

ESTIMATES EXAMINATION 2022/23 SUPPLEMENTARY QUESTIONS DRAFT RESPONSES

This briefing provides you with draft responses to select committee questions

1. You answered the standard Estimates questions for Vote Transport on 20 May 2022 and you have also received 172 supplementary questions. Your responses to the supplementary questions are due to the Transport and Infrastructure Committee by 3:00pm on 3 June 2021.
2. You are also likely to receive around 10 post-hearing questions based on the discussion at the hearing.
3. Draft responses to questions 1 - 172 are attached to this briefing (attachment 1 and Appendices). We have also prepared a draft cover letter (attachment 2) for you to send in electronic form to the Chair of the Transport and Infrastructure Select Committee at Transport.Infrastructure@parliament.govt.nz. We will also prepare 10 hard copies of the response for the Committee.

We have approached the response to the supplementary questions in the same way as previous years

4. The supplementary questions are substantially the same as previous years and they have generally been answered in the same way. This year, there are new questions about:
 - Climate change (questions 164 to 169)
 - Biodiversity (questions 170 to 172).
5. We have provided information from Crown entities in cases where the question asks for information about entities funded under Vote Transport. This includes City Rail Link Limited (CRL). If the question does not refer to entities funded by Vote Transport, answers are about the Ministry of Transport.
6. In the introduction to the responses (page 2) we explain that KiwiRail and MetService, although funded under Vote Transport, are the responsibility of the Minister for State-Owned Enterprises and we do not include them in this response.
7. Please review the responses, and provide feedback to the Ministry if changes are needed. The Ministry will work with your office to make any amendments.
8. We will finalise the formatting of the response to the supplementary questions once we have addressed any issues that you may raise.

Hearing before the Transport and Infrastructure Committee

9. The hearing for Vote Transport is scheduled for 9 June 2022. We are working with your Office to provide you with support material for the hearing.

Note: the actual questions and responses are refused under Section 18(d) and can be accessed online here: www.parliament.nz/resource/en-NZ/53SCTI_EVI_123937_TI2729/2fbffc69f70a3cd261c474e6a3bc99e790242fa4

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EXCERPTS FROM BRIEFING OC220311

Document: OC220311 Auckland Transport Alignment Project (ATAP) 2021-24 Funding Considerations

Excerpt One on Page 1:

All delivery agencies (KiwiRail, Waka Kotahi NZ Transport Agency and Auckland Transport) are experiencing similar issues resulting from cost escalations, COVID19 impacts, labour supply and material shortages.

Excerpt Two on Page 1:

The Auckland Transport programme is most impacted, due to the size and breadth of the programme and the impact of a significant fall in revenue from public transport.

Excerpt Three on Page 3:

The Auckland Transport Alignment Project (ATAP) 2021-31 ten year programme was approved by Cabinet and Auckland Council in March 2021.

Excerpt Four on Page 3:

A number of issues have conflated which are resulting in pressures on the ATAP 2021-24 programme. These include:

- The COVID19 situation in Auckland was worse than elsewhere in the country, and longer lockdowns have had, and continue to have, a greater effect on public transport resulting in a significant reduction in revenue
- Capacity issues already in the system pre-COVID19 have worsened
- Significant cost escalations have occurred across the ATAP programme resulting from the cost of materials and labour
- On-going COVID19 impacts including supply chain logistics, access to labour, access to materials and fluctuations in workforce availability and turnover.

Excerpt Five on Page 5:

In addition, a judicial review on the Auckland RLTP is currently underway. The review relates to the full 10-year programme.

The remainder of this document is withheld under Section 9(2)(f)(iv)

31 May 2022

OC220358

Hon Michael Wood

Action required by:
 Tuesday, 7 June 2022

Minister of Transport

FOLLOW UP BRIEFING - BUDGET ECONOMIC AND FISCAL UPDATE 2022 - FORECAST OF NATIONAL LAND TRANSPORT FUND REVENUE

Purpose

This briefing responds to a request from the Minister of Finance to include funding approved by Cabinet to cover lost revenue from road user charges (RUC) and fuel excise duty (FED) reductions in the National Land Transport Fund (NLTF) revenue forecast.

Key points

- The Treasury has advised the budget forecast process is complete and it is no longer possible to update the NLTF revenue forecast.
- The purpose of the NLTF revenue forecast is to estimate future revenue to the NLTF, not the overall financial position of Waka Kotahi NZ Transport Agency. The funding approved by Cabinet is not an ongoing revenue source for the NLTF, hence it was not included in the forecast.
- We will provide you with a report on actual NLTF revenue after the end of this financial year. This report will include how much NLTF revenue was lost due to RUC and FED reductions and how much of Cabinet's \$585m support was required this financial year.

Table 1: Forecast revenue for the 2021-24 National Land Transport Programme (NLTP 2021) Comparing Half Year Economic and Fiscal Update 2021 (HYEFU 2021) and Budget Economic and Fiscal Update 2022 (BEFU 2022)

	HYEFU 2021	BEFU 2022	Difference	
Financial Year	(\$ million)	(\$ million)	(\$ million)	(%)
2021/22	4,244	3,833	-411	-9.7
2022/23	4,404	3,999	-405	-9.2
2023/24	4,524	4,414	-110	-2.4
Total	13,172	12,246	-926	-7.0

Table 2: Forecast revenue for the NLTP 2021, including Crown support to cover RUC and FED reductions comparing HYEFU 2021 and BEFU 2022.

Financial Year	HYEFU 2021	BEFU 2022	Difference	
	(\$ million)	(\$ million)	(\$ million)	(%)
2021/22	4,244	4,075	-169	-4.0
2022/23	4,404	4,342	-62	-1.4
2023/24	4,524	4,414	-110	-2.4
Total	13,172	12,831	-341	-2.6


- See Annex 1 for the comparison of Government Policy Statement on land transport 2021 lower expenditure ranges, HYEFU 2021, BEFU 2022, and BEFU 2022 including Crown support agreed by Cabinet to cover RUC and FED reductions

Recommendations

We recommend you:

- 1 **refer** this briefing to Hon. Grant Robertson, Minister of Finance

Yes / No


 Marian Willberg
Manager, Demand Management and Revenue
 ...31/05/2022....

 Hon Michael Wood
Minister of Transport
 / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

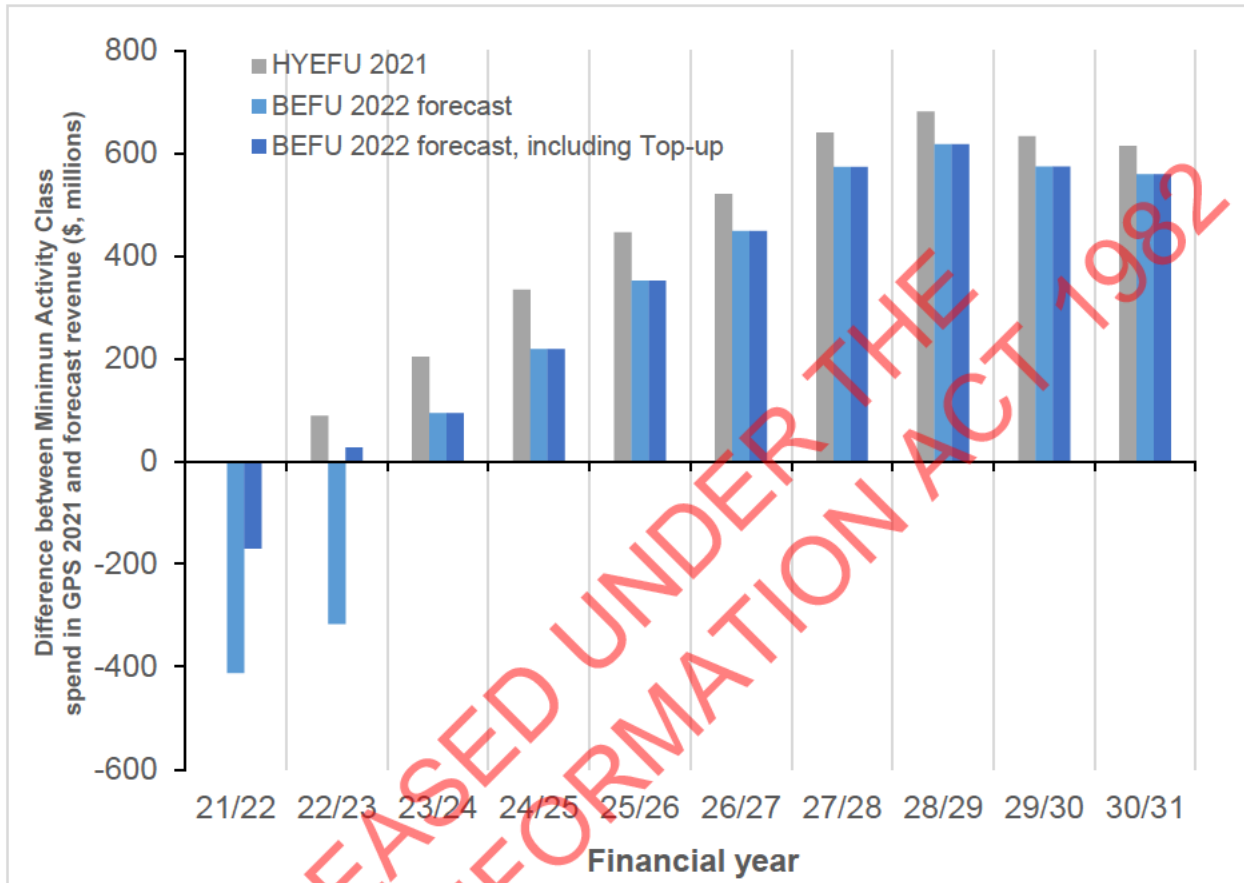
☐ Overtaken by events

Comments**Contacts**

Name	Telephone	First contact
Marian Willberg, Manager, Demand Management and Revenue	s 9(2)(a)	✓
Rory Leonard, Senior Adviser, Demand Management and Revenue		

ANNEX 1

Figure 1: Ten-year comparison of GPS 2021 lower expenditure ranges, HYEFU 2021, BEFU 2022, and BEFU 2022 including Crown support agreed by Cabinet to cover RUC and FED reductions.



10 May 2022

OC220376

Hon Michael Wood

Action required by:

Minister of Transport

Thursday, 19 May 2022

ISSUING A GOVERNMENT ROAD SAFETY STRATEGY UNDER THE LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2022

Purpose

Seek your approval to require *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* to be treated as the Government road safety strategy for the purposes of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

Key points

- Clause 3.13 of the Rule provides for the Minister of Transport to issue the Government road safety strategy for the purpose of the Rule. This is achieved by notifying Waka Kotahi or the Director of Land Transport of certain publicly available document(s) that must be treated as the Government road safety strategy.
- The practical effect of issuing a Government road safety strategy under the Rule is that road controlling authorities (RCAs) must have regard to the strategy when setting speed limits under the Rule. For example, any Government road safety strategy must be considered by RCAs under clause 3.2(1)(a) 'Mandatory considerations when preparing any speed management plan' and clause 3.8(1)(b) which requires plans to include an explanation of how the plan is consistent with the road safety aspects of any Government road safety strategy.
- Waka Kotahi have asked that you confirm that *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* (Road to Zero) is the Government road safety strategy for the purposes of the Rule.
- Road to Zero is the appropriate strategy in relation to the Rule as it sets out the Government's vision for road safety and defines key focus areas over the next decade. Focus area one is infrastructure improvements and speed management. Throughout development of the Rule, the intent was that once implemented, Road to Zero would be the Government road safety strategy.
- A draft letter to Waka Kotahi, notifying it that the Road to Zero is to be treated as the Government road safety strategy for the purposes of the Rule, is attached for your consideration. Should you agree, we recommend you sign and issue this letter by 19 May 2022, the date the Rule comes into force.

Recommendations

We recommend you:

- 1 **agree** to require that *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* be treated as the Government road safety strategy for the purposes of the Land Transport Rule: Setting of Speed Limits 2022 Yes / No
- 2 **sign** the attached letter and send it to Waka Kotahi by 19 May 2022 (the date the Land Transport Rule: Setting of Speed Limits 2022 comes into force). Yes / No



Matthew Skinner
Kaiwhakahaere | Acting Manager,
Mobility and Safety

10 / 05 / 2022

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Andrew Zielinski, Kaitohutohu Matua Senior Advisor	s 9(2)(a)	✓
Charles Owen, Rōia Matua Senior Solicitor		
Matthew Skinner, Kaiwhakahaere Acting Manager, Mobility and Safety		

Hon Michael Wood

Minister of Transport
Minister for Workplace Relations and Safety



Sir Brian Roche
Chair
Waka Kotahi NZ Transport Agency
bjrochenz@gmail.com

Dear Sir Brian

Under the Land Transport Rule: Setting of Speed Limits 2022 (the Rule), which comes into force on 19 May 2022, as Minister of Transport I can require documents to be treated as the Government road safety strategy.

In practice, this means that road controlling authorities must have regard to those documents when setting speed limits under the Rule (for example, under clauses 3.2(1)(a) and 3.8(1)(b) of the Rule).

Clause 3.13 of the Rule provides that "The Minister may, by written notice to the Agency or the Director, require any available document or documents to be treated as the **Government road safety strategy** for the purposes of this Rule."

This letter is written notice under clause 3.13 of the Rule that the document *Road to Zero: New Zealand's Road Safety Strategy 2020-2030* must be treated as the Government road safety strategy for the purposes of the Rule.

Yours sincerely

Hon Michael Wood
Minister of Transport

Copy to: Nicole Rosie, Chief Executive, Waka Kotahi NZ Transport Agency
Kane Patena, Director of Land Transport, Waka Kotahi NZ Transport Agency

23 May 2022

OC220314

Hon Michael Wood
 Minister of Transport

Action required by:
 Monday, 30 May 2022

TACKLING UNSAFE SPEEDS - PROACTIVE RELEASE OF CABINET AND ASSOCIATED PAPERS

Purpose

Seek your approval to proactively publish Cabinet papers, minutes, briefings, and associated documents concerning the Tackling Unsafe Speeds (TUS) proposals.

Number of papers	11
Deadline	Wednesday, 1 June 2022
Risks	We see no significant risks to releasing the papers given Cabinet has now made final decisions on the TUS proposals. However, given speed management generates high interest amongst the public and local government sector, and can be controversial, there is a chance the papers may generate criticism around decisions.

Recommendations

We recommend you:

- 1 **approve** Te Manatū Waka publishing 11 documents, with redactions as marked, on our website Yes / No
- 2 **note** that to meet the timeliness required by Cabinet Office circular 18(4), the documents must be published by 1 June 2022.



Matt Skinner
Kaiwhakahaere | Acting Manager,
Mobility and Safety

23 / 05 / 2022

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

☐ Approved☐ Declined☐ Seen by Minister☐ Not seen by Minister☐ Overtaken by events**Comments****Contacts**

Name	Telephone	First contact
Andrew Zielinski, Kaitohutohu Matua Senior Adviser	s 9(2)(a)	✓
Matt Skinner, Kaiwhakahaere Acting Manager, Mobility and Safety	s 9(2)(a)	

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TACKLING UNSAFE SPEEDS - PROACTIVE RELEASE OF CABINET AND ASSOCIATED PAPERS

Cabinet has made final decisions on the Tackling Unsafe Speeds proposals

- 1 On 13 April 2022, the Cabinet Economic Development Committee (DEV) made final decisions on the Tackling Unsafe Speeds (TUS) proposals, which were confirmed by Cabinet on 19 April 2022.
- 2 Cabinet Office circular CO 18(4) states that all Cabinet and Cabinet Committee papers and minutes should be proactively released and published online within 30 business days of final Cabinet decisions. This is the case “unless there is good reason not to publish”.
- 3 To meet Cabinet Office requirements, the TUS Cabinet papers and minutes need to be published by 1 June 2022. We also propose to proactively release several briefings and other documents associated with the Cabinet documents.
- 4 We consequently propose to publish the 11 documents listed in the table below (and attached to this briefing), with redactions as indicated, on the Ministry’s website by 1 June 2022.

No.	Ref	Date	Type	Name	Recommendation
1.	OC210903	13 April 2022	DEV paper	Tackling Unsafe Speeds Programme – Final Policy Decisions	Release in full
2.	DEV-22-MIN-0087	13 April 2022	DEV minute	Tackling Unsafe Speeds Programme – Final Policy Decisions	Release in full
3.	CAB-22-MIN-014	19 April 2022	CAB minute	Report of the Cabinet Economic Development Committee: Period Ended 15 April 2022	Withhold references to non-TUS papers as out of scope
4.	OC211003	14 April 2022	LEG paper	Regulations for the Setting of Speed Limits	Release in full
5.	LEG-22-MIN-0048	14 April 2022	LEG minute	Regulations for the Setting of Speed Limits	Release in full
6.	CAB-22-MIN-0143	19 April 2022	CAB minute	Report of the Cabinet Legislation Committee: Period Ended 15 April 2022	Withhold references to non-TUS papers as out of scope

No.	Ref	Date	Type	Name	Recommendation
7.	OC220194	1 April 2022	Briefing	Tackling Unsafe Speeds – Consequential Amendment to the Road User Rule	Withhold Te Manatū Waka staff phone numbers – consistent with s9(2)(a) Withhold legal advice on consultation – consistent with s9(2)(h)
8.	OC220090	4 March 2022	Briefing	Tackling Unsafe Speeds – Updated Final Cabinet Documents	Withhold Te Manatū Waka staff phone numbers – consistent with s9(2)(a)
9.	OC210979	22 December 2021	Briefing	Tackling Unsafe Speeds – Final Cabinet Decisions	Withhold Te Manatū Waka staff phone numbers – consistent with s9(2)(a)
10.	NA	22 December 2021	Terms of Reference	Terms of Reference for the Independent Speed Management Committee	Release in full
11.	NA	22 December 2021	Job description (draft)	Independent Speed Management Committee - Job Description for Members	Release in full

We have reviewed the papers and consider them suitable for release

- 5 We have reviewed the papers and given Cabinet has now made decisions on the TUS proposals, we consider them largely suitable for release. However, we have withheld some content, consistent with the Official Information Act 1982 (OIA).
- 6 We propose redactions to the three Te Manatū Waka briefings (documents 7,8,9). We recommend withholding the phone numbers of Te Manatū Waka staff in all three briefings, to protect the privacy of natural persons (consistent with section 9(2)(a) of the OIA).
- 7 We also recommend withholding certain information in briefing OC220194 *Tackling Unsafe Speeds - Consequential Amendment to the Road User Rule* to maintain legal professional privilege (consistent with section 9(2)(h) of the OIA).
- 8 The Road User Rule amendment clarifies that the prohibition on drivers from exceeding speed limits in the Road User Rule relates to speed limits set under the new Speed Rule.

9 s 9(2)(h)

s 9(2)(h)

- 10 We have also redacted references to papers not related to speed management in the Cabinet minutes (documents 3 and 6).

Some of these papers were previously withheld in relation to an OIA request from Simeon Brown's Office

- 11 On 8 March 2022, the Office of Simeon Brown requested copies of reports and briefings to you received between December 2021 and January 2022. These included the following papers (as listed above) we now propose to release:
- DEV paper OC210903 Tackling Unsafe Speeds Programme – Final Policy Decisions (this was a previous draft – we propose releasing the final version)
 - Briefing OC210979 Tackling Unsafe Speeds – Final Cabinet Decisions
 - Terms of Reference for the Independent Speed Management Committee
 - Independent Speed Management Committee - Job Description for Members.
- 12 These papers were previously withheld primarily under section 9(2)(f)(iv) of the OIA, to maintain confidentiality of advice between ministers and officials. This was given that Cabinet was still considering the information pending its decision.

Waka Kotahi and NZ Police are comfortable with releasing the papers

- 13 We collaborated closely with Waka Kotahi in developing the TUS papers and therefore consulted Waka Kotahi on their release. Waka Kotahi has confirmed it is comfortable with release as proposed.
- 14 We also consulted NZ Police on release of briefing OC220090 *Tackling Unsafe Speeds – Updated Final Cabinet Documents* and DEV paper OC210903 *Tackling Unsafe Speeds Programme – Final Policy Decisions*.
- 15 This was because these papers reflected NZ Police's views that it preferred a default national maximum speed limit for roads posing the greatest safety risks, and a consistent low speed limit around schools, irrespective of schools' location.
- 16 These views were noted in key bullet point four and paragraphs 12-18 of the briefing and paragraphs 8-10 and 126-135 of the DEV paper. However, these positions were not part of the final recommended TUS proposals. Despite this, NZ Police confirmed it was comfortable releasing this narrative.

We see no significant risks in releasing these papers

- 17 As Cabinet has made its final decisions on the TUS proposals, we see no significant risks in releasing the papers. A significant proportion of the material has also previously been released in former Cabinet papers, briefings, and consultation documents.

- 18 However, given that speed management generates high interest amongst the public and in the local government sector, and can be controversial, there is a chance that the papers may generate criticism. We consider that this is mitigated by the fact that the papers represent a comprehensive and robust policy development process, including extensive consultation, aimed at reducing deaths and serious injuries on our roads.

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25 May 2022

OC220396

Hon Michael Wood
Minister of Transport

cc Hon Poto Williams
 Minister of Police

Hon Kris Faafoi
 Minister of Justice

Hon Willie Jackson
 Associate Minister for ACC

MINISTERIAL OVERSIGHT GROUP MEETING 2 JUNE 2022

Snapshot

This is the second meeting of the Ministerial Oversight Group for Road to Zero. The key matters to be discussed are the latest Quarterly Progress Report and the Road to Zero Action Plan 2023-25.

Time and date	11:30am – 12:30pm, Thursday 2 June 2022
Venue	Executive Wing 6.6
Attendees	Hon Poto Williams, Minister of Police Hon Kris Faafoi, Minister of Justice Hon Willie Jackson, Associate Minister for ACC
Officials attending	Bryn Gandy, Nicole Rosie, Andrew Coster, Megan Main, Phil Parkes, Rajesh Channa, Kane Patena, Bronwyn Turley, Bryan Sherritt, Karen Jones, Matthew Skinner, Hugh Mazey (minutes)
Agenda	1. Road to Zero Quarterly Progress Report 2. Road to Zero Action Plan 2023-2025
Talking points	We have included indicative questions which Ministers may wish to discuss throughout this briefing.

Contacts

Name	Telephone	First contact
Bryan Sherritt, Director Road to Zero	s 9(2)(a)	✓
Hugh Mazey, Senior Adviser Mobility and Safety	s 9(2)(a)	

Road to Zero Ministerial Oversight Group Meeting June 2022

Key points

- This is the second meeting of the Ministerial Oversight Group (MOG) for Road to Zero (RtZ).
- The key matters for discussion at this meeting are the RtZ Quarterly Progress Report and the next RtZ Action Plan.
- We have provided questions that we recommend Ministers to discuss throughout this briefing and attached at Appendix One.
- We have not prepared a formal agenda for the meeting as there are only two items for discussion.

The RtZ Deputy Chief Executives and Chief Executives Groups recently met

- 1 Both the RtZ Deputy Chief Executives (DCEs) and Chief Executives (CEs) Groups held meetings in May 2022. The meeting of the DCEs Group was the inaugural meeting of this Group.
- 2 The key action that came out of the DCEs Group meeting was:
 - 2.1 Organising a meeting between the represented agencies to discuss an improved way of providing joined up communications on RtZ initiatives and road safety more broadly.
- 3 The CEs Group reinforced the need for this. An initial meeting was held on Friday 20 May of the communications leads from the various agencies. As a result of this meeting, agencies are working together on a strategic document around who leads the response to certain queries and how the partner agencies can reinforce the messaging or support the lead agency.

Agenda Item 1: Road to Zero Quarterly Progress Report

- 4 Officials have prepared a portfolio level Quarterly Progress Report (the Quarterly Report) for Ministers, CEs and DCEs to actively monitor the delivery of actions and commitments through RtZ. This document is attached as Appendix Two.
- 5 We were unable to provide an updated forecast on the overall DSI reduction expected from RtZ for this Quarterly Report, however, we will provide this in the subsequent Quarterly Reports.
- 6 We have also provided a draft Quarterly Progress Infographic as requested by Ministers. We have included some key metrics and the quarterly performance of these and outlined some of the key policy updates from this quarter too. This is attached as Appendix Three.

- 7 We welcome any feedback on the Quarterly Progress Report and are seeking Ministerial agreement to release this document on Te Manatū Waka Ministry of Transport's website.

There are delivery challenges that put progress against the Road to Zero target at risk

- 8 You will see from slide two of the Quarterly Report that the RtZ Portfolio is tracking at red, this has changed from being at amber last quarter. Reviewing and communicating the definitions of tracking status is a priority for the next quarter to enable consistent reporting across partners.
- 9 Despite a high level of activity and investment of time and effort by all road safety partners, we remain behind on all of the key death and serious injury (DSI) contributing work programmes. Road policing is below the target levels, the infrastructure programme is behind schedule and the policy programme is also behind schedule.
- 10 Road policing activity continues to be below target levels. The 12-month rolling breath test level is significantly below the desired activity level, and decreased markedly between Quarter Two 2021/22 and Quarter Three 2021/22. Note however, that Police were responding to the protest at Parliament grounds during this quarter.
- 11 There has been a lot of good work following the last quarter, with Police showing an improvement in several key metrics in April. Police has also implemented its Safe Roads Control Strategy.
- 12 The infrastructure programme continues to be behind schedule, with median barrier delivery significantly below the target. However, roundabouts and speed management treatments are tracking well above the target levels.
- 13 A plan is being finalised to address the median barrier shortfall and lift the delivery rate of median barrier installation. This is likely to have some short-term impacts on the forecast becoming visible by Quarter Four 2021/22.
- 14 The policy programme also continues to be behind schedule. Several of the actions in the initial RtZ Action Plan have been rolled over to the second Action Plan, which will be discussed at Item Two on the agenda.

The climate in which we are working has shifted since Road to Zero launched in 2020

- 15 We have seen a shift in the environment that we are working in post COVID-19. We are seeing higher risk-taking behaviours and opposition to programmes targeting zero or that seem to restrict people's movement or decision making.
- 16 Further complications can be seen around local government elections and split communities around matters such as safety and climate. These divides can be seen playing out through changes to things like speed limits. Waka Kotahi has advised that some communities are very supportive of reducing speed limits in their region, whereas others are strongly opposed. This means there is not strong nationwide social licence or support yet for the changes that are being rolled out.

- 17 Slide three in the Quarterly Report shows public awareness and support for RtZ. We have seen awareness of RtZ increase significantly in the last quarter, this is consistent with the launch of the media campaign in February 2022. We have however, seen little change in support, understanding and concern of road safety.
- 18 Slide four of the Quarterly Report shows levels of public support for particular road safety initiatives. The initiatives with the most support are increased fines for drink driving, mobile phone use and not wearing seat belts.
- 19 The least supported initiatives were all speed related, lowering speed limits to 30 km/h in urban centres, using more speed cameras and lowering speed limits.
- 20 The acceleration of speed limit changes, if done as ambitiously as is currently planned, would offset the infrastructure programme falling behind schedule. With only around 59 percent of median barriers expected to be delivered by 2029, it will be important to try and reduce DSIs from other initiatives where possible.
- 21 Without social licence for an ambitious speed limit change programme, we are unlikely to see the expected DSI reductions from the speed and infrastructure programme.

We have identified three key focus areas within the Road to Zero portfolio

- 22 Three areas of the portfolio have been identified as key focus areas moving forward, these are the Road Safety Penalties Review (the Review) and enforcement, Speed and Infrastructure Programme and Social Licence.
- 23 s 9(2)(f)(iv) [REDACTED]
- 24 s 9(2)(g)(i) [REDACTED]
- 25 s 9(2)(g)(i) [REDACTED] Police is working to lift performance in this area and the results from April 2022 are promising, Waka Kotahi is also setting up enhanced governance structures around the Road Safety Partnership Programme.
- 26 We are ensuring a joined-up road safety partnership voice is given to build social licence and ensure all agencies are reinforcing the positive steps being taken. As part of this we will be focussing on pushing the safe system message. Too often we see media narrative focus on a sole aspect of RtZ and pick it apart without commenting on the other parts of the system that are required to see meaningful change.
- 27 Ministers can help by supporting the progression of activities and providing continued ministerial leadership and support for RtZ.

Matters Ministers may wish to discuss

- 28 We welcome any feedback on the content and structure of the Quarterly Progress Report and the Quarterly Infographic, and how these could be improved.
- 29 How do Ministers want to position and pursue RtZ considering the current context?
- 30 What do Ministers see as the key challenges for delivering RtZ?

Agenda Item 2: Road to Zero Action Plan 2023-25

- 31 The initial RtZ Action Plan was released with the RtZ Strategy (the Strategy) in December 2019. The plan covers the first three years (1 January 2020 to 31 December 2022) of implementing the Strategy. A new Action Plan is needed to advance a programme of work that targets the 40 percent reduction in the number of people who are killed or seriously injured (from 2018 levels) on our roads by 2030. The new plan will cover the calendar years 2023 through to 2025.
- 32 A copy of the draft Action Plan is included at Appendix Four.

33 s 9(2)(f)(iv)

34

35

36

s 9(2)(f)(iv)

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Appendix 1: Talking Points

- How do Ministers want to position and pursue RtZ considering the current context?
- What do Ministers see as the key challenges for delivering RtZ?

Appendix 2 follows from this page.

Appendix 3 is refused under Section 18(d) as it will soon be publicly available

Appendix 4 is withheld in full under Section 9(2)(f)(iv)

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Road to Zero Ministerial Oversight Group

Quarterly Progress Report

Jan - Mar 2022



New Zealand Government

The Road to Zero Portfolio is at Red

Portfolio summary



Despite a high level of activity and investment of time and effort by all road safety partners, we remain behind on all of the key DSI-contributing work programmes. Road policing is below the target levels, the infrastructure programme is behind schedule and the policy programme is also behind schedule.

Insights

- Awareness of Road to Zero has increased significantly since December 2021, however we have seen little change in support, understanding and concern (see slide 3)
- While support exists for some of the changes being implemented, the external climate is resulting in strong and visible resistance to other interventions, such as speed reductions (see slide 4)
- Critical to the long term success of Road to Zero, is support and buy-in from stakeholders, which will require us to take necessary steps to strengthen the partnership approach
- This may require us to pragmatically navigate certain programmes (such as some speed reviews), while we continue building support and social licence for longer term changes
- Achieving appropriate pace of change is challenging, if we go too slow we will see unnecessary deaths and serious injuries (DSIs), if we go too fast we will lose social licence and long term support for Road to Zero

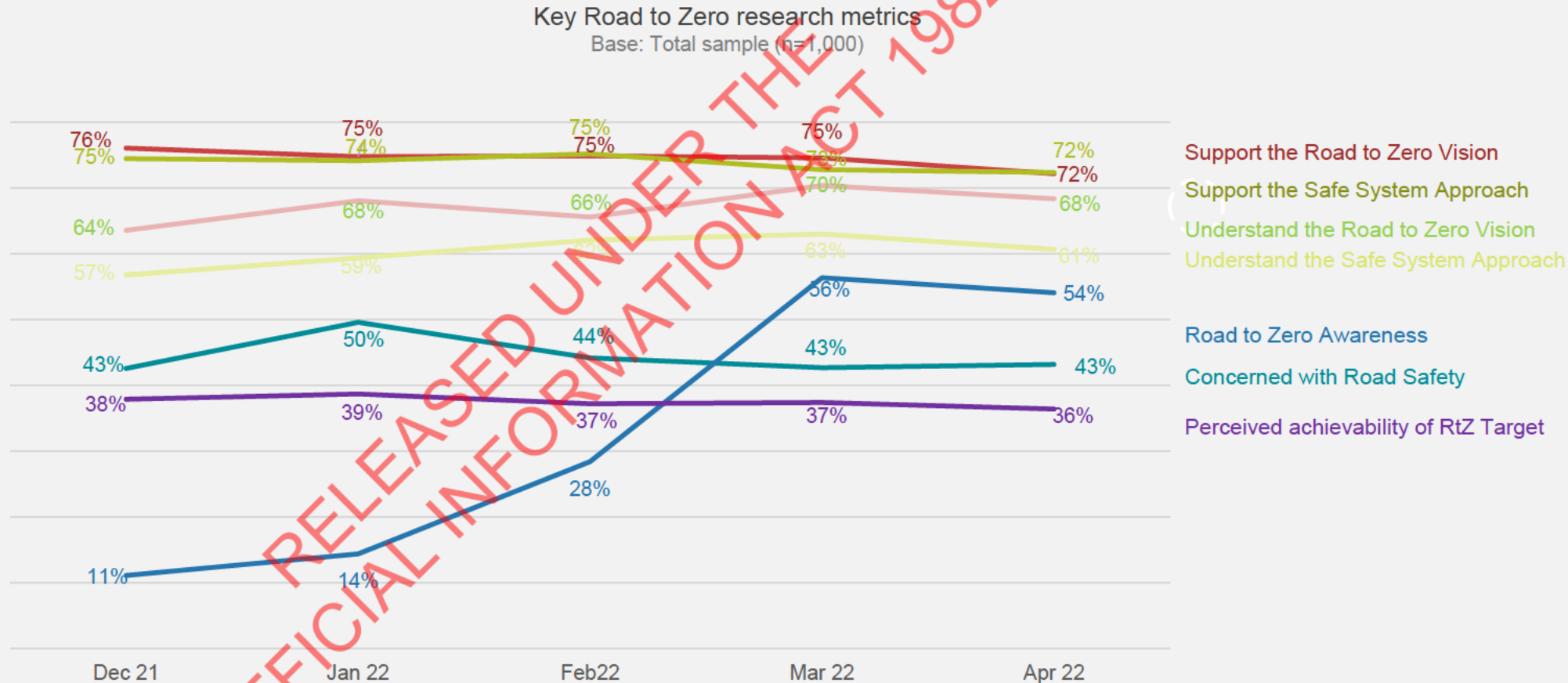
Action Plan Priority Status

1. Infrastructure improvements and speed management	+	Invest in safety treatments and infrastructure improvements
	+	Introduce a new approach to tackling unsafe speeds
		Review infrastructure standards and guidelines
		Enhance the safety and accessibility of footpaths, bike lanes and cycleways
2. Vehicle safety	+	Raise safety standards for vehicles entering the fleet
		Increase understanding of vehicle safety
		Implementing mandatory ABS for motorcycles
3. Work-related road safety		Strengthen commercial transport regulation
		Support best practice for work-related road safety
4. Road user choice	+	Prioritise road policing
		Enhance drug driver testing
		Increase access to driver licensing and training
		Support motorcycle safety
		Review road safety penalties

⚡ High DSI contributor

Public awareness and support insights

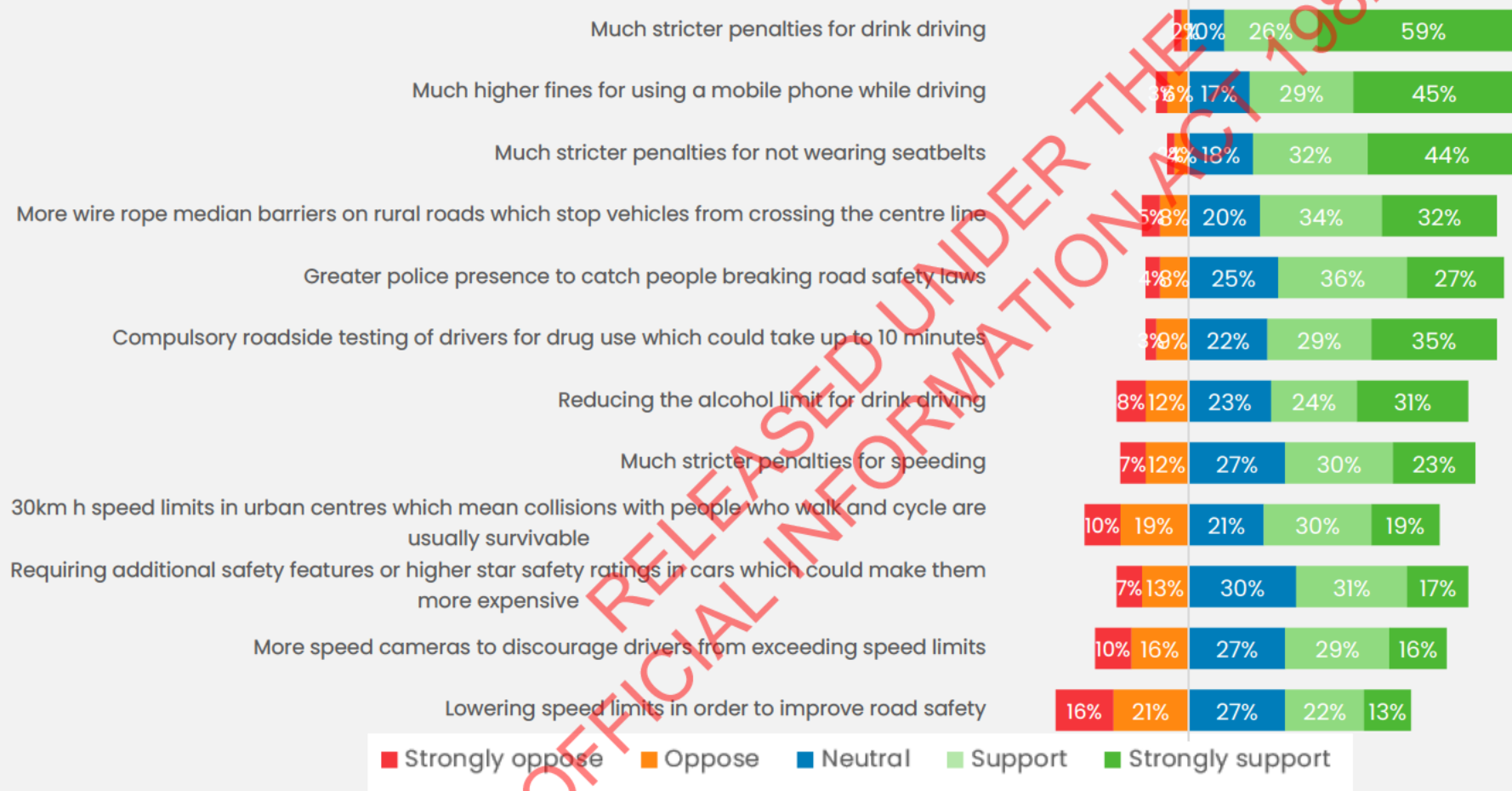
Awareness of Road to Zero has increased significantly since Dec 2021, however we have seen little change in support, understanding and concern.



Public awareness and support insights

Level of support for specific initiatives

Base: Total sample (Apr 2022 n=1,000)



How much do you support or oppose each of the following initiatives to help reduce the number of road deaths and serious injuries?

In line with current attitudes, the initiatives with lowest support are lowering speed limits, requiring additional safety features, and speed cameras. Work is needed to gain support here.

Focus areas for Ministers

Initiative	Work underway	What Ministers can do in the next 6-12 months	Key Risks
Road Safety Penalties Review and enforcement	s 9(2)(f)(iv)	s 9(2)(f)(iv)	s 9(2)(f)(iv) s 9(2)(g)(i)
Speed and Infrastructure	Waka Kotahi are supporting Road Controlling Authorities through the Speed Management Planning Process. Waka Kotahi has delivered	Support Waka Kotahi through acknowledging the current challenging environment within which it is operating.	Waka Kotahi is receiving significant push back on certain proposed speed limit changes. This coupled with the continued under delivery of infrastructure improvements will continue to put strain on public buy-in for Road to Zero from an infrastructure perspective.
Social Licence	Ensuring a joined-up road safety partnership voice is given to build social licence and ensure all agencies are reinforcing positive steps being taken.	Recognise the challenging external climate and support the progression of activities applying pragmatism, while providing ministerial leadership and support for change.	A key driver behind delivering Road to Zero is behaviour change, without public buy-in for Road to Zero we are unlikely to see the behavioural changes required to deliver the 40 percent reduction in DSIs by 2030.

Portfolio Report

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Executive Summary



Focus areas

- » Infrastructure and speed
- » Vehicle safety
- » Work-related road safety
- » Road user choices
- » System management

Portfolio overview

The overall health status across the Road to Zero portfolio is RED and trending static, based on the 40% reduction in deaths and serious injuries by 2030 being at risk. An estimated targeted trajectory of 30-35% is projected, with the biggest contributing factors including:

- Policing activity on our roads continue to be trending under targeted levels
- Speed and Infrastructure Programme (SIP) forecasted delivery rate of median barriers not at targeted levels
- Shorter term delays in progression of key policy changes, including the new Speed Rule, the Road Safety Penalties review, and changes to improve the safety of the New Zealand vehicle fleet.

Despite this, there is strong commitment across partners to achieve the 2030 target.

Strong cross-agency national governance is now established, including the establishment of the Deputy Chief Executive Governance Group to compliment and strengthen existing government arrangements, with the aim of driving a fully aligned partnership approach across the partner organisations.

From the period January to March 2022 there were 93 road deaths from 89 crashes. 74% of deaths occurred on roads with a speed limit higher than the safe and appropriate speed.

Police have experienced high resource demand across all policing activity during the last quarter, stemming from the protest at Parliament and responses to Covid-19. The Police executive has made clear their intent to lift their road policing performance, including highlighting Safe Roads and Road Policing activity as a key priority.

Waka Kotahi are finalising a plan to address the median barrier shortfalls, including opportunities to accelerate.

Te Manatū Waka have strong traction across a broad suite of road safety policy reform, including driver licencing, speed management, vehicle safety, road safety penalties, drug driving and motorcycle safety.

The Public Awareness Campaign launched in February. This included a Ministerial launch and also featured on 7Sharp which had ~500,000 viewers.

Insights

Initial sentiment shows the public awareness campaign has done what it was intended to do – spark a conversation about road safety in New Zealand.

Specifically, we have seen:

- Record level of engagement across social channels including comment volume.
- Overall engagement sentiment is negative
- The need to build understanding of Vision Zero, Road to Zero and the Safe System approach is clear
- Predominant themes are criticism of the vision, and those we see across all our posts i.e.: road maintenance, speed reviews and driver education

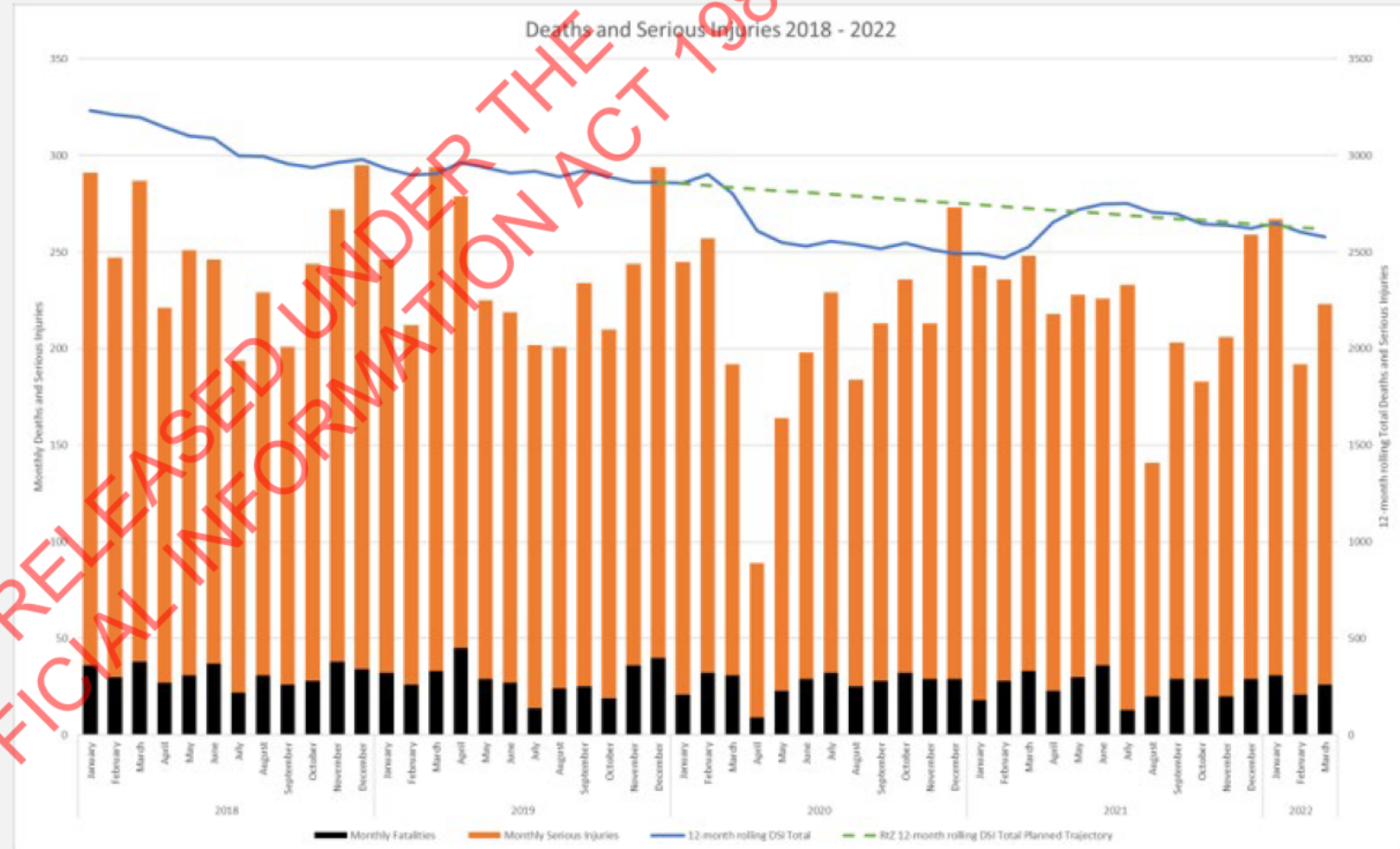
Key risks and opportunities

- There were and continue to be ongoing impacts to resources for policing our roads stemming from the protest activity at Parliament and Covid-19.
- Current rates of delivery across the portfolio are not meeting the modelled trajectory targets to meet the 40% reduction in deaths and serious injuries by 2030
- Building social licence is critical to increasing the pace of intervention implementation, and in the short-term strong support will be required to implement less popular interventions
- Bolder policy decisions (for example across vehicle safety standards, road safety penalties and speed) will be required to give effect to improved road safety outcomes
- A longer term view of vehicle safety and the path to achieving safer outcomes is required

Deaths and Serious Injury Outcome Reporting

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

- The rolling 12-months DSI total up to end March 2022 is **2,579**, compared to a current target of **2,619**
- The rolling 12-month deaths and serious injuries saw a sharp reduction back in April 2020 and again in August 2021 due to Covid, with significantly less vehicle travel when the country went into lockdown levels 3 and 4
- NOTE: the most recent months will be subject to some under-reporting while the Crash Analysis System is brought up to date each month with Police recorded deaths and serious injuries data;



Source: Waka Kotahi Crash Analysis System. As at end of Mar 2022, 223 fatalities were recorded in CAS, noting capture and validation timings may result in differences as compared with Te Manatū Waka provisionally published statistics

Baseline Target Assumptions

Assumption	Commentary	Impact (RAG)
Substantially increased activity policing our roads is needed. This should focus on high risk areas of restraints, impairment, distraction and speed, particularly increased speed and alcohol enforcement. e.g. roughly doubling the number of passive and screening breath tests from 2018/19 levels would be required	Not yet at necessary rate. Continued resource demand, including Parliament and responses to Covid-19, has meant NZ Police has continued to be unable to meet road safety targets. COVID has also made it harder to breath test due to safety requirements. However we have seen modest increases in mobile camera hours, restraints and mobile phone use since February (which was impacted by protests).	
Rolling out speed management across at least 10,000 km of the road network including speed limit changes to align to safe and appropriate speed	Not yet at necessary rate. Refer slide 8 for more detail	
Infrastructure improvements including approx. 1,000 km of median barriers and more than 1,000 intersections upgraded with Primary Safe System interventions such as roundabouts and raised safety platforms	Not yet at necessary rate. Refer slide 8 for more detail	
Rolling out the equivalent of 650 new safety cameras (500 speed and 150 red light cameras assumed)	Roll out of cameras delayed	
Permanent removal of 1- and 2-star cars by 2030	Will require a significant step change, underpinned by the introduction of a package of vehicle safety standards that will, over time, lift the safety performance of the vehicle fleet	
Full uptake of motorcycle antilock braking system	Legislation changes implemented	
Double the use / uptake of alcohol interlocks	s 9(2)(f)(iv)	
The network will be maintained to at least 2018 levels	Continue to monitor condition of the network alongside planned and actual maintenance within available funding	

40% Reduction Target Forecast Trajectory

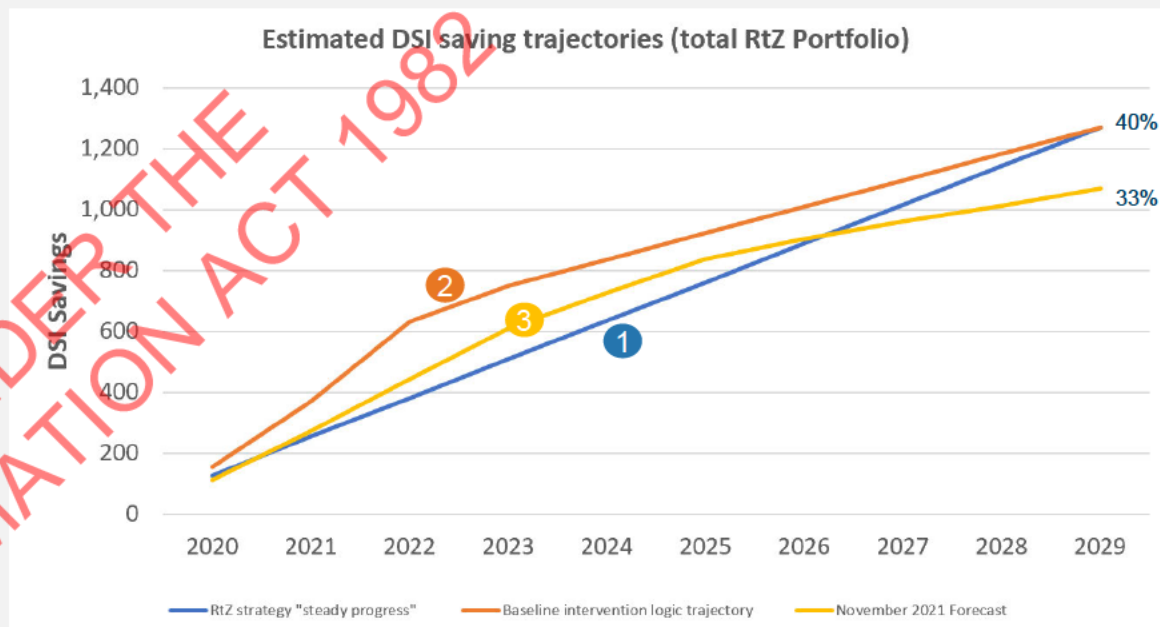
The 40% reduction target was derived from modelling the best combination of interventions at the right scale required to deliver a reduction in deaths and serious injuries over the ten years to 2030. A small number of key interventions deliver the reduction

We do not have an update on the 2021 forecast shown here. For future reporting we anticipate providing updated forecast DSI saving for the programme in each quarterly report.

The 2021 forecast shown is informed by the following assumptions.:

- Road Safety Partnership Programme** - baseline trajectory assumes full prevention and enforcement efficiency can be achieved before the end of the National Land Transport Programme 2021-24 period. Forecast trajectory assumes a hypothetical maximum of 90% of contribution target achieved
- Speed and Infrastructure Programme** - baseline trajectory assumes Speed and Infrastructure Programme will achieve 600-650 deaths and serious injury savings per annum once implemented based on strategic modelling. Forecast trajectory is based on latest (November 2021) estimates from the Speed and Infrastructure Programme, delivering 90% of targeted contribution, with strong Speed Management forecasted delivery, but underdelivery on Infrastructure treatments. Further efforts will be needed to accelerate the delivery of transformational Safe System interventions, particularly median barriers and raised safety platforms, to lift overall programme outcome
- Tackling Unsafe Speeds Safety Cameras** - baseline trajectory assumes treatment of all sites by 2030. Forecast trajectory reflects the progressive option from the Tackling Unsafe Speeds business case, delivering 78% of its targeted contribution. It is noted that more accurate deaths and serious injuries forecasts will be subject to further development of a business case
- Vehicles** - baseline trajectory assumes 100% of the vehicle fleet will be 3-star or above by 2030 (compared to the 2018 fleet). Forecast assumes our best estimate of current 1 and 2-star attrition rates and 50% of targeted contribution achieved. Yet to be implemented standards will improve this trajectory but agreed policy approaches are yet to be modelled

Based on current levels of performance, we estimate that the trajectory in reducing DSIs against the 2030 target could be between 30 and 35 percent (against the baseline target reduction of 40 percent). This represents approximately 170 additional deaths and 1,130 serious injuries not prevented before the target period of 2030 at a social cost of around \$1.3 billion (at current costs). This highlights not only the importance of achieving the overall scale of implementation but more importantly the impact of pace of delivery.



- 1 Represents a steady state trajectory towards the target
- 2 Based on the initial logic to derive the 40% reduction target which considered the best combination of the right interventions at the right scale
- 3 Total best estimate forecasted trajectory based on intervention forecasts and assumptions. Further detail by key intervention shown in Appendix 1

Focus Area 1 – Programme progress



Infrastructure improvements and speed management

Improve road safety of our cities and regions through infrastructure improvements and speed management

1. Invest in safety treatments and infrastructure improvements



2. Introduce a new approach to tackling unsafe speeds



3. Review infrastructure standards and guidelines

4. Enhance the safety and accessibility of footpaths, bike lanes and cycleways

Highlights this Quarter

Speed & Infrastructure

- Waka Kotahi re-establishment of Executive escalation for significant speed reviews
- Regional Delivery Plans released to stakeholders
- National Speed reviews and progress with non contentious speed limit changes

Safety Camera System

- Safety Camera System Indicative Business Case has been reviewed by IQANZ and the Treasury Gateway team
- Procurement progressing into due diligence of Tolling back-office platform and s 9(2)(j)
- Australia New Zealand Road Safety Camera Reference Group forum made up of representatives from the nine jurisdictions to share insights
- Consultation and engagement with Waka Kotahi and NZ Police personnel on high level organisation design for safety camera functions

Speed Management

- Speed Rule approved by Cabinet
- Aotearoa Speed Management Guide development incorporating stakeholder engagement feedback

Infrastructure Standards & Guidelines

- Road Safety Audit Procedures Guideline has been submitted for Industry review
- Launch of Vision Zero (101 Safe System) module to internal and external audiences

Accessible Streets

- Accessible Streets Regulatory Package and draft Cabinet paper sent for departmental consultation

Next Quarter Activities

- Development of a risk based approach to speed Speed Limit changes across the network
- Support Road Controlling Authorities through the Speed Management Planning Process
- Agree next round of 25 high risk motorcycle routes to be addressed during next three years, preferred interventions and related delivery costs
- Finalise the draft Aotearoa Speed Management guide and information to support the new Speed Limits Rule
- The Speed Rule came into force on 19 May 2022
- Te Manatū Waka expects to provide a final version of the Accessible Streets Cabinet paper and the updated Regulatory Impact Statement to go to the Minister of Transport
- Produce a decision document on the high level organisation design for safety camera functions
- Safety Camera Indicative business case approval
- Development of a Speed Management Plan proof of concept in Canterbury
- Standards and Guidelines publication of the Road Barrier Specifications and Safer Journeys for Schools
- Fully replacing the current mobile camera fleet with the lease of 45 new mobile cameras
- Release a summary of submissions report from consultations on the new Land Transport Rule: Setting of Speed Limits 2022
- Standards and Guidelines 'Road Safety Barrier Specifications' guideline published

Insights, Risks & Opportunities

- Median barrier forecast over the full decade is well below the 1,000km target (537kms forecasted by 2030) with a high delivery volume of speed management treatments (31,359kms) forecasted, predominately driven by Local Authorities
- Further optimisation work will seek to address the longer-term shortfall through challenging the mix of interventions required to treat high risk areas of the network. This includes identifying opportunities for additional transformational safe system interventions (such as median barriers, roundabouts and raised safety platforms), noting cost escalation and future funding pressures
- Pockets of strong public opposition to speed reductions and some infrastructure types exist
- Stakeholders awaiting an outcome on the Accessible Streets Package. Te Manatū Waka committed to progressing this package in the first half of 2022

Focus Area 1 - Supporting Intervention indicator reporting



The actual length of road network treated with new median barriers to date is 61kms including installations that were undertaken under the 2018-21 Safe Network Programme.

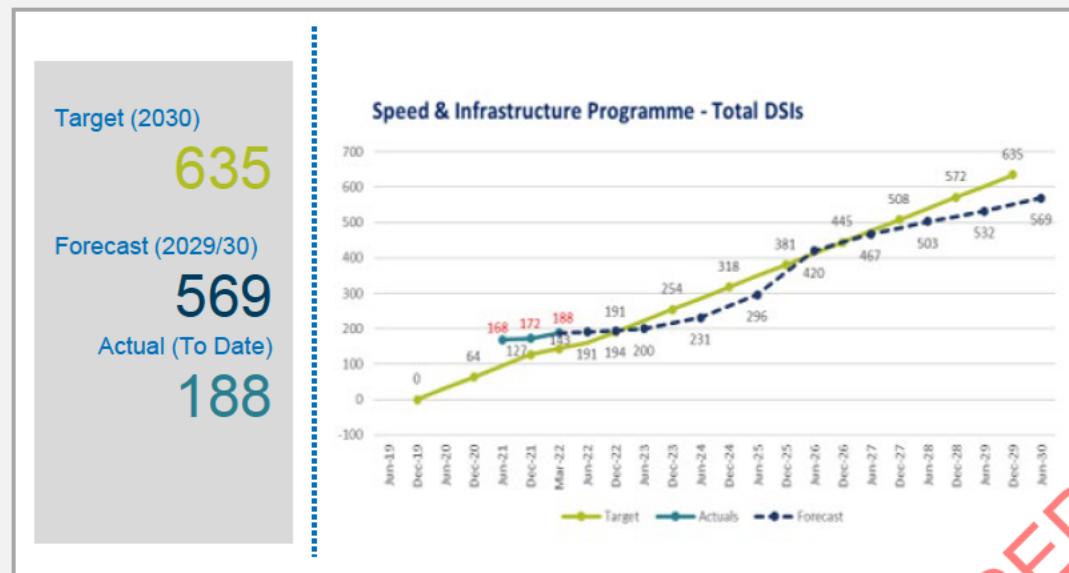
Currently there is 86km of median barrier in construction across a number of highway projects. This will lift in the short term with a few projects moving through procurement into construction.

A plan is being finalised to address the median barrier shortfall and lift delivery rate of median barrier installation, it is likely to have some short term impacts on the forecast becoming visible by Q4.

The actual length of road network treated on state highways and local roads to date is 7030km.

Delivery of speed limit changes on the highway network will be impacted with the current consideration of a phased approach. Councils, Auckland Transport in particular, continue to deliver speed limit changes at pace.

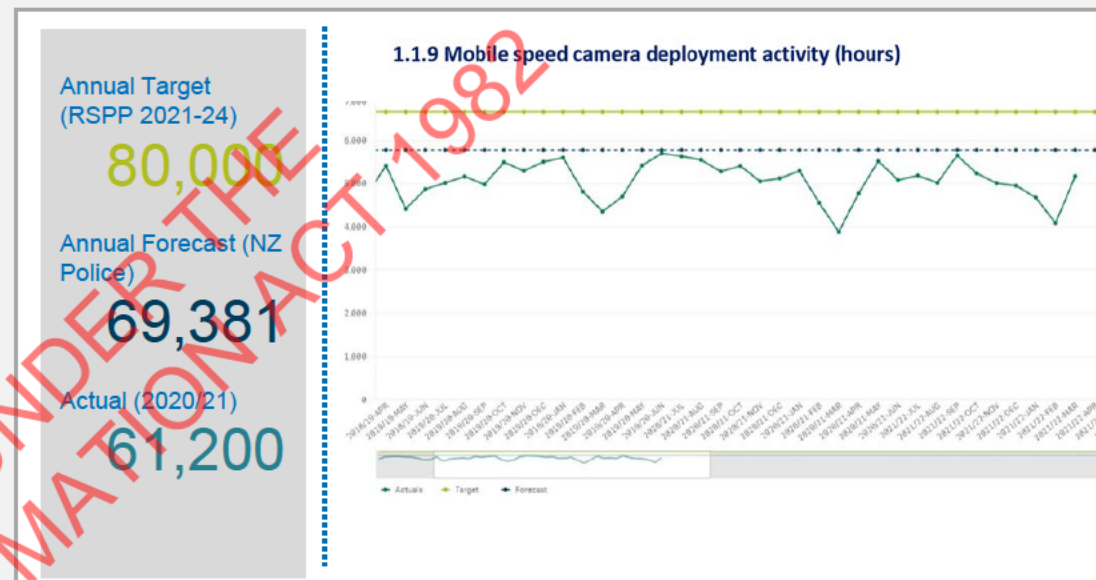
Focus Area 1 – Supporting Intervention indicator reporting



Current forecasting modelling indicates the Speed and Infrastructure Programme will meet 569 (90%) of the targeted deaths and serious injuries reduction contribution (of 635). This is largely due to a shortfall in higher order safe system infrastructure interventions forecasted for implementation (such as median barriers).

Further optimisation

Waka Kotahi will consider further programme optimisation for higher risk areas of the network with a view to closing this gap through implementation of higher order infrastructure interventions.



The target for mobile speed camera hours deployment was set at 80,000 hours for the fiscal year. This measure is unachievable with the current level of Traffic Camera Operators. Additional Operators are being engaged on a fixed-term basis.

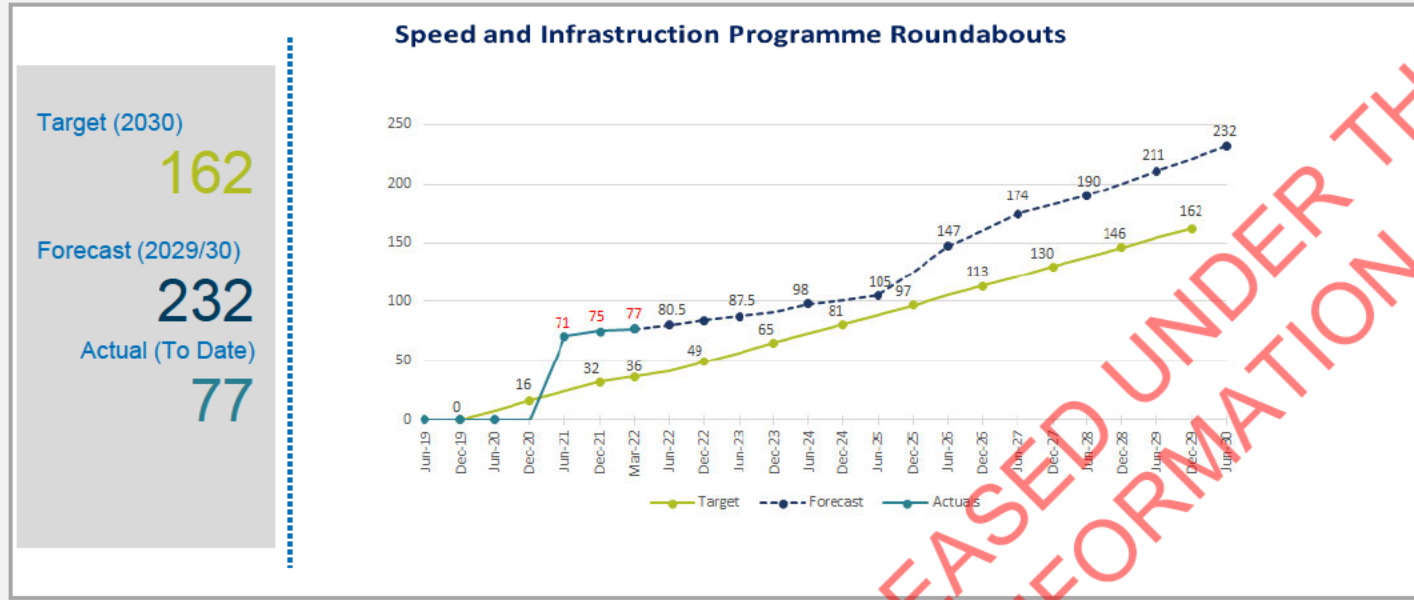
Camera breakdowns and lack of spare parts for cameras no longer in production have also had a marked impact on the ability to deploy for the required hours. The activity is tracking just under the achievable activity level of 69,381 hours despite the equipment and staff challenges.

Mobile camera replacement programme

Police are currently replacing mobile cameras as a change initiative under the 2021 – 24 Road Safety Partnership Programme in preparation for the transition of safe speed cameras in early 2023.

The new NK7 mobile cameras are arriving and will be deployed once calibrated. Of these, three have been deployed but still require operational fine-tuning. The remainder continue to arrive in the country and will be deployed by September 2022.

Focus Area 1 – Supporting Intervention indicator reporting



77 roundabouts have been installed to date out of the targeted 162 by 2030.

This graph represents only roundabouts, not all safe system interventions for intersections as reported in the Road to Zero Annual Report. The figures includes both state highways and local roads.

Focus Area 2 – Programme Progress



Vehicle safety

Significantly improve the safety performance of the vehicle fleet

- 5. Raise safety standards for vehicles entering the fleet +
- 6. Increase understanding of vehicle safety
- 7. Implement mandatory anti-lock braking systems (abs) for motorcycles

Highlights this Quarter

Raise Safety Standards

- Vehicle Safety Feature report nearing completion including all modelling required and recommendations of safety features to be mandated. Report currently undergoing peer review

Increase understanding of Vehicle Safety

- Microbadges (small labels) released for website use by dealers/importers
- Safety rating methodology completed for vehicles yet to enter NZ
- Public relations campaign on safety rating labels for social, print and radio
- Education of NZ's largest used vehicle importer on safety rating methodology, and discussions of further integration into their purchasing system
- Completion of work with TradeMe to display Overall Safety and Driver Safety as well as clearer descriptions of the rating systems.

Anti-Lock Braking Systems for Motorcycles

- Implementation of the new rule to mandate anti-lock braking systems (ABS) for motorcycles has been completed

Next Quarter Activities

- Advise the Minister of Transport on a proposed scope, approach, and package of options to strengthen vehicle safety standards. Subject to ministerial directions and agreement, that advice will form the basis of further policy development and advice.
- Preparation of materials for planned public consultation on proposed new standards and a medium-term vehicle work programme will follow direction from the Minister of Transport

Insights, Risks & Opportunities

- While good momentum is building around development of policy levers and standards to improve the safety of vehicles coming into the fleet, there is a risk that we will not achieve levels of DSI savings equivalent to the permanent removal of 1 and 2-star vehicles from the fleet by 2030
- Vehicle technologies (such as Advanced Emergency Braking, Lane Keep Assist, Intelligent Speed Adaptation) that other jurisdictions are adopting could significantly help lift the quality of vehicles in the fleet
- Opportunity to take a fresh look at how we regulate vehicle standards in general, including environmental standards. Te Manatū Waka's early consultation with the sector indicates the timing of proposed changes is likely to be the most controversial aspect of any proposed package. Targeted engagement with industry will be important in progressing proposals to public consultation
- Opportunities also exist with entry certification and in service vehicle inspection regime to strengthen standards for vehicles on the road

Focus Area 3 – Programme Progress



Work-related road safety

Ensure that businesses and other organisations treat road safety as a critical health and safety issue

- 8. Strengthen commercial transport regulation
- 9. Support best practice for work-related road safety

Highlights this Quarter

Commercial Transport Regulation

- Engagement and public feedback on the 'Driving Change: Reviewing the Road User Charges System' discussion document - consultation period ending 28 March 2022
- Te Manatu Waka released the discussion document "Driving Change: Reviewing the Road User Charges System", including consulting on an action from the Road to Zero Strategy around the costs and benefits of combining electronic road user charges devices with electronic logbooks
- Te Manatu Waka commenced work on work time requirements and the role of fatigue-monitoring technology review
- NZ Police operating in the prevention and enforcement space with commercial entities by identifying at risk behaviour that may result in a Health and Safety at Work Act investigation and then working with Waka Kotahi and WorkSafe New Zealand to identify the most appropriate followup action

Work-Related Road Safety Best Practice

- Working with Clean Car Discount team on industry knowledge building
- Gig economy and road safety research program has commenced

Review roles and powers of regulators

- Te Manatū Waka has re-engaged with MBIE to scope the policy process for assessing the designation of Waka Kotahi as a Health and Safety at Work Act regulator.

Next Quarter Activities

- Complete Work Related Road Safety Crash Analysis System integration of journey purpose data
- Promotion of the Work Related Road Safety Best Practice tools ongoing with effort around onboarding companies
- Hold workshops involving MBIE, Waka Kotahi, WorkSafe and NZ Police to develop a shared understanding of the problem, determine objectives and criteria, and develop options to improve system outcomes and efficiencies for both the health and safety at work and transport safety systems
- Provide initial advice on work time requirements and the role of fatigue-monitoring technology review to the Minister of Transport

Insights, Risks & Opportunities

- Potential overlap of mandatory electronic logbooks and potential mandatory electronic road user charges, which may push out delivery timelines. This will depend on submissions and subsequent policy proposals. However, any measures around electronic logbooks would proceed separately from the rest of the package of changes to road user charges, should they be approved
- The review of commercial work time requirements provides an opportunity to address the impacts of fatigue in the commercial transport sector
- Leverage Waka Kotahi to strengthen health and safety across the land transport system – this includes through the potential designation of the Agency as a health and safety regulator
- Opportunity to consider more joined up 'harm prevention' orientated approach with agencies, industry and unions – potential to look at similar model to WorkSafe around delivery of harm prevention programmes targeted at known sector risks, with delivery supported by industry. This is being considered for the next Road to Zero Action Plan

Focus Area 4 – Programme Progress



Road user choice

Encourage safer choices and safer behaviour on our roads

- 10. Prioritise road policing +
- 11. Enhance drug driver testing
- 12. Increase access to driver licensing and training
- 13. Support motorcycle safety
- 14. Review road safety penalties

Highlights this Quarter

Road Safety Partnership

- Quarterly Minister's Report submitted
- Road Safety Partnership Programme Action Plan/Road Map 2021/22 developed
- Independent review into road safety investment and delivery report released

Drug Driving Testing

- Land Transport (Drug Driving) Amendment Act 2022 passed into law 11 Mar 2022 effective 12 months from enactment

Driver Licensing and Training

- Driver Licensing system improvements - consolidating/aligning needs of social and road safety agencies
- Young Driver (drive.govt) continues to generate compelling evidence that training materially reduces risk of accident and harm post license issue
- Northland trial in progress as an alternative approach to driver licensing to improve access and equity

Motorcycle Safety

- Progress on initial Ministerial briefing on the Motorcycling Licensing Review
- Since Ride Forever inception, 43,988 courses delivered to 28,016 unique riders, ~21.5% active riding community (est. 130,000 riders)
- Motorcycle Riders undertaking Ride Forever Training 50% less likely to make an ACC claim compared to non-trained riders.

Road Safety Penalties

- Road Safety Penalties review draft discussion document sent for consultation with Government Partners

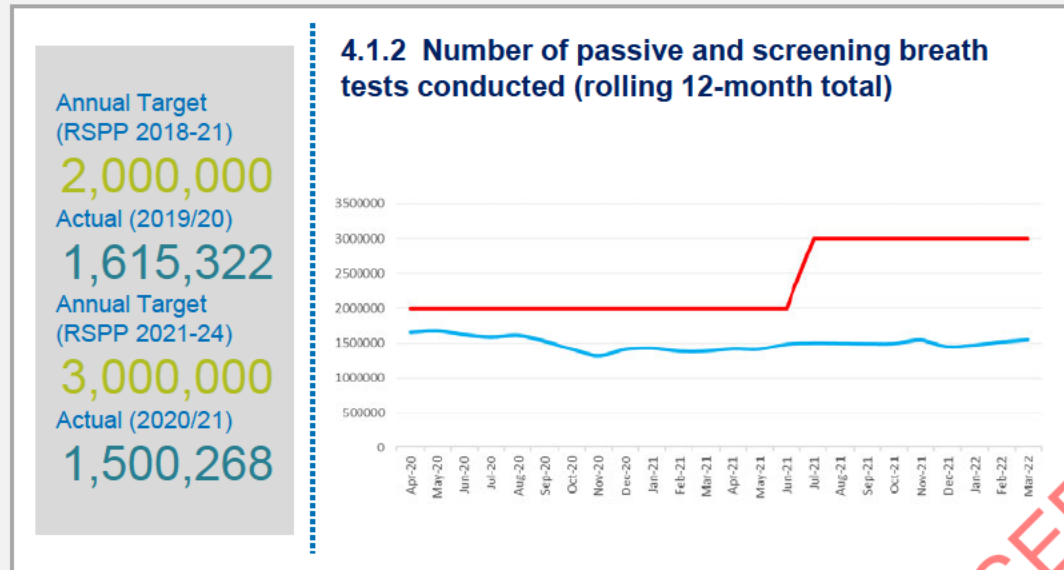
Next Quarter Activities

- Progress development of the Road Safety Penalties Discussion Document following feedback from Government Partners, s 9(2)(f)(iv)
- Progress development of Driver Licensing System Improvements Ministerial Briefing Note
- Progress development of a motorcycle PPE standard specific to NZ.
- Evaluation of the Road Policing Deployment dashboard will provide opportunities for enhancements to police road safety deployment.
- s 9(2)(g)(i)
- Interagency engagement undertaken (monthly forum) to ensure Government Partners are aware of the impacts, implications and effects on their business and the community. Planning underway to engage with NGOs and special interest groups as appropriate to deliver best outcomes in addition to enhanced road safety.

Insights, Risks & Opportunities

- Improved performance by NZ Police is critical to support progress against this road user choice focus area. Opportunities to improve performance have been introduced by the Safe Roads Control Action Group and District Commanders Action Plan.
- If progressed, the proposals in the Road Safety Penalties Review would strengthen deterrence on high-risk behaviours that are contributing to deaths and serious injuries on the network
- Review of motorcycle licensing provides opportunity to improve safety outcomes for motorcyclists – the initial outcomes from ACC's Ride Forever programme could support embedding the programme into the licensing pathway. The Young Driver (drive.govt) programme presents a similar opportunity and could be deployed in digital and non-digital solutions that improve license access and safety outcomes simultaneously
- Leverage Waka Kotahi motorcycle TV Commercials to encourage completion of ACC's RideForever training
- Optimise Govt investment by leveraging Young Driver Programme and redirecting investment from training design to addressing license access constraints (vehicle and trainer access) in impoverished communities

Focus Area 4 Supporting Intervention indicator reporting



The annual target number of passive and screening breath tests under the Road Safety Partnership Programme 2021-24 is a desired activity level of 3,000,000 tests. Currently this data is not reliably available on a monthly basis as the devices need to be returned for downloading data and calibration. The above graph represents the data from the devices returned for calibration before end of March on a rolling 12-month basis.

NZ Police are currently implementing a solution under RSPP 2021-24 that will enable the collection of almost real-time data on the number and location of Passive Breath Tests and Breath Screening Tests. This solution is due to be rolled out nationally and will enable NZ Police to better understand the delivery of impairment activities and will support improved risk-based deployment.

The annual target number of restraint offences under RSPP 2021-24 is 60,000. This represents a monthly target of 5,000.

Year to date for 2021/22, the expected NZ Police measure of 45,000 restraint offences is short by 18,267 offences.

The number of deaths and serious injuries for passengers and drivers where the injured person was recorded as not wearing a seatbelt from the period Jan to Mar 2022 was 18, representing 26% of all DSIs recorded during this period.

Focus Area 4 Supporting Intervention indicator reporting

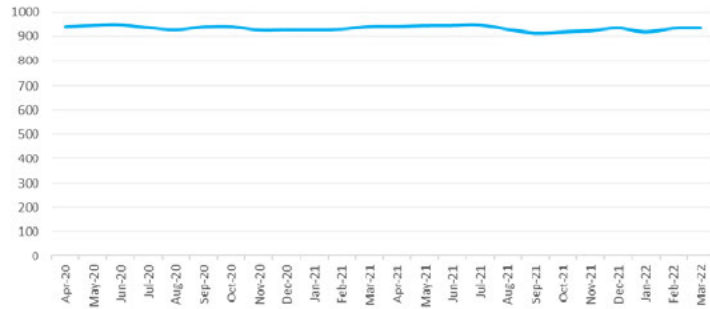
Annual Target
(RSP 2018-21)

1070

As at (31/04/22)

1061

4.1.1 Number of sworn staff dedicated to road policing



4.1.4 Number of Offender Management Plans in place for high-risk drivers

October – December 2021/22

Proceedings for Illegal Street Racing

Prosecution	320
Referral to Te Pae Oranga	6
Referral to Youth Aid	39
Infringements	10

Proceedings for Failing to Stop for Police

Prosecution	686
Referral to Te Pae Oranga	9
Referral to Youth Aid	59

The desired activity level for number of high-risk drivers identified and engaged by District is 1,700 for each year of the 2021-24 RSP. The latest available data is for the quarter ending December 2021 where the total number of drivers is 1,129.

NZ Police aim to have 1,070 sworn staff dedicated to road policing at all times. The number of staff varies daily as staff rotate or exit through retirement etc. As at March 2022, dedicated road policing FTEs sat at 1061, with 935 in the Districts and 126 in the Commercial Vehicle Safety Team.

There are a variety of issues with filling the remaining positions with qualified staff. The primary contributor is the impact of COVID since March 2020, which has severely affected the recruitment pipeline as the training of several cohorts has been delayed with each lockdown.

NZ Police target high risk drivers, including repeat drink drivers, through prevention and enforcement activity. Police work with a number of partners on various programmes including the Right Track Programme – Te Ara Tutuki Pai (TRT) and the Alcohol Impairment Education Programme (AIEP).

These schemes are designed for several agencies to collectively work with repeat driving offenders to assist them to change their behaviour and make better choices. NZ Police can be involved in referring into the Programmes but are often joint or sole facilitators of the courses.

While these Programmes have been stalled during the COVID lockdowns, previously NZ Police has been involved in around eleven Te Ara Tutuki courses annually in several police districts. Each course consists of 15-18 participants, each with a support person.

Similarly, NZ Police assist with facilitating around twenty Alcohol Impairment Education Programme courses across several police districts with each course comprising of 15 – 20 participants. NZ Police identify and engage with large numbers of high-risk drivers from the above categories on a regular basis.

Focus Area 5 – Programme Progress

System management

Develop a management system that reflects international best practice

- 15. Strengthen system leadership and coordination

Highlights this Quarter

- First draft of the Road to Zero Action Plan 2023-2025 has been developed.
- Strengthened governance reporting and insights over the delivery of the Road to Zero strategy and action plan.
- Vision Zero learning webpage published
- Launch of the Road to Zero Public Awareness Campaign.
- Launch of Safe Limits speed campaign with a focus on why speed limits are being reviewed
- Social Licence Monitor Report providing insights into public attitudes to road safety findings show that road safety continues to be important but is not top of mind
- Public Attitudes and Perceptions survey findings published
- Establishment of the Road to Zero Deputy Chief Executive (DCE) Governance Group

Next Quarter Activities

- Draft Second Road to Zero Action Plan to be considered by CE Governance Group in May 2022 and Ministerial Oversight Group in June 2022.
- External launch of Regional Road Safety Dashboard
- Vision Zero 2050 network modelling development to inform longer term system outcomes
- Publish the second annual Road to Zero Monitoring Report

Insights, Risks & Opportunities

- New cross-agency governance groups and the Ministerial Oversight Group will help drive strengthened engagement, alignment and accountability across partnership agencies and government portfolios
- Greater visibility of risks and performance will support targeted treatment across the system to ensure Road to Zero meets its 2030 target
- The Research and Evidence team at the National Road Policing Centre continue to look at international best practice and evidence in support of effective road safety interventions
- Development of the next Road to Zero action plan 2023 - 25 provides an opportunity for Ministers to shape priorities and focus
- Increasing willingness for cross agency collaboration that drives NZ Inc outcomes presents the opportunity to lift cross agency collaboration from a specific Road to Zero programme focus to a NZ Inc Public Service Delivery and wellbeing focus and avoid ignoring market intelligence and fragmented investment in doing so i.e we need to collectively address wellbeing and equitable delivery of public services so let's work together to do so in a highlight coordinated and strategic manner that supports rather than undermines our respective needs and objectives.

Appendices

1. Detailed forecasted DSI reduction trajectory assumptions
2. Review of Road Safety Investment and Delivery report progress

Note: Lead Agencies to define a plan for these actions to provide the ability track progress against agreed timeframes

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2. Review of Road Safety Investment and Delivery Report progress against recommendations

Te Manatū Waka Ministry of Transport

- ✓ Strengthen the governance for the delivery of Road to Zero. This includes embedding the refreshed Road to Zero Chief Executives' Group and establishing the RtZ Ministerial Oversight Group
- ✓ Appoint the Road to Zero Director (cross agency and system role)
- Monitoring of Waka Kotahi's progress in responding to the Review
- Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators

Waka Kotahi

- Embed governance, reporting and oversight mechanisms established to enable the delivery of Waka Kotahi's road safety investment and infrastructure programme (Speed and Infrastructure Programme).
- Strengthen Road Safety Partnership Programme. This includes governance, roles and responsibilities.
- ✓ Establish a Road to Zero monitoring and reporting framework
- Work with NZ Police to define regional activity measures to enable more active monitoring of delivery performance against system outcomes
- Work with NZ Police to establish district level road safety plans that more effectively align regional delivery of road safety ad activities
- Review measures of police activity within the Road Safety Partnership Programme
- Support the implementation of Speed and Infrastructure Design Framework
- Undertake work to strengthen the prioritisation and decision-making frameworks for National Land Transport Programme
- Strengthen focus on road safety infrastructure treatments on local roads, working in partnership with councils

New Zealand Police

- ✓ Delivery of the Safe Road Control Strategy (launched at the beginning of December 2021)
 - overarching framework for how police contribute to road safety outcomes
- Progress the development and implementation of NZ Police's Safe Roads Operating Model
- Review the funding appropriation model via Activity Based Costing review - delivery expected June 2022 for the first phase of the review
- ✓ Release of pilot Road Policing Deployment Dashboard (Dec 2021) The pilot will be evaluated and if successful the intention is to implement the dashboard nationally.
 - enhancing deployment of road policing resource

1. Detailed forecasted deaths and serious injury reduction trajectory assumptions

The 40% reduction target was derived from modelling the best combination of interventions at the right scale required to deliver a reduction in deaths and serious injuries over the ten years to 2030. A small number of key interventions deliver the reduction.

1

Baseline intervention logic trajectory (best-estimate)			% of targeted annual DSI reductions realised from each programme										DSIs saved	
Programme	Intervention	Total Annual Reduction Target	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
RSPP	1. Speed & DUI enforcement	314	15%	50%	100%	100%	100%	100%	100%	100%	100%	100%	314	2713
Tackling Unsafe Speeds	2. Safety cameras including red light cameras	109	0%	0%	0%	10%	25%	40%	55%	70%	85%	100%	109	421
Speed & Infrastructure	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	442	2430
Vehicles	4. 1&2 Star vehicles	196	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	196	1076
	5. Motorcycle ABS	144	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222
Road Users	6. Alcolocks	66	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362
Totals		1270											Total DSI Savings	1270
													Deaths	159
													Serious Injuries	1111

2

November 2021 Forecast			% of targeted annual DSI reductions realised from each programme										DSIs saved	
Programme	Intervention	Total Annual Reduction Target	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029	10 yr
RSPP	1. Speed & DUI enforcement	314	10%	30%	50%	75%	90%	90%	90%	90%	90%	90%	282	2211
Tackling Unsafe Speeds	2. Safety cameras including red light cameras	109	0%	0%	0%	4%	11%	21%	35%	49%	64%	78%	85	286
Speed & Infrastructure	3. R2Z Speed & Infrastructure, Top 10% and urban 30km/h	442	7%	17%	30%	36%	47%	66%	74%	79%	84%	90%	396	2335
Vehicles	4. 1&2 Star vehicles	196	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	98	538
	5. Motorcycle ABS	144	25%	50%	75%	100%	100%	100%	100%	100%	100%	100%	144	1222
Road Users	6. Alcolocks	66	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	66	362
Totals	DSI Savings	1270											Total DSI Savings	1071
	Deaths												Deaths	134
	Serious Injuries												Serious Injuries	937

1

- This table shows the baseline logic by key intervention and annual delivery rate to achieve a total combined reduction of 40% against 2018 levels by 2030

2

- As of November 2021, this table shows a best estimate of the projected trajectory based either on forecasted intervention delivery (for example Speed and Infrastructure) or, in some cases, hypothetical maximums (for example Road Safety Partnership Programme and Safety Cameras). This results in a forecast total reduction in deaths and serious injuries of 33% by 2030.

6 May 2022

OC220206

Hon Michael Wood

Action required by:

Minister of Transport

Friday, 20 May 2022

PARKING OFFENCES AND PENALTIES REVIEW

Purpose

- Updates you on the progress we have made in our regulatory stewardship review of parking offences and penalties.
- Seeks your approval to progress further policy development on draft legislative change proposals to parking offences and penalty levels.

Key points

- In October 2021, we updated you on the completion of our initial regulatory stewardship review of the parking regulatory system (OC210623 refers). We informed you that we would be progressing a workstream to review parking penalty levels, with the aim of ensuring that penalties for parking offences are proportionate, fair and an effective deterrent.
- s 9(2)(f)(iv)
[Redacted text block]
- The status quo risk of regulatory failure and the impact this could have on the Government's strategic priorities needs to be weighed up with the risks involved in undertaking this work. This includes the disproportionate impact of increased penalty levels on low-income groups.
- Hon Phil Twyford, Associate Minister for the Environment, has expressed interest in this work in relation to the implementation of the National Policy Statement on Urban Development (including via a letter to you, sent 17 June 2021).
- We are seeking your approval to progress to the next stage of policy development. This next stage will involve gathering evidence to test the robustness of our draft assessment and to help mitigate the impacts of the aforementioned risks. We will then develop a final set of proposed changes for your consideration and approval to consult.

- Our proposed timeline sets us on track to undertake formal public consultation in November – December 2022, s 9(2)(f)(iv)

Recommendations

We recommend you:

- 1 **agree** that we move forward with the next stage of policy development Yes / No
- 2 **provide** your feedback on the draft proposals and proposed timeline set out in this briefing Yes / No
- 3 **indicate** if you would like to meet with officials to discuss the content of this briefing Yes / No
- 4 **agree** to forward this briefing to Hon Phil Twyford, Associate Minister for the Environment for his information Yes / No



 Megan Moffet
 Manager, Regulatory Policy
 04 / 05 / 2022

 Hon Michael Wood
 Minister of Transport
 / /

Minister's office to complete: ☐ Approved ☐ Declined
☐ Seen by Minister ☐ Not seen by Minister
☐ Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Megan Moffet, Manager, Regulatory Policy	s 9(2)(a)	✓
Evangeline Lindsay, Policy Adviser, Regulatory Policy	s 9(2)(a)	

PARKING OFFENCES AND PENALTIES REVIEW

In October 2021, we provided initial information on work to review New Zealand's parking offences and penalties

- 1 In October 2021, we updated you on the completion of our initial assessment of the performance of New Zealand's parking regulatory system (OC210623 refers).
- 2 We informed you that we would be progressing this workstream to review parking penalty levels, with the primary aim of ensuring penalties for parking offences are proportionate, fair and an effective deterrent.

Parking offences and corresponding penalties are used to encourage fair, efficient, and safe parking behaviour

- 3 The Land Transport (Road User) Rule 2004 (the Rule) sets out the majority of New Zealand's 31 parking offences^{1,2}. These offences are designed to restrict or prohibit certain types of undesirable parking behaviours which can have impacts on the transport system and other transport users.
- 4 There are two main types of parking offences:
 - 4.1 Offences which aim to support the fair and efficient allocation of scarce parking resources, including offences for parking overstaying, loading zones, mobility parking bays, etc.
 - 4.2 Offences which aim to restrict unsafe parking behaviours, including parking on a motorway, parking on a level crossing, parking too close to an intersection, etc.
- 5 Corresponding penalty levels (infringement fees and fines) for offences are set out in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999 (the Regulations)³.
- 6 Enforcement of parking offences is largely undertaken by local government appointed parking wardens. However, Police are also able to issue parking infringement fees. Hundreds of thousands of parking infringements are issued in New Zealand each year.
- 7 The majority of parking offences have fixed penalty levels. However, in the case of infringement fees for parking overstaying offences, a maximum level is set out in the Regulations, and local government road controlling authorities (RCAs) set their own infringement fee levels at or below the maximum through their parking bylaws.

¹ [Section 336\(7\)](#) of the Local Government Act 1974 sets out an offence for parking in a pedestrian mall

² In relation to a portion of a road where parking is for the time being governed by the location of parking machines placed under the authority of a bylaw of a local authority, parking is defined as "the stopping or standing of a vehicle on that portion of the road for any period exceeding 5 minutes". For any other portion of road, parking is defined as "the stopping or standing of a vehicle (other than a vehicle picking up or setting down passengers in a loading zone or reserved parking area and entitled to do so) on that portion of the road".

³ [Schedule 1B, Part 1](#) sets out the penalty levels for offences which parking wardens can enforce.

We have undertaken further policy development and stakeholder engagement to understand the need for regulatory change

- 8 Since October 2021, we have completed further scoping and policy work to understand the specific regulatory issues related to parking offences and penalties. We sent out a survey and held two targeted workshops with RCAs to better understand how they apply parking offences in practice.
- 9 We have also had informal engagements with RCAs through the Local Government Technical Advisory Group (LG-TAG), a group which includes members from a range of different RCAs across New Zealand.
- 10 Our engagements provided insights into the need for legislative change to ensure:
 - 10.1 parking penalties are proportionate, fair and an effective deterrent
 - 10.2 parking offences are clear, enforceable, and comprehensive.

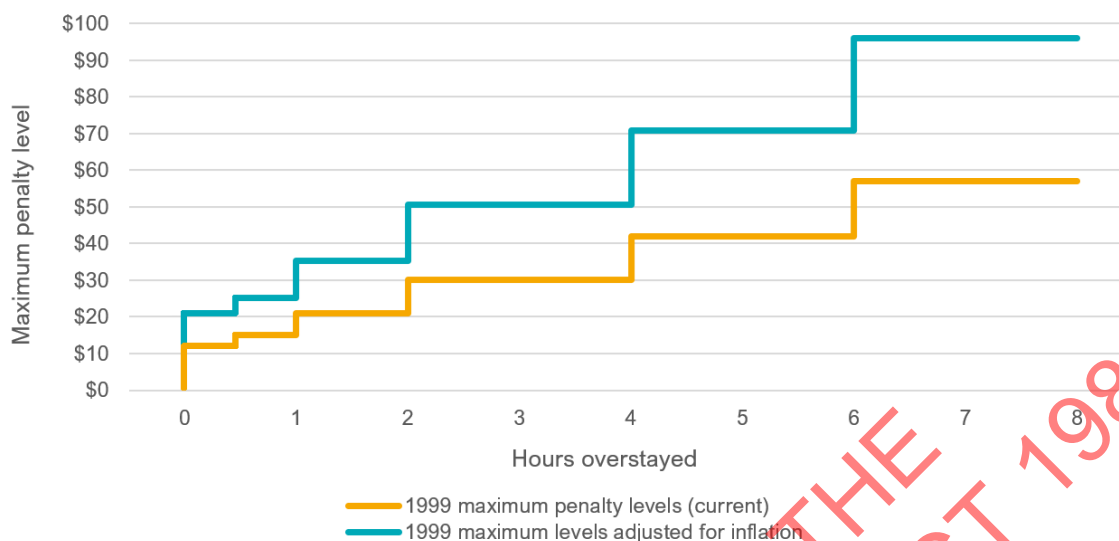
Inflation has eroded the value of parking penalty levels, affecting their level of deterrence and proportionality to harm

- 11 The majority of parking penalty levels have not been updated since 1999, over which time inflation has eroded their value (OC210623 refers)⁴
- 12 This means that the penalties for some unsafe and inefficient parking practices are not having the desired deterrent effect and in some cases, are not reflective of the impact offences can have on the transport system and other transport users. For example, the penalty for parking on the footpath is currently set at \$40. Increasing the parking infringement fee by an appropriate amount would more effectively counteract the impact of this offence on pedestrians, particularly those with disabilities or caregivers with small children who are less able to safely manoeuvre around a car parked on the footpath.
- 13 This inflationary erosion is particularly problematic when it comes to the penalties for parking overstaying offences, where the maximum infringement fee ranges from \$12 (for up to 30 minutes overstayed) to \$57 (for over six hours overstayed). A \$57 parking infringement fee set in the year 1999 would be equal in value to approximately \$95 (inflation-adjusted) in 2022⁵. However, despite inflation reducing the value of parking penalties, penalty levels have not been reviewed over this time.

⁴ This excludes the penalty for parking in a mobility parking space (s6.4(1A) of the Rule) which was increased in 2008 via amendment regulations.

⁵ Reserve Bank of New Zealand, 2022 – <https://www.rbnz.govt.nz/monetary-policy/inflation-calculator>

Maximum Penalty Levels for Overstaying Adjusted for Inflation



Low penalty levels for parking overstaying offences are creating perverse incentives when it comes to paying for parking

- 14 A perceived low likelihood of being caught (due to limitations on enforcement capability and resource) combined with low penalty levels (if known) incentivises some users of the parking system to risk getting a ticket instead of paying for parking upfront.
- 15 This is a rational choice when parking prices in some urban centres are on par with the potential fee. For example, in Auckland's Zone 1, the cost of on-street parking is \$5 per hour for up to the first two hours of parking, increasing to \$10 per hour for every hour after that (see graph below)⁶. The main alternative, Wilson Parking, have Auckland CBD parking buildings with casual rates that vary from between \$6 to \$16 an hour depending on location⁷.

Deterrence Effect of Parking Penalties in Auckland CBD



⁶ Auckland Transport, 2022 - <https://at.govt.nz/driving-parking/find-parking/parking-in-central-auckland>

⁷ Wilson Parking, 2022 - <https://www.wilsonparking.co.nz/parking-locations/auckland/auckland-cbd>

- 16 Given the current maximum parking penalties for parking overstaying, this means that if someone wanted to park for four hours in Auckland's CBD, they could either comply and pay \$30 for the use of the parking space or risk getting a \$30 parking ticket for overstaying § 9(2)(g)(i)

Low penalties could lead to increasing levels of regulatory failure

- 17 As is demonstrated through the Auckland CBD example above, maximum penalty levels for parking overstaying offences are creating an artificial cap on the amount of money that local government RCAs can charge for on-street parking (if they want people to be incentivised to pay for their parking in the first place). If RCAs implement parking charges that are the equivalent to or higher than the maximum penalty level, parking users lose the financial incentive to pay for parking.
- 18 When parking penalties remain static for long periods of time it means that the cost of paid parking may be unable to change to:
- 18.1 *respond to increases in parking demand* - to efficiently manage what is an increasingly scarce and valuable resource
- 18.2 *manage and support new strategic policy directions* - such as trends toward urban intensification, emissions reductions, mode shift, and placemaking.
- 19 With increasing demand for on-street parking, particularly due to changes being implemented through the National Policy Statement on Urban Development (NPS-UD)⁸, deterring inefficient and unsafe parking practices is crucial to ensure equitable access to increasingly scarce parking resources.
- 20 If RCAs are unable to use pricing to efficiently manage demand for parking resources, this can increase road congestion in high-demand areas. If more vehicles are cruising to find a parking space, this can also have flow-on impacts for transport emissions.

We have reviewed parking penalty levels using the Effective Financial Penalties Categorisation Tool

- 21 In March/April 2022, you agreed to Te Manatū Waka's Effective Financial Penalties Framework (the Framework) being publicly released on the Ministry's website (when the Regulatory Systems (Transport) Amendment Bill goes out for consultation) (OC210982 refers). This regulatory stewardship framework was designed to be applied to penalties across New Zealand's transport system to ensure penalty levels:
- respond to the offence's severity (in terms of the impact that could result)
 - act as a deterrent to undesirable behaviour
 - are proportionate to one another

⁸ The NPS-UD has directed councils to remove the requirement for new dwellings to include car parks. In the immediate term, this policy change is expected to increase on-street parking demand, as less off-street parking is available for residents.

- take into consideration the relative responsibilities of individuals and entities.

22 s 9(2)(f)(iv)

23 s 9(2)(f)(iv)

We are also considering potential regulatory stewardship amendments to improve clarity and minimise existing enforcement challenges

24 Through informal consultation with RCAs, several issues have been raised that are limiting RCAs' ability to enforce parking offences. s 9(2)(f)(iv)

25 With your approval to work through the next stages of policy development, we will continue to refine our proposals, engaging informally with RCAs and other stakeholder groups where appropriate. We will provide you with advice about our analysis when we seek your approval to consult on proposed changes.

We plan to test s 9(2)(f)(iv) through the next stage of development

26 With your approval, our next stage of policy development would involve data collection to test the robustness of s 9(2)(f)(iv)

27 s 9(2)(f)(iv)

28 Following further analysis, we intend to provide you with a briefing and Cabinet paper requesting approval to consult on the proposed changes. This stage will provide you with a further opportunity to provide feedback s 9(2)(f)(iv)

These changes could have disproportionate impacts on low income groups, especially given the current economic climate

29 Any increases to parking penalty levels and potential changes to parking charges as a result would have inequitable impacts.

30 Those on lower incomes face disproportionately high impacts compared to their higher-income counterparts. This is especially the case if the recent trend of inflation increases does not change. In the year from March 2021 to 2022, the consumer price

⁹ s 9(2)(f)(iv)

index increased 6.9 percent, the largest change since a 7.6 percent annual increase in the year to the June 1990 quarter. That includes a 4.5 annual increase in food prices and a 6.6 percent increase in household living-costs in the year to March 2022 (6.7 percent for Māori)¹⁰.

- 31 In our next stage of policy development, we plan to investigate opportunities to lessen the burden of increased penalty levels, particularly on lower income groups. This will include investigating the feasibility of operational approaches that could improve equity outcomes.

Proposed increases to penalty levels could be received negatively

- 32 Increases to parking penalty levels could be received negatively by some groups. Such feedback will need to be carefully planned for and managed in order to ensure the consultation phase is centred around evidence.

Key risks (with mitigations where relevant) include:

- A perception that increases to penalty levels are poorly timed. Global trends being felt in New Zealand such as cost of living and fuel price increases mean changes could be perceived as yet another strain on the incomes of hard-working families. In addition, continued impacts of COVID-19 on the small business economy s 9(2)(g)(i)
 (s 9(2)(f)(iv))
 s 9(2)(g)(i) We anticipate that stakeholders will want to know why these changes are being made a priority now rather than later. We will clearly communicate the risks of the status quo in the consultation materials.
- Alternatively, a perception that the government should have given attention to penalty levels much sooner.
- A perception that this initiative is a “revenue gathering” exercise – that it will increase council revenues without perceptible benefit to the public and at the expense of parking users. Our next stage of information gathering will include investigating current RCA parking enforcement revenue levels, where funds are directed, and s 9(2)(f)(iv)
- A perception that changes unfairly target car users and that this work is for the sole purpose of reducing emissions rather than to avoid regulatory failure. We will work to communicate clearly with stakeholders about what regulatory stewardship is and why this work is important to help avoid regulatory failure. We will also communicate the impacts that a lack of stewardship could have on broader strategic goals like emissions reductions.

¹⁰ Stats NZ, 2022 – <https://www.stats.govt.nz/information-releases/household-living-costs-price-indexes-march-2022-quarter>

But penalty levels need to act as an effective deterrent if the parking regulatory system is to be able to perform its function

- 33 Without effective levels of deterrence, the incentive to comply with parking requirements is considerably limited. This factor is increasingly well known, with Te Manatū Waka and your Office receiving letters from members of the public or stakeholder groups about the ineffectiveness of parking penalty levels.
- 34 Without regulatory stewardship intervention, the ability of the parking regulatory system to be used to fairly and efficiently allocate scarce parking resources is likely to be further undermined.
- 35 s 9(2)(g)(i) [REDACTED] Left unchanged, the deterrent effect of these penalties will continue to decline as their financial value deteriorates with inflation. This could lead to a failure of the parking regulatory system if enough people decide to forgo paying for their parking and commit overstaying offences.
- 36 In addition, without a clearly defined and comprehensive set of parking offences, there is a risk that RCAs will s 9(2)(g)(i) [REDACTED] be unable to effectively discourage parking behaviour that is harmful to the integrity and efficiency of the transport system, and that can negatively impact safety and equitable access for all transport users.

Failure to implement changes to penalty levels and offences also poses significant risks to the Government's strategic priorities

- 37 While this project is fundamentally intended as a regulatory stewardship exercise, it is likely to have flow-on benefits for the Government's climate change response and wellbeing priorities.
- 38 Associate Minister for the Environment, Hon Phil Twyford, wrote a letter in August 2021 to you as the Minister of Transport and to Hon Nanaia Mahuta, Minister of Local Government. s 9(2)(f)(ii) [REDACTED]
[REDACTED]
[REDACTED]
- 39 s 9(2)(f)(ii) [REDACTED] the NPS-UD has directed councils to remove the requirement for new dwellings to include carparks. In the immediate term, this policy change is expected to increase on-street parking demand, as less off-street parking is available for residents. RCAs have also expressed their concerns about their ability to manage on street parking demand given this increased pressure.
- 40 While some residents might choose to no longer have a private vehicle, many are expected to want to keep their cars (at least initially). In areas where parking demand is particularly high, RCAs need to be able to manage parking demand, and incentives to comply are important to reduce offending behaviour.

- 41 s 9(2)(f)(ii) [REDACTED]
[REDACTED]
[REDACTED]

- 42 s 9(2)(f)(iv) [REDACTED]
[REDACTED]
[REDACTED] Work to ensure the parking regulatory system is efficient, effective, and fair will support the success of these kinds of s 9(2)(f)(iv) [REDACTED] which are ultimately rooted in the Government's goals to address transport emissions.

We are seeking your agreement to continue further policy development of draft proposals

- 43 We are seeking your s 9(2)(f)(iv) [REDACTED] approval to continue to the next stage of policy development.
- 44 We will conduct further informal engagement with key stakeholders to test our thinking s 9(2)(f)(iv) [REDACTED] prior to formal consultation.
- 45 If you agree to us progressing policy development, we will continue our research to better understand the impact of potential changes to penalties and offences. This includes gathering data about:
- 45.1 the number of offences committed in recent years and the impact of parking offences on the safety and integrity of the transport system.
 - 45.2 levels of recidivist offending behaviour, types of offences most commonly unpaid, reasons for not paying for parking offences, etc.
 - 45.3 the effect of penalty increases on lower income groups as well as operational approaches to reduce disproportionate impacts.
 - 45.4 The amount of RCA revenue collected from parking enforcement, including as a percentage of their total revenue, and relative to funding for parking enforcement
- 46 This information will be used to inform the development of a final package of proposals for your consideration and approval to consult. We will also use this data to inform our regulatory impact analysis and consultation materials.

We are seeking your feedback on the proposed timeline

- 47 Having considered our resource capacity, we have developed the following timeline. This timeline takes into account the potential impact of local government elections in October 2022 (and therefore local government capacity to provide feedback) as well as the General Election in 2023.

Proposed Timeline - Formal Consultation in November – December 2022

- 48 This timeline sets us on track to undertake formal public consultation in November – December 2022 and allows us to consult after local government elections have happened in October 2022.
- 49 We would work to have all consultation materials and impact analysis on any proposed legislative changes to you in October 2022, ready for Cabinet policy approval and approval to consult.

- 50 s 9(2)(f)(iv) [Redacted]
- 51 s 9(2)(f)(iv) [Redacted]

Accelerated Timeline

- 52 If you would like to see this project progress more quickly, we could add resource to the project team to accelerate policy development and preparation for consultation at an earlier date. An accelerated timeline would need to take into account the impact of local government elections in October 2022, particularly on the ability of RCAs to provide feedback on any proposed changes.
- 53 Should you prefer an accelerated timeline, we suggest you meet with officials to discuss the potential options, risks, and mitigations of moving this work forward more quickly.

Annex 1 withheld under Section 9(2)(f)(iv)

5 May 2022

OC220318

Hon Michael Wood
Minister of Transport

Click to enter a date or delete this + "Action required by:"

RELEASE OF TE MANATŪ WAKA MINISTRY OF TRANSPORT'S LONG-TERM INSIGHTS BRIEFING

Purpose

This briefing provides you an update on the Te Manatū Waka Ministry of Transport Long-Term Insights Briefing (LTIB). It outlines the second public consultation process and outlines the process for tabling the LTIB with Select Committee.

Key points

- The LTIB is a statutory requirement in the Public Service Act 2020 (the Act). The Ministry's LTIB will be on *the impact of automated vehicles operating on Aotearoa New Zealand roads*. This topic was selected because automated vehicles (AVs) have not been a priority in the Ministry's work programme but present significant future opportunities and challenges that need careful consideration ahead of their deployment.
- As required by the Act, the first round of public consultation was completed in September 2021 around the scope and substance of the LTIB. This has shaped the final draft LTIB. We are now set to release the final draft for the second round of public consultation on Friday 5 May 2022. We are providing you with a copy of the final draft LTIB, and the survey questions that will accompany it, so you have visibility of the content and insights we have drawn.
- Engagement has been integral in the development of the LTIB. We have engaged with councils, academics, industry groups, the disability sector, and other Government agencies. This has influenced the questions we have included in the paper and our decision to focus on New Zealanders and the wider transport industry as two separate groups that will be impacted by AVs.
- We will provide you with a copy of the final LTIB during the week 27 June 2022, in time to table it with the House of Representatives on 30 June 2022, where it will be subject to a select committee review.
- The Act requires the LTIB to be produced 'independently of Ministers'. We are therefore not seeking your feedback on the document but are happy to answer any questions you may have about its content or the LTIB process. We intend to brief you on the contents of the LTIB once it is finalised, and before it is presented to Select Committee.

Recommendation

We recommend you note the contents of this briefing.



Bryn Gandy
Acting Chief Executive

..4... / .May..... / ..2022....

Hon Michael Wood
Minister of Transport

..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events

Comments**Contacts**

Name	Telephone	First contact
Bryn Gandy, Secretary for Transport & Chief Executive		
Richard Cross, Manager, Strategic Policy and Innovation		✓
Dave Hadley, Principal Adviser, Strategic Policy and Innovation		
Mikusha Newdick, Graduate Adviser Strategic Policy and Innovation		

RELEASE OF TE MANATŪ WAKA MINISTRY OF TRANSPORT'S LONG-TERM INSIGHTS BRIEFING

Overview of the LTIB process

- 1 The Public Service Act 2020 (Schedule 6, clauses 8 and 9) introduced a requirement for agencies to develop a Long-term Insights Briefing (LTIB) at least once every three years. The LTIB topic Te Manatū Waka has chosen is *the impact of automated vehicles (AVs) operating on Aotearoa New Zealand roads*. There is a high level of uncertainty around the impact of AVs on the transport system in New Zealand. The LTIB process affords the Ministry an opportunity to explore the opportunities and challenges in detail before AVs are deployed on New Zealand roads. This will enable us to develop future policy options which will improve individual wellbeing as well as support broader transport outcomes.
- 2 The LTIBs needs to be produced independently of Ministers. We are therefore unable to seek your input on the topic or content as it would breach the requirements under the Public Service Act. We will continue to keep you informed of progress on a 'no surprises' basis. Additional detail on the LTIB requirements can be found in Annex 1

The Ministry has completed the final draft of its LTIB

- 3 On 25 August 2021 we provided you with a briefing that outlined Te Manatū Waka Ministry of Transport approach for the planned consultation on the topic it has selected for its LTIB (OC210671 refers). A copy of the consultation document was provided to you at the time, so you had visibility of the content and approach.
- 4 During the first round of public consultation in September 2021, we received 29 submissions across Government, academia, advocacy groups and industry. Feedback included:
 - Emphasising the importance of social and equity impacts of AVs
 - Covering the role of government and regulation
 - Acknowledging data and cybersecurity concerns with the technology; and
 - Ensuring the impact of AVs on the wider transport ecosystem and natural environment was covered.
- 5 We have incorporated feedback from the first round of public consultation into the final draft LTIB. The final draft has been structured around the key questions we need to answer to understand the impact of AVs. The LTIB is set out across five sections:
 - Sections one and two provide context around the transport system and introduce the concept of technology and automation. They also introduce the transport outcomes framework, which is the lens used when discussing the impact of AVs.
 - Section three identifies the key questions that New Zealanders and the wider transport sector will want answers to in order to understand the potential impact of AVs on them. It includes considerations for local and central Government, including transport outcomes, current organisational goals, and regulation.
 - Sections four and five pull together the insights we have drawn from the previous section and briefly outlines what we could do next.