

# Road to Zero Quarterly Progress Report (January to March 2023)

For Road to Zero Ministerial Oversight Group – 1 June 2023

For Road to Zero Chief Executive Governance Group – 31 May 2023



# Executive Summary

## Portfolio Summary – as at the end of January to March quarter



The overall Road to Zero portfolio remains at an AMBER / RED rating as there are risks and issues in a number of key areas that have been articulated throughout the report. There has been a significant amount of work completed across the portfolio, however we remain behind on key DSI-contributing work programmes. Effort is required to improve the rate of delivery of the poorer performing initiatives as articulated in this report, or to bring forward other initiatives to make up the difference in the required reduction of death and serious injury on New Zealand's roads.

## Current Insights

- This quarterly progress report has been based on actions on the draft Road to Zero Action Plan for 2023 –2025. This is the second action plan under the Road to Zero strategy and consequently this report considers a number of new actions (shown with and "N" in the adjoining table) that have not been reported on in previous quarterly progress reports.
- The provisional number of road deaths as at 15 May 2023 currently stands at 122 which compares favourably to the year to date, most recent four-year average of 128.5 (source Te Manatū Waka website).
- The Speed and Infrastructure Programme (SIP) action (item 1 in the adjoining table) has moved from AMBER to AMBER/RED status in this reporting period. This programme is modelled to deliver half of the overall targeted 40% reduction of DSI required by the Road to Zero strategy. The SIP has established a **median barrier** acceleration workstream, however impacts of Cyclone Gabrielle has led to a conservative forecast of 170km being installed by the end of 2024. The direction to narrow the focus of the **speed management programme** to the highest-risk one percent of state highways, and make targeted changes to speeds around schools, marae and in townships, has only had a minor impact on the rate of delivery of safe and appropriate speeds expected under the Interim State Highway Speed Management Plan this year. The scope of future state highway speed management plans however, will require clear direction to ensure that the right mix of other interventions can be targeted to ensure the full delivery of Road to Zero by 2030.
- NZ Police and Te Manatū Waka are developing options to enable delivery of a random roadside OFT regime. [s 9\(2\)\(f\)\(iv\), s 18\(d\)](#)
- Safety camera platforms have been constructed for the first nine sites of the Tāmaki Makaurau safety camera programme expansion. Pole and camera fitting commencing in June 2023.
- The Land Transport (Road Safety) Amendment Bill which will explicitly incorporate average safety camera offence detection and evidentiary requirements in legislation is to be introduced in May 2023.
- Via the DCE Management Group an implementation plan that will support the new RtZ Action Plan is being developed. This plan will provide greater visibility of project timing, key dependencies and milestones, and will enable a more joined-up approach by the partner agencies in delivery of all the RtZ interventions.

## Action Plan Priority Status – as at the end of the March quarter

Infrastructure and Speed		1. Deliver infrastructure improvements and speed management (incl. schools)
		2. Update infrastructure standards and guidelines
		3. Implement new approach to safety camera use
Vehicle safety		4. Raise safety standards of vehicles entering New Zealand
		<a href="#">s 18(d)</a>
		6. Examine WOF and COF systems
Work related road safety		7. Increase understanding of vehicle safety
		8. Strengthen work related transport regulation
		9. Support best practice for work related road safety
Road user choices		10. Strengthening the road safety partnership (road policing)
		11. Implement drug driving legislation
		<a href="#">s 18(d)</a>
System management		13. Review road safety penalties
		14. Increase access to driver licensing and training
		15. Improve motorcycle rider safety
		16. Continue to build and support effective leadership across partners
		17. Grow collaboration and capability across road safety partners and sector
		18. Improve road safety outcomes with Māori
		19. Develop a vision zero network and safety framework
		<a href="#">s 18(d)</a>
		21. Work towards establishing a COE for research and evaluation, data and evidence
		22. Assist public understanding of Road to Zero
System management		23. Post crash response
		<a href="#">s 18(d)</a>

### KEY

- RAG moved up this reporting period
- RAG moved down this reporting period
- RAG didn't change this reporting period
- Action wasn't tracked previously (therefore no change)
- New action in the 2023 -25 Action Plan

# 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 highest risk roads on the New Zealand road network to align speed limits with safe and appropriate speeds.

**Safety Cameras** – s 9(2)(f)(iv) new safety cameras (including point to point cameras) to lower average network speeds (including updated levels of **finances and penalties**).

**Enforcement** – increase levels of **enforcement** from 2018/19 levels, particularly for restraints, impairment, distraction, and speed (including updated levels of **finances and penalties**).

**Vehicle Safety** – substantially improve vehicle safety standards through practical progress on modern safety features and increasing exit of less-safe vehicles supported by a revised regulatory framework.



# Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
<b>Land Transport (Road Safety) Amendment Bill</b>	<p>Te Manatū Waka put forward a legislative bid for a Land Transport (Road Safety) Amendment Bill which is still subject to final Cabinet agreement.</p> <p>The Bill includes a proposal to enable enforcement through average speed and point to point cameras.</p>	<p>Progress the proposals relating to safety cameras through this Road Safety Amendment Bill as a priority.</p>	<p>If the Bill is not approved by the election this year then Waka Kotahi will not be able to operate average speed (point-to-point) cameras which are highly effective 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. Full benefit realisation won't be achieved.</p>
<b>Road Safety Penalties Review</b>	<p>Te Manatū Waka updated and re-submitted the Road Safety Penalties Review package in October 2022 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 ensuring appropriate penalties that reflect the risk to safety of the underlying offences.</p>	<p>Progress, as far as is practically possible, the Road Safety Penalties Review through the Justice Ministers Group and to ultimate approval to enable consultation on the discussion document to commence at the earliest possible time.</p>	<p>Appropriate fines and penalties are a key component of the safe system, this review aims to reduce DSI's by incentivising behaviour change through the broad application of an effective road safety penalties system.</p> <p>s 9(2)(g)(i)</p>
<b>Prioritising Road Policing</b>	<p>Police is focused on lifting performance and prioritising road policing activities that are proven to directly impact deaths and serious injuries.</p> <p>Police has multiple programmes of work underway to support delivery and deployment. Police continues 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 contribute to Road Safety Partnership Programme (RSPP) 24-27 formation.</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> <p>Police needs to be supported to get the RSPP 24-27 fit for purpose for them to operate and deliver their contribution to Road to Zero.</p>
<b>Accessible Streets</b>	<p>Te Manatū Waka and Waka Kotahi provided an updated Cabinet paper to the Minister in late 2022 following comments received through Ministerial consultation.</p>	<p>s 9(2)(g)(i)</p>	<p>Accessible Streets is intended to clarify how different users interact in shared spaces, what users are allowed in what spaces, and behavioural expectations for those using footpaths and shared paths. Delaying decisions on the Accessible Streets package of rule changes will delay the implementation of rules intended to address these issues and offer greater protection to the most vulnerable users (i.e. pedestrians).</p>

# Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
<p><b>Speed and Infrastructure</b></p>	<p>Waka Kotahi are supporting Road Controlling Authorities (RCAs) 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>Provide clarity on the Government direction to limit the application of Safe and Appropriate speeds on the state highway network to the 1% highest risk roads</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> <p>The top 1% highest risk roads will be treated as part of the Interim State Highway Speed Management Plan that has already been consulted on. It is unclear how the government direction applies the full state highway speed management plan that is due to be consulted on in late 2023 or early 2024. Further, if the scale and pace of the application of safe and appropriate speeds on the state highway network is significantly different to that which are being applied on the local road network, this will have the potential of incongruous and confusing speed limits being applied across the full New Zealand road network.</p> <p>Modelling for RTZ has been based on the highest risk 10,000kms of New Zealand's roads being treated with safe and appropriate speeds. Approximately two thirds of these high-risk roads are on the state highway network. Limitations on the application of safe and appropriate speeds on the state highway will need to be revisited or typically more expensive interventions will need to be bought forward to make up the DSI reduction deficit so created.</p>
<p><b>Vehicle Standards</b></p>	<p>s 9(2)(f)(iv)</p>		
<p><b>Road to Zero Action Plan 2023 - 2025</b></p>	<p>Road safety partners have worked together to develop a draft Road to Zero Action Plan for 2023 – 2025. Targeted stakeholder engagement on the plan has been completed.</p>	<p>Support progressing the action plan during Ministerial consultation and Cabinet</p>	<p>While road safety partners are continuing to progress actions under Road to Zero, it is important that a new action plan is released to signal the importance of maintaining momentum on this programme of work.</p>

# Portfolio Summary

## Death and Serious Injury Summary

- From the period January-March 2023 there were 83 road deaths from 76 crashes across New Zealand.
- Over this period, the rolling 12-month average DSI line remains above our target line.
- 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 NZ Police recorded DSI data.

## Death and Serious Injury Summary

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

DSI Split - Serious Injuries vs Deaths vs 12 Months Rolling DSI



## Financials



## Fatalities year to date\* (2023 compared to YTD five year average)

Year	Jan	Feb	Mar	YTD
2023	23	32	28	83
5-year average YTD	27	28	34	89

\*From MOT website 25 May 2023

# Road Safety Investment Delivery Review – Summary

In 2021, Martin Jenkins was commissioned by Te Manatū Waka to conduct an independent review of Road Safety Investment and Delivery (the Review). 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. In January 2022, Waka Kotahi, NZ 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 three pages.

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

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	10
	Successful delivery highly likely, no major risks	5
	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

 <b>Action</b>		<b>Update</b>
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>The Safe Roads Operating Model (SROM) was presented to the police executive team for endorsement and feedback. The SROM was received positively. The executive team were able to make connections and suggest emphasis on certain aspects. The SROM will be launched once the ELT feedback is incorporated. Work continues to progress feedback integration towards completion.</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. The draft model has been completed, testing and validation work has commenced. This will help inform the upcoming RSPP negotiations regarding cost of delivering road safety activities and support the work to improve financial transparency.</li> </ul>
Police will take a more structured and formal approach to understanding the deployment of road policing resource.	C	<ul style="list-style-type: none"> <li>Completed. Delivered the road policing dashboard to enable a more structured approach to deployment.</li> </ul>

# Road Safety Investment Delivery Review – Summary

	Action	Update
<p>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.</p>	C	<ul style="list-style-type: none"> <li>Waka Kotahi worked with partners to review then implement a new governance framework for RSPP. The Senior Executive Group (SEG) and the Management and Performance Group (MAP) have met on several occasions, the SEG quarterly and the MAP monthly. The MAP terms of reference was recently updated to better reflect the outcomes sought and link to SEG.</li> </ul>
<p>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.</p>		<ul style="list-style-type: none"> <li>This action will be informed by the review into RSPP measures. Once measures are agreed and confirmed the distribution of that activity and dosage will be assigned based on the characteristics of that region or district and the outcomes sought.</li> </ul>
<p>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 data, trend analysis and insights, aligned to Road to Zero.</p>		<ul style="list-style-type: none"> <li>Waka Kotahi with support from the Police are piloting road safety plans providing view of crash data, speed and infrastructure projects and delivery to identify risks, activity and treatment planned for the roading network. This work will be an iterative process designed to incorporate both agencies' data providing specific information at the regional or district level sufficient to inform deployment of resources to greatest risk and general deterrence.</li> </ul>
<p>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.</p>		<ul style="list-style-type: none"> <li>Waka Kotahi and Te Manatū Waka are awaiting Police agreement following the Road Safety Partnership review of police measures. A formal recommendation on revised measures will then be provided to the Waka Kotahi Board for consideration, it is hoped this will be presented to the Board in May. 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>
<p>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.</p>	C	<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
	<p>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.</p>	<p><b>C</b></p> <ul style="list-style-type: none"> <li>This activity can now be closed off and will not be reported here next quarter as it has been incorporated into the RtZ Action Plan 23-25 and will be reported on as a key activity in System Management. 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 Road to Zero programme.</li> </ul>
	<p>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.</p>	<p><b>C</b></p> <ul style="list-style-type: none"> <li>Substantial work has been undertaken through the local roads component of the SIP. This includes work to strengthen SIP governance and the establishment of Local Road Area Programme Managers to strengthen partnership and support co-design and integration of programmes with Council partners, which has helped to lift ambition levels for safety outcomes across the network, as well as provide consistency from a customer perspective.</li> </ul>
	Action	Update
	<p>Undertake targeted monitoring of the progress made by Waka Kotahi in responding to the Review as part of our annual Crown monitoring programme.</p>	<p></p> <ul style="list-style-type: none"> <li>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.</li> </ul>
	<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>	<p></p> <ul style="list-style-type: none"> <li>Implementation plan near completion which will be used across partners and owned by the DCE's to enable visibility of activities contributing toward the Road to Zero Action Plan 2023 – 25.</li> </ul>
	<p>Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators.</p>	<p></p> <ul style="list-style-type: none"> <li>The 2022 RtZ Annual Monitoring Report is in final stages of development.</li> <li>This will be closed out once published next reporting period.</li> </ul>

# 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
  <b>1. Deliver infrastructure improvements and speed management (including around schools)</b>	  <b>Speed and Infrastructure Programme</b>  	Primary safe system interventions for corridors (installation of new median barriers)	400km by 2024 1000km by 2030	<b>QTR</b> <ul style="list-style-type: none"> <li>Speed and Infrastructure Programme has established a median barrier acceleration workstream.</li> <li>While the impact of the cyclone means that the median barrier programme has had to pivot and be re-evaluated, the programme is taking steps to ensure momentum is maintained. The programme has made a conservative reforecast of 170km by end of this NLTP accounting for the impact of the cyclone.</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of a new delivery/procurement model to allow earlier constructor involvement to ensure fit-for-purpose designs and increase delivery pace across the programme.</li> <li>Median barrier acceleration programme are competing for resource with M&amp;O's "biggest summer ever" for road rehab and repairs. The impact of the cyclone also means that the median barrier programme has been re-evaluated as the majority of the programme was to be delivered in the regions that have been hardest hit.</li> </ul>
		Primary safe system interventions for intersections including roundabouts*	500 by 2024 1300 by 2030 *162 roundabouts by 2030	<b>QTR</b> <ul style="list-style-type: none"> <li>Work continues to develop standard designs for all regions including those interventions in detailed design to minimise cost and lead-time where appropriate.</li> <li>86 roundabouts have been delivered to date with the forecast looking to exceed the RtZ target of 162 by 2030.</li> </ul>	<ul style="list-style-type: none"> <li>The challenges with roundabout and J turns are related to implementing median barriers and local residents need to be able to not drive so far to the nearest turn around point.</li> </ul>
		Secondary safe system treatments for corridors (side barriers, rumble strips, wide centre lines)	1700km by 2024 4000km by 2030	<b>QTR</b> <ul style="list-style-type: none"> <li>Delivery of supporting infrastructure is progressing well as this has little impact on access or network operation. 17km of side barrier and other interventions was completed last quarter giving a total of 105km of side barrier.</li> </ul>	<ul style="list-style-type: none"> <li>There continues to be challenges with delivery of low cost low risk (LCLR) projects and under review.</li> </ul>
		Invest in motorcycle road safety treatment on highest risk motorcycle routes funded by Motorcycle Safety Levy. Ensure motorcycle safety is considered prior to delivering other roading infrastructure improvements.	26 further routes by close FY23/24	<b>QTR</b> <ul style="list-style-type: none"> <li>Progressing well. Tranche 2 is design, management and delivery of 26 routes. 24 of the 50 routes have already been delivered.</li> <li>Request for four additional routes to be qualified by ACC to be added to the scope of Waka Kotahi projects.</li> </ul>	<ul style="list-style-type: none"> <li>Waka Kotahi receiving programmes from contactors. Best delivery method to achieve the treatments is aligning works with the maintenance programmes and sharing temporary traffic management resource. Some delays in contracting, reprioritisation of works and inflationary increases due to Cyclone Gabrielle.</li> <li>Additional funding of the four routes outside of the original business case would be a great opportunity.</li> </ul>
		Support RCA's to implement speed management changes using the framework set out in the Setting of Speed Limits Rule 2022.		<b>QTR</b> <ul style="list-style-type: none"> <li>Approximately 1500 schools are identified for a speed management response in the current NLTP providing up to 60% overall compliance; with 27 of 66 (41%) councils likely to be at 100% compliant. Delegations on 1<sup>st</sup> December confirmed funding allocations for RCA delivery.</li> </ul>	

# 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
 <p>1. Deliver infrastructure improvements and speed management (including around schools)</p>	 <p>Speed and Infrastructure Programme</p>	Deliver a State Highway Speed Management Plan, grounded in the SIP		<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Following Government direction to narrow the focus of the Speed Management Programme (SMP) to the high-risk one percent of state highways, and make targeted changes to speeds around schools, marae and in townships state highways transit the impact of the recent government announcement programme have assessed the impact and note that the rate of progress remains similar to the Interim SH SMP.</li> <li>A briefing note has been sent to the Ministers office showing the 1% and approach.</li> <li>Consultation has been completed for the interim SH SMP and the feedback is being considered.</li> <li>Consultation on the full / NLTP 2024-27 SH SMP will take place in October.</li> </ul>	<ul style="list-style-type: none"> <li>The draft Action Plan 2023-25 has been amended accordingly, however the 2030 Road to Zero targets remain unchanged.</li> <li>There is an increased risk to the impact of wider social environment on pace of RtZ delivery given the government direction.</li> <li>There is high demand on variable speed limit (VSL) signage for SH schools. Currently VSL signage will take 16 weeks for delivery from China. Additional IT security requirements will be required for new VSL signage.</li> <li>Reputational risk due to SH component of dual frontage schools not being completed in tandem with the local road component due to funding or other constraints</li> </ul>
		Support RCA's to implement safer speeds around 40% of schools by 2024, and the remaining schools by 2027.	40% schools with speed limits in compliance with the Rule by 2024	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Safer speeds around schools programme is on track to deliver compliant speeds for schools to meet or exceed 40% compliance. Further delivery will follow in NLTP 2024-27 on state highways and 100% compliant on local roads.</li> </ul>	<ul style="list-style-type: none"> <li>Recent major weather events will put all delivery activities at risk in certain Road Controlling Authorities (RCA) areas. Area programme managers are partnering with councils to support councils in any way they need.</li> </ul>
		Continue to encourage walking and cycling and uptake of public transport by implementation infrastructure.	Accessible streets rule changes	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Te Manatū Waka and Waka Kotahi provided the Minister of Transport advice on <a href="#">s 9(2)(f)(iv)</a></li> <li><a href="#">s 9(2)(f)(iv)</a></li> </ul>	

# Focus Area 1 – Infrastructure and Speed

DSI contribution  
46%

## Dependencies

- There are a range of views in communities in relation to speed limit changes, with some communities wanting faster implementation of lower speeds to protect vulnerable communities, and other communities opposing speed limit changes. Waka Kotahi recognises that it may need to evolve its public engagement model on proposed speed limit changes to respond to community concerns. In addition, potential changes will be reviewed by an internal Waka Kotahi speed management escalation group to ensure decisions are made taking into account all necessary factors within the current legislative environment.
- 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.
- Accessible Streets dependent on [s 9\(2\)\(f\)\(iv\)](#) Accessible Streets complements the Reshaping Streets programme of work.

## Key actions to progress RAG

- Continue to progress the most dangerous one percent of state highways and implementation of changes to speeds around schools, marae and in townships state highways transit as per the government announcement.
- In addition to the 1%, areas where there is strong community support should be progressed as per the government direction.
- The programme will not consult on speed changes already consulted on as part of the 1% approach from the Governance announcement.
- Implement new delivery/procurement model to allow earlier constructor involvement to ensure for fit-for-purpose designs and increase delivery pace across the programme.
- An acceleration workstream has been established to increase the delivery rate of median barriers over the next 18 months.
- Accessible Streets [s 9\(2\)\(f\)\(iv\)](#)

# 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
 <p>2. Update infrastructure standards and guidelines</p>		<p>Progress work to embed and update existing standards, guidelines, operational policies and specifications, and develop new ones where appropriate, to reflect the Safe System approach.</p>	<p>Review and update Infrastructure standards and guidelines</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>SH Control manual updated and linked to Vision Zero Principles.</li> <li>Technical Advice Note (TAN) developed for the new DSI Equivalent Methodology and published on the Waka Kotahi website.</li> <li>'Audio Tactile Pavement Markers' (ATPM) Guidance is complete.</li> <li>'Raised Safety Platform' guidance is in its final review.</li> </ul>	

# 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
  <b>3. Implement new approach to safety camera use</b>	 <b>Safety Camera Programme</b>	Transfer existing cameras from New Zealand Police to Waka Kotahi, starting from mid-2023.		<b>QTR</b> <ul style="list-style-type: none"> <li>The new programme staged approach was embedded in FYQ3 to support the focus on the expansion of the network to support the reduction of deaths and serious injuries (DSI) on New Zealand's roads. In FYQ3, engagement continued with the Police and the Ministry of Justice to support the next stage of delivery.</li> </ul>	<ul style="list-style-type: none"> <li>The increased focus on expansion of the safety camera network means that the transfer of existing cameras from NZ Police will now start in mid-2024, rather than mid-2023.</li> </ul>
		Start the first phase of increasing the number of safety cameras throughout New Zealand to encourage safe speeds. 100 by end of 2024.	Procure and install safety cameras for the first stage of network expansion	<b>QTR</b> <ul style="list-style-type: none"> <li>Nine spot speed safety camera platforms have been constructed across Tamaki Makaurau. Pole and camera fitting commences in the first week of June. Configuration and Police acceptance testing will follow, with the nine systems operational by the end of July.</li> <li>Successful prototype testing of the new Redflex Halo camera systems in a controlled environment.</li> <li>Endorsement of the location of the first state highway safety camera and the first 51 sites targeted for construction by June 2024.</li> </ul>	<ul style="list-style-type: none"> <li>The Road Safety Bill enabling average speed / point-to-point cameras is still on track to be passed before the general election, but timeframes are very tight.</li> <li>Procurement of safety camera testing, calibration and certification services is in progress. However, an interim solution will be required for the end of 2023 until the long-term solution is in place.</li> </ul>
		Establish a new infringement processing system in Waka Kotahi by mid-2023.		<b>QTR</b> <ul style="list-style-type: none"> <li>The first Waka Kotahi safety camera is on track to be installed by the end of June 2023. Initially Waka Kotahi will be completing operational field testing and manually verifying offences that are detected.</li> <li>Enforcement will commence from late 2023 with cameras initially issuing safety advisory notices, but using infringements and taking prosecutions for excessive speeds.</li> </ul>	<ul style="list-style-type: none"> <li>Performance of the vendor of the infringement processing technology solution is being monitored closely. A governance decision is coming up in May 2023 on whether to continue with the selected strategic solution pathway and/or pursue contingency options to achieve the target staged approach timeframes.</li> </ul>
		Progress supportive legislative amendments to allow for greater use of technology and automation in infringement.	 <b>Policy Programme</b>		<b>QTR</b> <ul style="list-style-type: none"> <li>Paper to seek approval to introduce the Land Transport (Road Safety) Amendment Bill into the house as soon as possible sent to Minister. The Bill addresses safety matters including providing for the electronic service of Notices and providing for the automated issuing of certain infringement notices.</li> </ul>
		Progress amendments to explicitly incorporate average safety camera offence detection and evidentiary requirements in legislation.		<b>QTR</b> <ul style="list-style-type: none"> <li>The Land Transport (Road Safety) Amendment Bill addresses safety matters including ensuring point-to-point safety cameras can be used as an enforcement tool for speeding offences.</li> </ul>	<ul style="list-style-type: none"> <li>The Bill has a priority of category 3 currently on the 2023 Legislation programme.</li> </ul>

# Focus Area 1 – Infrastructure and Speed

## Dependencies

- s 9(2)(f)(iv) are key to safety cameras delivering benefits that contribute to the RtZ target to reduce DSI's. Te Manatū Waka - Ministry of Transport have advised s 9(2)(f)(iv), s 9(2)(g)(i) 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

- New staged approach will accelerate the realisation of DSI benefits, address industrial relations risks by giving certainty to 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.
- Te Manatū Waka - Ministry of Transport have decoupled the three safety camera proposals that were in the RSTA2 (average speed cameras, automated decision making and electronic service of notices) into a current Road Safety Bill. Te Manatū Waka have advised that the Bill has a priority three status and is being considered by Cabinet in May.
- Legislation is key to supporting average speed / point-to-point and automation of enforcement decision making and electronic service and automated decision making.

# 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
  <b>4. Raise safety standards of vehicles entering New Zealand</b>	 <b>Road to Zero Policy Programme</b>	Look at ways to increase the update of safety features into the fleet	Practical next steps to raise quality of the vehicle fleet	<b>QTR</b> <ul style="list-style-type: none"> <li>Briefing paper has been provided to the Minister of Transport in April seeking in-principle policy agreement to s 9(2)(f)(iv) [redacted]</li> <li>Work on tyre standards is continuing.</li> <li>Work has begun on scoping advice on priority and phasing for future activity under this item.</li> </ul>	<ul style="list-style-type: none"> <li>We need Cabinet approval s 9(2)(f)(iv) [redacted]. Cabinet materials are being refined for this purpose, to enable decisions on s 9(2)(f)(iv) before the end of 2023.</li> </ul>
		[redacted]	[redacted]	<ul style="list-style-type: none"> <li>s 18(d) [redacted] s 9(2)(f)(iv) [redacted]</li> <li>s 18(d) [redacted]</li> </ul>	<ul style="list-style-type: none"> <li>s 18(d) [redacted]</li> </ul>
		[redacted]	[redacted]	[redacted]	[redacted]

### Dependencies

- Deciding next steps for standards improvements requires understanding market and equity impacts of new standards so that social license for reform is maintained. We need to progress to consultation or targeted sector engagement to gather information about these issues due to the difficulty of getting adequate data.
- Progress on the review of regulatory framework and other standards charges, depends on dedicated resource continuing to appropriately prioritise this work.

### Key actions to progress RAG

- Continue to progress work on s 9(2)(f)(iv) and review of regulatory framework.

# 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
<b>New</b>	 Road to Zero Policy Programme	s 9(2)(g)(i)	[Redacted]	[Redacted]	[Redacted]
5. Raise safety standards of vehicles currently in the fleet					[Redacted]

<b>Dependencies</b>	s 9(2)(g)(i)
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# 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
<p><b>New</b></p> <p><b>6. Examine the Warrant of Fitness and Certificate of Fitness Systems (WOF and COF)</b></p>	 <p><b>Road to Zero Policy Programme</b></p>	<p>Examine whether the current WOF and COF regimes need to be updated.</p>	<b>QTR</b>	<ul style="list-style-type: none"> <li>Initial advice to the Minister on the vehicle standards work programme indicated that review of WoF/CoF frequency and content will (with any exceptions to be agreed) be progressed after the review of the vehicle standards framework.</li> <li>A report on aspects of the effectiveness of the WoF/CoF system to ensure it is fit for purpose for modern vehicles has been completed and is now being peer reviewed by external experts. Work is underway across the business to investigate some of the recommendations, such as digitising record taking from the WoF system.</li> </ul>	
		<p>Look at opportunities to introduce methods to improve current testing procedures</p>	<b>QTR</b>	<ul style="list-style-type: none"> <li>Digitisation was identified as a key opportunity to support the testing system. Waka Kotahi are currently working with Enhancing Digital to prioritise Digitisation.</li> </ul>	

## Dependencies

- Digitisation is subject to further work being undertaken to determine the highest benefit safety camera interventions for digital prioritisation (i.e. vs seat belt use, distractions etc) for potential further phases of the roll out project.

# 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
 <p><b>7. Increase understanding of vehicle safety</b></p>	 <p><b>Road Safety</b></p>	<p>Raise awareness of the importance of safe vehicles towards reducing the severity of crashes</p>	<p><b>QTR</b></p>	<ul style="list-style-type: none"> <li>Continued progress into additional safety technologies (namely eCall) alongside Ministry of Business Innovation and Employment (MBIE), NZ Police, Fire and Emergency NZ (FENZ), ACC and Te Manatū Waka</li> <li>Development of a series of educational videos on a range of crash avoidance features</li> <li>Research report underway on assessing impacts of vehicle modifications on ADAS effectiveness to help inform future policy decisions.</li> <li>Implemented communication plan to support release of updated (2022) safety ratings and additional crash avoidance features on Rightcar website</li> <li>Integrated marketing communications plan under development.</li> </ul>	<ul style="list-style-type: none"> <li>How work is progressed will depend on the audit of safety rating labels.</li> </ul>

# 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>8. Strengthen work related transport regulation</b>	 <b>Road to Zero Policy Programme</b>	Complete the review of work-time requirements under the Land Transport Act 1998	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Business Case and funding approval for Work Related Road Safety.</li> <li>Waka Kotahi is progressing 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>	
		Look at the potential to mandate the use of e-logbooks to improve auditing and enforcement of work-time limits		<b>Not started</b>	<ul style="list-style-type: none"> <li>This item will be progressed through the new road safety partnership and work to improve the safety of heavy vehicles.</li> </ul>	
		Examine the future role of transport technology incl. fatigue monitoring technology for safety risks while driving to work	Policy investigation (2022)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Same update as the previous quarter: This item will be picked up again through the new road safety partnership to investigate how to encourage uptake and successful implementation fatigue-monitoring and other safety technologies.</li> </ul>	<ul style="list-style-type: none"> <li>From Te Manatū Waka's side, this item has not progressed due to resourcing.</li> </ul>
		Complete review into merits of designating Waka Kotahi as a regulator under HSWA and implement outcomes of this review.	MOT policy investigation (2019 – 2020)	<b>QTR</b>	<ul style="list-style-type: none"> <li>Policy work to progress a designation for Waka Kotahi to take on functions under the Health and Safety at Work Act (HSWA) has been paused, s 9(2)(g)(i) [REDACTED]</li> </ul>	

# 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
 <p><b>9. Support best practice for work related safety</b></p>	 <p><b>Work Related Road Safety</b></p>	<p>Investigate the establishment of a system-based collaborative harm prevention approach for work-related activity on the road.</p>	<p>MOT policy investigation (2020) MOT regulatory process (2020 – 2021)</p> <p><b>QTR</b></p>	<ul style="list-style-type: none"> <li>Presented to the Road to Zero Chief Executive Group on the work-related road safety programme with positive response and engagement from the Chief Executives.</li> <li>ACC are supportive in providing resource support for the programme.</li> <li>New road safety organisation bringing together government, private sector and unions to co-design, co-fund and co-implement safety initiatives is progressing well.</li> <li>Draft Terms of Reference for the commercial heavy vehicle sector group has been completed and pending approval.</li> <li>Co-design communications collateral has been developed for review and approval.</li> </ul>	<ul style="list-style-type: none"> <li>s 9(2)(g)(i) [redacted]</li> <li>[redacted] The establishment of the Regulatory/Road Safety Transport industry Governance Group will enable collaboration and alignment, but this continues to be a risk to delivery.</li> </ul>

**Dependencies**

- HSWA designation.
- Work time and logbook rule requires the work-related road safety forum to begin before this activity can start.



# 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. Strengthening the road safety partnership (road policing)</b>	 <b>Road Safety Partnership Programme</b>	Implement Safe Roads Operating Model to guide greater to road safety policing at the district and area levels	Sign off and Implement	<b>QTR</b> <ul style="list-style-type: none"> <li>See RSID Review update (Slide 7).</li> </ul>	<ul style="list-style-type: none"> <li>Integration of up-to-date info to enable sign off.</li> </ul>
		Take a more structured and formal approach to the deployment of road policing resource	Embed use of Road Policing Deployment Dashboard	<b>QTR</b> <ul style="list-style-type: none"> <li>Dashboard rolled out to all Police Districts as business as usual (BAU).</li> <li>Operation Open Roads underway from Dec 2022 to June 2023.</li> </ul>	<ul style="list-style-type: none"> <li>The update of the Dashboard has been lower than initially expected. We need to work with districts more to understand any issues.</li> </ul>
		Establish an independent activity-based costing review to determine the cost of delivering road policing activity	Activity Based Costing (ABC) review	<b>QTR</b> <ul style="list-style-type: none"> <li>See RSID review update (Slide 7).</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing, should be used to inform RSPP 24/27 negotiations.</li> </ul>
		Review and implement the level of governance necessary to provide assurance and discharge accountabilities to deliver on the RSPP outcomes.	Establish revised RSPP Governance model	<b>QTR</b> <ul style="list-style-type: none"> <li>Revised RSPP governance model (SEG and MAP) established. See RSID review update (Slide 8).</li> <li>A Joint Delivery Plan developed in partnership.</li> </ul>	<ul style="list-style-type: none"> <li>Collaboration on ongoing monitoring and application of JDP.</li> </ul>
		Break down national road safety outcomes to more defined regional activity measures to enable more active monitoring of delivery performance	Scoping and planning to be undertaken	<b>Not started</b> <ul style="list-style-type: none"> <li>See RSID Review update (Slide 8).</li> </ul>	<ul style="list-style-type: none"> <li>Any breakdown of outcomes will be informed by the review into RSPP measures.</li> <li>These actions need to be enabled and led by Police, supported by partners.</li> </ul>

# 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
 <p><b>10. Strengthening the road safety partnership (road policing)</b></p>	 <p><b>Road Safety Partnership Programme</b></p>	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.	Scoping and planning to be undertaken	<p><b>Not started</b></p> <ul style="list-style-type: none"> <li>See RSID Review update (Slide 8).</li> </ul>	<ul style="list-style-type: none"> <li>Waka Kotahi are piloting road safety plans. Ongoing partnership is critical for success.</li> <li>These actions need to be enabled and led by NZ Police and supported by partners.</li> </ul>

### Dependencies

- RSPP 24/27 Negotiations and Road Safety Partnership

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p><b>11. Implement drug driving legislation</b></p>	 <p><b>Road to Zero Policy Programme</b></p>	<span style="color: red;">s 18(d)</span>		<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Briefed Ministers on high level options to respond to issues raised during procurement of an OFT device.</li> <li><span style="color: red;">s 18(d)</span></li> </ul>	<span style="color: red;">s 18(d), s 9(2)(g)(i)</span>
	 <p><b>Impaired Drug Driving Programme</b></p>	Work to implement new legislation to detect and deter drug driving	OFT Phase I Go Live	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Phase I went Live successfully on 11 March 2023, with all deliverables aside from the roadside testing component.</li> </ul>	<ul style="list-style-type: none"> <li>Phase I 100% complete.</li> </ul>
				OFT Phase II Roadside testing commenced	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>OFT Phase II project initiation is actively underway.</li> <li>Police engagement with overseas jurisdictions to understand operational practices to provide an evidence based preferred target operating model with recommendations to inform decision making.</li> </ul>

### Dependencies

- s 9(2)(f)(iv), s 18(d)



# 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>New</b>  <b>12. Examine ways to effectively address the underlying causes of high-risk offending</b>	 <b>Road to Zero Policy Programme</b>	Identify interventions to reduce opportunities for offending and reduce number of people entering the criminal system because of traffic offending.	Scoping and planning to be undertaken	<ul style="list-style-type: none"> <li>Scoping, investigative and problem definition to progress May 2023.</li> </ul>	
		Understand and address barriers in the system and find innovative ways to use technology to detect and respond to offending.	Scoping and planning to be undertaken	<ul style="list-style-type: none"> <li>Scoping, investigative and problem definition to progress May 2023.</li> </ul>	

## Dependencies

- Resourcing at Te Manatū Waka.

## Key actions to progress RAG

- Scope out and plan the intervention.

# Focus Area 4 – Road User Choices

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
  <b>13. Review road safety penalties</b>	 <b>Road to Zero Policy Programme</b>	Complete the review of road safety penalties to ensure the penalties and enforcement mechanisms support both road safety <sup>s 9(2)(f)(iv)</sup> outcomes.	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>• Same as previous 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>• Following 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 <sup>s 9(2)(f)(iv)</sup>. Need to demonstrate that this work is net-positive for vulnerable population groups.</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.
- Resourcing at Te Manatu Waka.

### Key actions to progress RAG

- Effective engagement with Ministers and the public to highlight the positive road safety <sup>s 9(2)(f)(iv)</sup> 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 4 – Road User Choices

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
14. Increase access to driver licensing and training	 	Improving access to driver licence support for those who are most impacted by barriers to obtaining a driver licence	QTR	<ul style="list-style-type: none"> <li>Information pending.</li> </ul>	
		Establish ongoing monitoring of the driver licensing system to identify issues and gaps to access in a timely manner.	QTR	<ul style="list-style-type: none"> <li>Information pending.</li> </ul>	
	 <b>User Behaviour Waka Kotahi</b> 	<p>Driver Licence Improvement Programme - targets improvements across the whole system to remove barriers, increase participation for people who find it difficult to navigate, improve the safety of drivers and help deliver improved wellbeing.</p>	Five-year delivery roadmap	QTR	<ul style="list-style-type: none"> <li>Twelve community driver testing officers (including three Police officers), trained by Waka Kotahi, are testing across 10 test locations, including four new test routes that were established in late 2022 in Waipukurau, Wairoa, Kaikohe and Dargaville.</li> <li>Due to damaged roads in the wider Tairāwhiti region, including the closure of SH35, a new test route in Opōtiki was established in April, initially for students of Tairāwhiti Rural Education Activities Programme (REAP), and for public testing by Vehicle Testing New Zealand (VTNZ) later in 2023.</li> <li>To mid-April 2023, over 830 people have successfully passed a practical test conducted by a community driver testing officer. There has been a pass rate of 89 percent vs a national average of 62 percent, with 70 percent identifying as Māori, a further 4 percent as Pasifika, and around 60 percent are aged 16–24 years.</li> <li>The wrap around support provided by the community-based providers to their students, such as driving them to lessons and tests, as well as helping with licensing forms is reflected in the high pass rate.</li> </ul>



# Focus Area 4 – Road User Choices

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
15. Improve motorcycle rider safety	 Road to Zero Policy Programme	Complete a review of how the current motorcycle licensing regime supports road safety and recommend improvements.	QTR	<ul style="list-style-type: none"> <li>Current state report and literature review progressing.</li> </ul>	
		Encourage riders to complete the Ride Forever programme	QTR	<ul style="list-style-type: none"> <li>Investment case for three years further funding to be considered by ACC executive in May/June.</li> <li>Since Ride Forever started, 52,734 courses have been delivered to 34,175 unique riders, approximately 26% of the active riding community (est. 130,000 riders) in NZ.</li> </ul>	
		Develop a standard or rating system for motorcycle rider (PPE).	QTR	<ul style="list-style-type: none"> <li>Early investigation underway with Waka Kotahi as part of RASCI matrix for Road to Zero.</li> </ul>	

Dependencies



# 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
 <p>16. Continue to build and support effective leadership across road safety partner organisations</p>	  <p>Road to Zero and System Management</p>	<p>Strengthen Road to Zero governance through leadership of the Director of the Director Road to Zero, the Road to Zero Ministerial Oversight Group, Chief Executive Governance Group and Deputy Chief Executive Governance Group.</p>	<p><b>QTR</b></p>	<ul style="list-style-type: none"> <li>Implementation plan workshop completed. Information capturing template developed and is being populated across agencies.</li> <li>A review across the RtZ Portfolio has started looking at Māori Capability Review.</li> <li>Progress continues to have Māori representation across RtZ governance. Lead by Te Manatu Waka, supported by Waka Kotahi.</li> <li>Governance meetings conducted successfully for the Ministerial Oversight Group, the Chief Executive Governance Group and Deputy Chief Executive Management Group.</li> <li>New Chair introduced for the Chief Executive Governance Group.</li> <li>Membership increased for the Deputy Chief Executive Management Group to include the public health sector.</li> <li>Work commenced on a ministerial guide to Road to Zero.</li> <li>Work has continued on developing stakeholder mapping for Road to Zero.</li> <li>New meeting cadence has been introduced for the Deputy Chief Executive Management Group, to now include a deep dive / hot topic series of meetings.</li> <li>Significant work has progressed in better aligning responsibilities and reporting lines between RtZ governance and RSPP governance.</li> <li>Work commenced on the preparation of the RtZ Annual Monitoring Report 2022.</li> </ul>	<p>s 9(2)(g)(i)</p>

## Dependencies

- Māori resource availability.
- Partners using the implementation plan as required.

## Key actions to progress RAG

- Continue to strengthen the reporting framework and governance.
- Continued development of the implementation of improved governance supported by the system management workstream at Waka Kotahi.



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p>17. <b>Grow collaboration and capability across road safety partners and the wider sector</b></p>	 <p><b>System Management</b></p>	<p>Delivering effective regional responses with our local government partners, for example, through speed management planning.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Road to Zero Communications Toolkit is reviewed and updated on a quarterly basis.</li> <li>Road to Zero Newsletter released bimonthly.</li> <li>Road Safety Action Plan guidance progress continues, with opportunities developing work with the Road Safety Police Partnership Programme.</li> </ul>	
		<p>Provide tools to access data, evidence and information that enable local government, RCA's and road safety partners to undertake evidence-based decision-making and monitoring.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Regional Road Safety Dashboard technology resource prioritised to complete the tool/product to make available to our Local Government partners.</li> <li>The Communities at Risk Register for 2022 has been released and this task is now complete.</li> </ul>	<ul style="list-style-type: none"> <li>Timeframes for completion still to be confirmed for the Regional Road Safety Dashboard.</li> </ul>
		<p>Expand and evolve our Vision Zero learning and capability programme to support the successful delivery of Road to Zero.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Vision Zero Learning and Capability Programme promotion for the RtZ Roadshows (Safe System foundations) which will be rolled out across the motu from May – July.</li> <li>Safe System Assessment courses continue to be promoted and delivered every month for the road safety community.</li> <li>5 Day Safe System Engineering course delivered in March for our road safety community.</li> <li>Continued promotion of the Vision Zero module.</li> </ul>	
		<p>Continue to invest in and promote cycle skills training courses.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continued delivery of the BikeReady programme</li> </ul>	

Dependencies



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p>17. <b>Grow collaboration and capability across road safety partners and the wider sector</b></p>		<p>Provide knowledge sharing opportunities to engage and inform the sector of progress in implementing the actions, and use their insights and feedback to help shape delivery of the actions.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Successful Road Safety Communities of Practice events held in February and March (audience mainly local government) .</li> </ul>	

## Dependencies

- Waka Kotahi digital prioritisation and resource for Vision Zero Learning and Capability Programme
- Availability of a suitable technology platform to deliver a selfsustaining Vision Zero Learning and Capability programme that co-ordinates all of Waka Kotahi's learning opportunities for Safe System/RTZ/Vision Zero .

## Key actions to progress RAG



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p><b>18. Improve road safety outcomes with Māori</b></p>	 <p><b>System Management</b></p>	<p>Engage and build relationships to better understand context, undertake further research, and partner with Māori to support them to design and implement initiatives to improve road safety outcomes for Māori.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>RtZ Māori Capability Review in progress, working with Maarama Consulting.</li> <li>As part of engagement and relationships in Tai Tokerau a Ride for Life Kaikohe group has been set up as a collaborative working group to address dangerous motorcycle usage in the region.</li> </ul>	<ul style="list-style-type: none"> <li>Iwi and hapu capacity to work alongside our project stream is limited and their internal resources are stretched.</li> </ul>
		<p>Look for opportunities to collaborate with other government agencies that are working with Māori (mana whenua and mataawaka) to leverage resources and learnings that can contribute to Māori-centric road safety and wellbeing initiatives.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Two pilots are underway in Tairāwhiti and Tai Tokerau.</li> <li>As part of the Tai Tokerau engagement, we are working with Muriwhenua and Northland REAP. Face box interviews and deep dives with Māori have been undertaken. Insights from this engagement will be used for phase 2.</li> <li>Phase 2 for Tai Tokerau which will be to co-design and develop an ongoing programme of work to improve Māori outcomes that will be delivered in out years will began in July.</li> </ul>	<ul style="list-style-type: none"> <li>Challenges undertaking the pilot in Tairawhiti in the current environment.</li> </ul>

## Dependencies

- Iwi and hapu capacity to work alongside our project stream is limited and their internal resources are continuing to be stretched due to sickness and recent weather events.

## Key actions to progress RAG

- Project Manager required to manage the project, align goals and objectives to Road to Zero and Te Ara Kotahi.



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p>19. Develop a vision zero network and safety framework</p>	 <p>System Management</p>	<p>Develop a framework to inform the long-term transformation of our road network towards a 2050 Vision Zero horizon. This will feed into the ongoing refinement and development of New Zealand's speed and infrastructure programme.</p> <p>Investigate the potential of KiwiRAP in supporting safe road infrastructure and speed management.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Vision Zero 2050 Modelling Phase one complete with Technical Note produced.</li> <li>Phase 2 currently being scoped. Initial engagement to create awareness with internal stakeholders has begun with the System Planning team.</li> </ul> <p>Not started</p>	

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p>20. Strengthen investment in road safety outcomes</p>	 <p>System Management</p>	<p>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 (NLTP).</p>	<p><b>Not started</b></p>	



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p><b>21.</b> Work towards establishing a CoE for research and evaluation, data and evidence</p>	 <p><b>System Management</b></p>	<p>Seek improvements and efficiencies in the provision of better integrated and concise data sharing to support effective decision-making, from system governance and leadership to planning and delivery.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Review road safety analytical tools and dashboards to ensure they are well-integrated and effective is underway.</li> </ul>	
		<p>Expand the Transport Knowledge Safety Hub and key knowledge sharing conferences and events, in conjunction with the Vision Zero Learning and Capability Programme.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Two Transport Knowledge Safety Hub events were held in March.</li> </ul>	
		<p>Ensure our Outcomes Framework continues to robustly measure road safety outcomes and monitor performance to help us track progress towards Vision Zero.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continues as part of the development of the RtZ Annual Monitoring Report.</li> </ul>	



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>21.</b> Work towards establishing a CoE for research and evaluation, data and evidence</p>		Develop a Road Safety Centre of Excellence	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Scoping a Road Safety Centre of Excellence is underway.</li> <li>The RtZ Annual Monitoring Report is being finalised which aims to measure road safety outcomes and monitor performance against the RtZ Strategy.</li> <li>Work is underway with a fit for purpose review of MOU's between ACC, Te Whata Ora (Health), ACC and Waka Kotahi. Progressing with the review of road safety analytical tools and dashboards to ensure they are well-integrated and effective.</li> </ul>	
		Develop an in-depth Safe System crash investigation system and explore the benefits of creating a National Safe System Crash Investigation Working Group	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Progress in underway to fully automate the fatal crash investigations reporting using the Crash Analysis System for the project.</li> <li>Recommendations are being developed from the In-depth Safe System Crash Investigations Project Pilots to improve the way we understand road crashes and associated trauma.</li> </ul>	<ul style="list-style-type: none"> <li>Crash Investigations Project requires access to a specific layer of Data from CAS to progress automation and require support from Waka Kotahi's Digital team.</li> </ul>
		Support and invest in the road safety research and evaluation programme.	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Progress continues working with the Research and Analytics team on developing a Road Safety Research Programme.</li> </ul>	
		Undertake modelling to better understand what Safe System looks like and how best to achieve Vision Zero, as well as to improve our understanding of the co-benefits between safety, emissions, productivity, and public health	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continued utilisation of the IILM tool to undertake modelling</li> </ul>	
		Evaluate the impact of interventions after implementation.	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>Continues as part of good practice.</li> </ul>	



# Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p>22. Assist public understanding of Road to Zero</p>		<p>Deliver integrated marketing, communication and engagement campaigns to improve public awareness and understanding of Road to Zero.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>The new Safe speeds around schools education plan is nearly ready and was released late April. This is a new curriculum-linked resource for teachers to help their Year 1-8 students learn about safe speeds, as Waka Kotahi and councils lower speed limits around their schools.</li> <li>The Drive programme review is on schedule with stakeholder conversations now complete. The output from this review will determine how to evolve the programme, so it continues to support young people to become safe, skilled and licenced drivers.</li> <li>The RFP for the customer tracking research contract was released. Interested suppliers have been briefed and proposals are due in May. Through this RFP we will find one or more research partners to help test executions for education and marketing work, evaluate the effectiveness of our programme and track sentiment and attitudes towards road safety interventions and behaviours.</li> <li>Research is currently underway to inform the communications, partnership, marketing and education requirements to support the safety camera programme.</li> <li>Work is progressing well on three integrated marketing, education, partnerships and communications plans for tackling behavioural and business objectives relating to Safe Vehicles, Motorcycles and Speed. This is a new way of working across the road safety promotion disciplines.</li> </ul>	<ul style="list-style-type: none"> <li>Alignment between the RtZ marketing, communication and engagement campaigns and the operational delivery of RtZ interventions needs to be strong. To this end the overt alignment between the cross-agency marketing and communications calendar and the RtZ Implementation Plan will be particularly useful.</li> </ul>

## Dependencies

- Alignment between RTZ marketing and communications group and operational delivery of RTZ interventions.



# Focus Area 5 – System Management

DSI supporting and enabling action

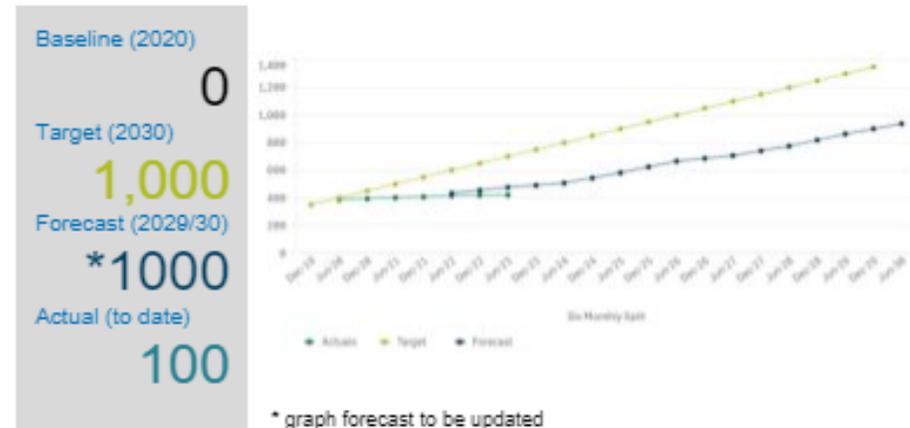
Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p><b>23. Post-crash response</b></p>	 <p><b>System Management</b></p>	<p>Facilitate closer engagement between the health and road safety sectors to improve data capture and use.</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>The Post-Crash Response project is funding the second Study of Road Trauma Data and Evidence (SORTED) report. This valuable report which brings together seven road safety partners, and nine different data sets, can be shared and brought together to provide a holistic view of the trauma on our roads and pedestrian networks, with as much detail as being able to accurately identify ethnicity.</li> </ul>	
		<p>Support the National Trauma Network to maintain SORTED Study</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>The National Trauma Network (working with ACC) are the driving force behind the Study of Road Trauma Data and Evidence (SORTED) report, with the inaugural report being published in 2022. The second report, for 2023, is looking back over the last 5 years of data, is in the data gathering stage and will be published thanks to the National Trauma Network, ACC, and other road safety partners later this year.</li> <li>Progress continues. A workshop is being planned with the SORTED team and key road safety partners in June 2023.</li> </ul>	
		<p>Partner with the health sector, RCA's, emergency services to achieve best practice in New Zealand's response to major road trauma</p>	<p><b>QTR</b></p> <ul style="list-style-type: none"> <li>The Post Crash Response research proposal is in the final approval process, working with the Research team.</li> </ul>	

Action	Workstream (Programme)	Key Projects/ Activities	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p><b>New</b></p> <p><b>24. Undertake independent assessment of progress of Road to Zero</b></p>		<p>Undertake an independent review of the Road to Zero programme along the lines of the World Bank/ Global Road Safety Facility Guidelines to ensure we are investing in the right initiatives, at the right level.</p>	<ul style="list-style-type: none"> <li>A review proposal will be scoped mid 2023, to be undertaken in early 2024.</li> </ul>	

# 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.

## 1.1.1 Kilometers of the network treated with retrofitted median barrier

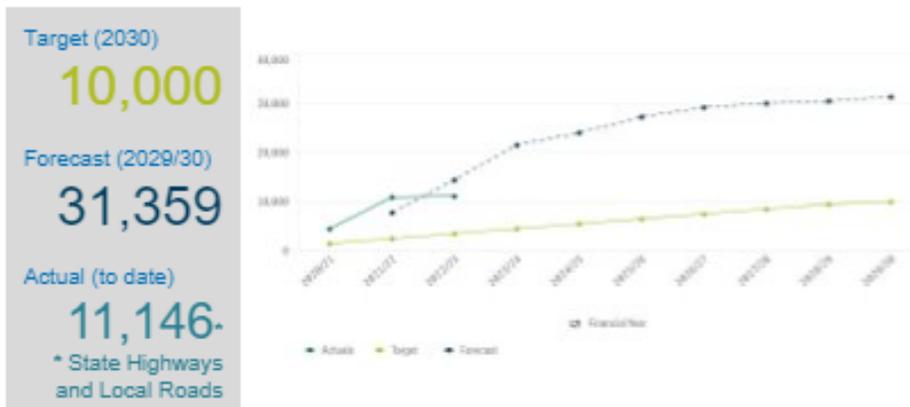


## Total km of median barrier installed across all infrastructure projects

Total km of median barrier installed across all infrastructure projects	km
Retrofitted Median barrier	100
Other new state highway median barrier	85
<b>TOTAL</b>	<b>185</b>

- 1.1 km median barrier completed in Mar 2023; challenges particularly in the North Island with contractor availability.
- SIP aligning corridor activities with maintenance and operations forward works programme. More median barrier will be delivered at the same time as Network Operating Contracts (NOC) works to improve delivery rate, reduce overall Activity Class cost, and minimise network disruption.
- Strategies are being developed to provide agility to the NLTP24+ programme. These include ability to pivot based on funding; or balancing supply and demand by geographic location.

## 1.1.5 Kilometers of the network treated through speed management (combined) \*\*\*



\*\*\* The accumulated total speed management to date that aligns to the RTZ target is 1,780km completed (compared to a steady state trendline of 3,000km) with 950km on State Highways and 830km on local roads completed to date (2021/22).

- Reporting for this indicator to date has been based on all speed limit changes recorded across the NZ road network. This will be updated next quarter.
- It is important to note that the 10,000km speed management target by 2030 relates directly to the high-risk network and represents approximately 80% of the DSI reduction potential. Targeting the highest benefit 10,000kms network is therefore critical to achieving the required Road to Zero outcomes.



# 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.



- 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 projected DSI savings for 21-24 NLTP will be less as the amount of corridor covered by speed reviews has decreased and median barrier programme is only starting to accelerate.
- Note: DSI savings are currently only adjusted when project or intervention is fully completed

# Indicator Reporting

Annual Target  
(RSPP 2021-24)

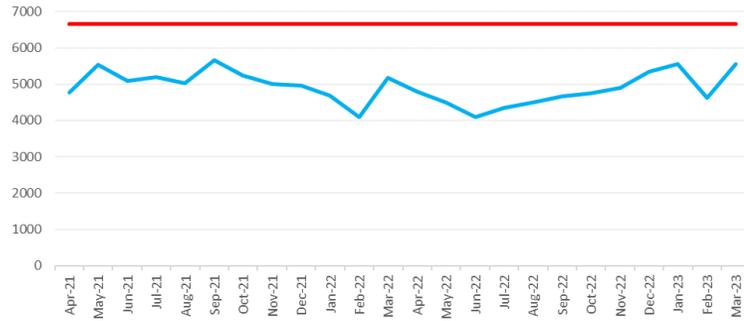
80,000

Actual (2021/22)

58,406

Actual (2022-23)  
YTD

44,250



## Mobile Safe Speed Cameras

Waka Kotahi delays in transitioning traffic safety cameras from Police are impacting on stability of the Traffic Camera Operator (TCO) workforce. This measure is currently under review as part of the wider review into the current RSPP measures. In addition to the existing TCO workforce, additional operators have been employed on a fixed term basis by Police to support Districts with delivery towards this desired activity level.

Annual Target  
(RSPP 2021-24)

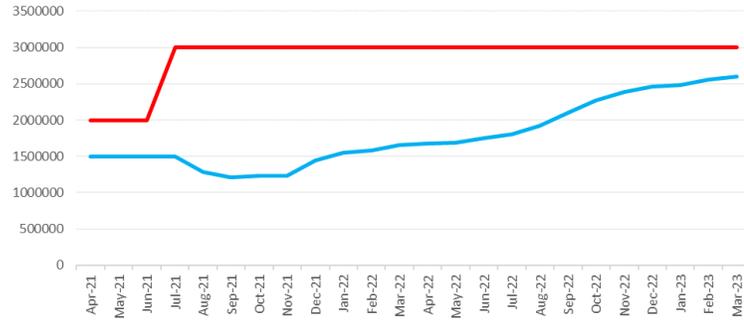
3,000,000

Actual (2021/22)

1,707,481

Actual (2022-23)  
YTD

2,145,305



## 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 97 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 has already performed 435,000 more breath tests than were undertaken in the whole of the 2021/22 fiscal year. Data pulled 22 May 2023.

Annual Target  
(RSPP 2021-24)

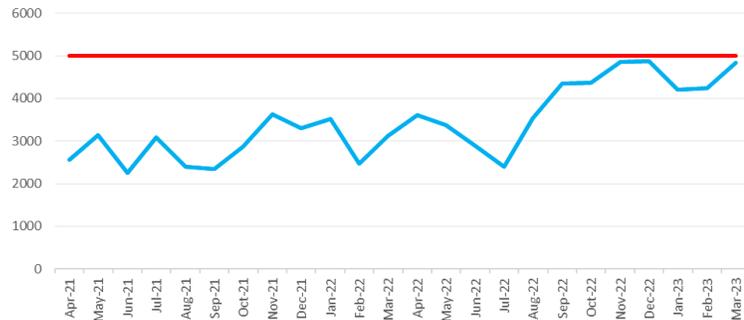
60,000

Actual (2021/22)

36,619

Actual (2022-23)  
YTD

37,687



## 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 36,619 restraint offences, short by 23,381 offences. By the end of FYQ3 of 2022/23, Police has recorded 37,687 restraint offences, this is already 1,000 more offences than the whole of the previous year.

The number of deaths from passengers and drivers in light vehicles that were not wearing a seatbelt from the period January to March 2023 was 30, representing 37% of all DSIs recorded during this period.



# Appendix A

RAG Status – Road to Zero Performance



# 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 delivery.

 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.