to Zero model and the impact the new activity will have on existing activities within the programme.

## Other safety activities

Activities with safety benefits that do not form part of the Road to Zero Speed and Infrastructure programme can still be funded through other activity classes, such as State Highway and Local Road Improvements.

## Standard safety interventions

Standard safety interventions were developed to provide a streamlined investment pathway for certain activities above the Low Cost Low Risk threshold.

Standard safety interventions utilise a consistent approach to valuing the benefit of reducing deaths and serious injuries. The cost range used is enough to cover any associated improvements that would need to be completed, for the standard intervention to be implemented.

The consistency in costs and benefits between activities allowed them to be modelled, and standardised, meaning these activities only require a completed "Standard Safety Intervention Form" to access funding.

## **New Road Safety Promotion Activities**

New short term Road Safety Promotion initiatives will be considered as standalone new activities supported by a separate business case or through the Low Cost Low Risk programme. These new RSP initiatives will be managed separately through the business case approach.

Refer to minimum requirements for the inclusion of an improvement activity in the NLTP.

Refer to information on developing the Low Cost Low Risk programme.

## **COMMITTED ACTIVITIES**

Any activity with the status 'funding approved' remains a committed activity for 2021-24. If it is an activity on a high-risk corridor or intersection, it will be funded from the Road to Zero activity class.

If the activity and/or programme/package is 80% complete by June 2021 then the Targeted Enhanced Funding Assistance Rate is carried into the 2021-24 NLTP period.

Refer to guidance on committed activities roll over to the current NLTP in relation to Investment Prioritisation (IPM).