

OC220221

19 May 2022

Tēnā koe

I refer to your email dated 4 April 2022 requesting the following documents under the Official Information Act 1982 (the Act):

- OC210915 - Road to Zero Ministerial Oversight Group - 14 February 2022*
- OC220017 - Hamilton to Auckland Indicative Business Case update*
- OC220033 - Freight and Supply Chain Strategy - Issues Paper*
- OC210997 - National Adaptation Plan actions for consideration*
- OC220034 - MIAC exit strategy*
- OC220039 - Air navigation system review- Terms of reference*
- OC220053 - Update on Mike Pero airfreight proposal*
- OC210984 - Submarine Cables and Pipeline Protection Act 1996: Joint Hawke Bay pipeline protection area application*
- OC220076 - Meeting with Maritime NZ Chair and Chief Executive - 21 February 2022*
- OC220065 - Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive - 21 February 2022*
- OC211021 - COVID-19 - Essential Transport Connectivity Scheme: Support for Milford Aerodrome and transfer of funds between non-aviation and aviation sector pools*
- OC220006 - Proposed changes to TAIC reporting requirements*
- OC220045 - Meeting with Craig Harrison, 23 February 2022*
- OC220041 - COVID-19- Essential Transport Connectivity Scheme Approval to extend the Meteorological Services and Air Chathams funding agreements to 30 April 2022*
- OC220044 - Greater Wellington Regional Council's Multi-User Ferry Precinct Proposal*
- OC220098 - Meeting with the Civil Aviation Authority Chair and Chief Executive - 3 March 2022*

On 4 April 2022 we advised you of an extension to the time period for responding to your request. The extension was due to consultations necessary to make a decision on your request being such that a proper response could not reasonably be made within the original time limit. We have now completed the necessary consultations and our response is detailed below.

Of the 16 documents in scope of your request, 13 are released to you with some information withheld, and three are withheld in full. The following sections of the Act have been used:

- | | |
|-------------|---|
| 6(a) | as release would be likely to prejudice the security or defence of New Zealand or the international relations of the New Zealand Government |
| 9(2)(a) | to protect the privacy of natural persons |
| 9(2)(b)(ii) | to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information |
| 9(2)(ba)(i) | to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied |
| 9(2)(f)(iv) | to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials |
| 9(2)(g)(i) | to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty |
| 9(2)(h) | to maintain legal professional privilege |
| 18(d) | the information requested is or soon will be publicly available. |

The above information is detailed in the document schedule attached as Annex 1.

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā



Hilary Penman
Manager, Ministerial Services

Annex 1 - Document Schedule

Doc#	Reference number	Title of Document	Decision on request
1	OC210915	Road to Zero Ministerial Oversight Group – 14 February 2022	Some information is withheld under Sections 9(2)(a) and 9(2)(f)(iv).
2	OC220017	Hamilton to Auckland Indicative Business Case update	Some information is withheld under Section 9(2)(a).
3	OC220033	Freight and Supply Chain Strategy – Issues Paper	Some information is withheld under Section 9(2)(a).
4	OC210997	National Adaptation Plan actions for consideration	Some information is withheld under Sections 9(2)(a) and 9(2)(ba)(i). Some information is refused under Section 18(d).
5	OC220034	MIAC exit strategy	Some information is withheld under Sections 6(a), 9(2)(b)(ii), 9(2)(g)(i) and 9(2)(h).
6	OC220039	Air navigation system review – Terms of reference	Withheld in full under Section 9(2)(f)(iv).
7	OC220053	Update on Mike Pero airfreight proposal	Withheld in full under Section 9(2)(b)(ii).
8	OC210984	Submarine Cables and Pipeline Protection Act 1996: Join Hawke Bay pipeline protection area application	Some information is withheld under Section 9(2)(a).
9	OC220076	Meeting with Maritime NZ Chair and Chief Executive – 21 February 2022	Some information is withheld under Sections 9(2)(a), 9(2)(f)(iv) and 9(2)(g)(i).
10	OC220065	Meeting with the Transport Accident Investigation Commission's Chief Commissioner and Chief Executive – 21 February 2022	Some information is withheld under Sections 9(2)(a), 9(2)(ba)(i), 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(h).
11	OC211021	COVID-19 – Essential Transport Connectivity Scheme: Support for Milford Aerodrome and transfer of funds between non-aviation and aviation sector pools	Some information is withheld under Sections 9(2)(a) and 9(2)(f)(iv).
12	OC220006	Proposed changes to TAIC reporting requirements	Some information is withheld under Sections 9(2)(a), 9(2)(f)(iv), 9(2)(g)(i) and 9(2)(h).

Doc#	Reference number	Title of Document	Decision on request
13	OC220045	Meeting with Craig Harrison, 23 February 2022	Some information is withheld under Sections 9(2)(a), 9(2)(b)(ii) and 9(2)(g)(i).
14	OC220041	COVID-19 – Essential Transport Connectivity Scheme Approval to extend the Meteorological Services and Air Chathams funding agreements to 30 April 2022	Some information is withheld under Sections 9(2)(a), 9(2)(b)(ii) and 9(2)(f)(iv).
15	OC220044	Greater Wellington Regional Council's Multi-User Ferry Precinct Proposal	Withheld in full under Sections 9(2)(b)(ii), 9(2)(ba)(i), 9(2)(f)(iv) and 9(2)(g)(i).
16	OC220098	Meeting with the Civil Aviation Authority Chair and Chief Executive – 3 March 2022	Some information is withheld under Sections 9(2)(a), 9(2)(f)(iv), 9(2)(g)(i).

1 February 2022

OC210915

Hon Michael Wood
Minister of Transport

Action required by:
 Monday, 7 February 2022

ROAD TO ZERO MINISTERIAL OVERSIGHT GROUP - 14 FEBRUARY 2022

Purpose

Provides you with advice for the first Road to Zero Strategy Ministerial Oversight Group meeting on 14 February 2022.

Key points

- The Road to Zero Strategy (Road to Zero) is a ten-year national road safety strategy that sets out the Government's vision for a New Zealand where no one is killed or seriously injured in road crashes. It sets out clear targets for the implementation of road safety interventions required to deliver a 40 percent reduction in Deaths and Serious Injuries (DSIs) by 2030.
- The level of harm continues to remain at a high level on the road network. In 2020, 320 people were killed and 2,173 seriously injured on our roads. At the end of 2021, provisionally there were also 320 fatalities - included in this were 17 fatalities over the holiday period, the highest number of holiday fatalities in over five years.
- Successful implementation of the commitments and actions in Road to Zero is essential to achieving the target of achieving a 40 percent reduction in DSIs by 2030, and ultimately realising its vision of having no DSIs on the network.
- There is good momentum across road safety partner agencies to progress change and enable the delivery that will achieve the priorities in Road to Zero. However, there are a number of challenges and issues that require active management to enable a significant step change in New Zealand's road safety performance, particularly through to 2030 (see paragraphs 37 – 44).
- Based on current levels of delivery and performance, there is a risk of not achieving the overall Road to Zero target of a 40 percent reduction in DSIs by 2030. To address this, priority focus should be given to lifting enforcement activity and enabling increased delivery of safety infrastructure treatments, including speed reductions, both areas where performance is currently well below target levels.
- Improving performance will also require some bold policy decisions. Work is currently underway on policy proposals to strengthen road safety penalties, lift vehicle safety

standards, enhance the safety of commercial drivers and operators, and improve motorcycle safety, as examples. Over the coming year, we will seek Ministerial support to progress policy decisions across all these areas.

- A draft agenda for the 14 February 2022 Road to Zero Ministerial Oversight Group is included in **Annex one**.

Recommendations

We recommend you:

- 1 **agree** to forward this briefing and supporting material to the Minister of Police, Minister of ACC, Minister of Justice and Minister for Māori Development ahead of the Ministerial Oversight Group meeting. Yes/No



Robert Anderson
Manager, Mobility and Safety
 1 / 02 / 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
Robert Anderson, Manager, Safety and Mobility	s 9(2)(a)	✓

OFFICIAL INFORMATION ACT 1982

ROAD TO ZERO MINISTERIAL OVERSIGHT GROUP - 14 FEBRUARY 2022

Road to Zero targets a reduction of 40 percent in deaths and serious injuries by 2030

1. On average, almost one person is killed every day on New Zealand roads, and another seven are seriously injured. Road deaths are the second largest cause of death from injury (after suicide) in New Zealand and more than half of major trauma injuries treated in our hospitals relate to road crashes.
2. To address this problem, Road to Zero – New Zealand’s road safety strategy for 2020-2030 was launched in December 2019. It is the result of extensive engagement with the sector and a nation-wide consultation process.
3. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes and sets a target for reducing annual deaths and serious injuries 40 percent by 2030. This target would mean around 750 fewer people will die on our roads over the next 10 years, using 2018 as the benchmark year, and is consistent with the targets other Vision Zero jurisdictions have typically aimed for.

The strategy adopts the international best-practice Vision Zero and Safe System approaches

4. Road to Zero firmly sets New Zealand on a path towards Vision Zero - where no one is killed or seriously injured in road crashes. Road to Zero is also underpinned by the ‘Safe System’. A Safe System requires a proactive and holistic approach to managing the interactions between roads, vehicles, speeds and people, to ensure that when crashes occur, the resulting forces are less likely to be fatal or cause serious injuries.
5. The key principles of a Safe System are:
 - **People make mistakes:** people are fallible and will continue to make mistakes that lead to crashes. Crashes will continue to occur under a Safe System, however these do not need to result in death or serious injury
 - **Human tolerance to injury:** there are limits to how much force the human body can withstand. Incorporating these limits into our design is critical to creating a Safe System. For example, we know that pedestrians should be protected from impacts above 30 km/h
 - **Shared responsibility:** the Safe System requires a shift away from a traditional focus on road users to strengthening the role of system designers, collective leadership, responsibility and accountability. For example, it is a system designer that influences how safe a road is and whether a median barrier is present to protect someone when they make a mistake
 - **Strengthen all parts of the system:** creating a Safe System requires strengthening all parts of the system, particularly the interaction between vehicles, the road environment and speed, to manage forces to survivable levels when a crash occurs.

The strategy and supporting action plan have identified five focus areas to concentrate our efforts to 2030

6. Road to Zero is underpinned by seven guiding principles. These include the four Safe System principles and a further three supporting principles, to ensure road safety is a critical decision-making priority that is grounded in evidence and in support of other well-being benefits. Activities and initiatives to achieve Road to Zero outcomes are being co-ordinated through five key focus areas. The vision, principles and focus areas are summarised in the diagram below.

Figure one: Road to Zero vision, priorities and principles



The Road to Zero strategy has been informed by a clear evidence base showing where the greatest opportunities for improvement are

7. Waka Kotahi NZ Transport Agency (Waka Kotahi) developed modelling to optimise Safe System investment under the National Land Transport Programme (NLTP). The modelling gives greater assurance that we are investing in the right safety interventions, in the right combination and at the right levels, based on international best practice.
8. The modelling showed the interventions that are going to have the greatest effect in reducing deaths and serious injuries under Road to Zero are:
 - safe and appropriate speed limit changes

- strengthened police enforcement
 - Safe System road infrastructure
 - automated camera enforcement
 - improved safety of the vehicle fleet.
9. The modelling predicts that we could achieve over half of the Road to Zero target through a combination of:
- infrastructure improvements (for example, median barriers and intersection treatments)
 - speed limit changes in urban areas and on the highest risk parts of the network
 - increased enforcement, both automated (for example, average speed and fixed safety cameras) and officer-based.
10. Up to a quarter of the target could be achieved through a safer vehicle fleet and ensuring motorcycles are installed with anti-lock braking systems. Lifting the safety performance of the vehicle fleet includes targeting the equivalent of the permanent removal of one- and two-star vehicles from the New Zealand vehicle fleet by 2030¹.
11. Significant further gains could be achieved by a combination of other interventions, including:
- improvements to driver licensing
 - enhanced drug driver testing
 - increased use of alcohol interlocks
 - increases to penalties for high-risk road safety offences
 - broader factors, such increased uptake of public transport and changes in vehicle technology.
12. In terms of scale, this translates to:
- substantially increasing enforcement activity targeting high risk areas of restraints, impairment, distraction and speed; particularly focusing on increased speed and alcohol enforcement. This includes roughly doubling the number of passive and screening breath tests from 2018/19 levels
 - applying speed management across at least 10,000 kilometres of the road network, including speed limit changes where necessary, to align to safe and

¹ There is some complexity around any commitment to remove all one and two star vehicles from the fleet by 2030 in relation to the way the rating system treats vehicles as they age (a five star vehicle may become a two star one as standards lift or crash performance data accumulates), the average lifespan of vehicles and the costs of upgrading (whether at an individual level, raising equity issues, or fiscally, if Government provided subsidies to speed up adoption of safer vehicles).

appropriate speeds

- installing approximately 1,000 kilometres of median barriers and upgrading more than 1,000 intersections with primary Safe System interventions such as roundabouts and raised safety platforms
- rolling out around ^{s 9(2)(f)(iv)} new safety cameras to help lower average network operating speeds and generate greater levels of speed compliance (noting that camera numbers are subject to business case development).

13. Delivery of these key road safety interventions is primarily being undertaken through the following key Road to Zero programmes:

- **Speed and Infrastructure Programme** - business case has been approved with \$1.3 billion allocation under the 2021-2024 NLTP
- **Road Safety Partnership Programme (RSPP)** - Policing activity – RSPP 2021/24 has been approved with \$1,243.5 million allocation under 2021-2024 NLTP
- **Safety Camera System programme** - as noted above, further business case development underway
- **Vehicle Safety Standards** - Te Manatū Waka policy programme to strengthen vehicle safety standards, currently focussed on the light vehicle fleet and **Safe Vehicles Programme** – a Waka Kotahi led programme targeting promotion of vehicle safety and the importance of star-ratings to consumers and dealers.

Internationally, there has been a decline in road-related deaths and serious injuries

14. Data from the International Transport Forum² shows a significant reduction in deaths and serious injuries (DSIs) globally in 2020. The average annual reduction in the number of road deaths for the period 2010-2019 was two percent; in 2020, it was almost 10 times that, at 19.2 percent³.
15. Young people under 17 and the elderly aged 75 plus saw the most significant reductions of road deaths in 2020, with almost a quarter fewer fatalities. The reasons were closed schools for the young and a high degree of compliance with restrictions among seniors, who were most vulnerable to COVID-19.
16. On average, road deaths decreased by 8.6 percent across the 34 International Traffic Safety Data and Analysis Group (IRTAD) countries in 2020 against the baseline. Despite the absolute reduction in fatalities, some jurisdictions experienced an increase in the rate of road crashes per distance travelled during the pandemic. Some studies found evidence of increased speeding, impaired driving, and failure to wear restraints.

² ITF (2021), Road Safety Annual Report 2021: The Impact of Covid-19, OECD Publishing, Paris.

³ These statistics relate to IRTAD countries.

17. The United States, Switzerland and Ireland recorded more road fatalities during 2020 than the average of the three years preceding the pandemic. Fatal crashes increased by 5.1 percent in the United States, 4.6 percent in Switzerland and 2.1 percent in Ireland in 2020.
18. To some degree, the variability in government responses to the pandemic, over time and between countries, accounts for the discrepancy between expectations and outcomes.
19. A sharp decrease in mobility was observed for some parts of the global population. For example, vulnerable age groups – the elderly and young children – reduced their exposure to risk more than other age groups that were much less affected.
20. The group with the smallest drop in fatal crashes in 2020 were cyclists, with a reduction of 6.4 percent. The substantial increase in the number of cyclists during the pandemic is behind this. Many people switched from public transport to bicycles to avoid the risk of infection associated with closed spaces in buses, trams, and trains. Consequently, in some countries, the exposure of cyclists to crash risks significantly increased during this period.
21. More stress and anxiety, more spare time, increased consumption of alcohol and other drugs, and potentially greater opportunities for speeding on empty roads may have impacted behaviours relevant to road safety.
22. Despite the reductions attributable to COVID-19 restrictions, the level of road-related harm still remains high relative to many countries' aspirations and targets.

Despite international trends and the impact of COVID-19, the level of harm on New Zealand roads remains high

23. In 2020, there were 320 deaths and 2,173 serious injuries (total 2,493 DSIs) on our roads (provisional figures). While this number is still unacceptably high, it represents a 16 percent reduction from 2,978 in 2018.
24. The temporary but recurring COVID-19 alert level travel restrictions imposed from March 2020 are likely to be one of the biggest contributing factors for the reduction in DSIs in 2020. **Table one** provides a summary of DSI statistics between 2018–2020 compared to the Road to Zero target in 2030.

Table one: number of deaths and serious injuries 2018 - 2020

YEAR	DEATHS	SERIOUS INJURIES	TOTAL DSIs	REDUCTION FROM THE 2018 LEVEL
2018	378	2,600	2,978	-
2019	351	2,506	2,857	4%
2020 (provisional)	318	2,176	2,494	16%
2030 target	<227	<1,560	<1,787	40%

25. Provisional data shows there were 320 road fatalities from 287 crashes in 2021. Over the recent Christmas and New Year holiday period, there were 17 road-related fatalities, which is the highest total for a holiday period in over five years.
26. 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 a 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).
27. Further advice on the factors impacting progress to achieve the targeted reductions is set out in paragraph 37 – 44 and included in **Annex four**.

There are a number of policy programmes underway that will be critical for supporting long-term improvements in road safety outcomes

28. There has been increased momentum to progress policy work against the key actions set out in the *Road to Zero Action Plan 2020–2022*. Progressing the committed policy workstreams is critical in enabling the changes required to bring about long-term shifts in standards and behaviour across the system.
29. Key progress across the Road to Zero policy programmes through to December 2021 include the following:
 - finalising the policy decisions and new rule for **Tackling Unsafe Speeds** – a new national approach to speed management. Final Cabinet agreement to the package will be sought in early 2022
 - policy proposals were progressed as part of the **Road Safety Penalties Review**. These covered rebalancing penalty levels for high risk road safety offences, s 9(2)(f)(iv) and alternative pathways to compliance
 - progressing a review of the **Graduated Driver Licence System**. s 9(2)(f)(iv)
 - developing policy proposals to lift **vehicle standards**. Te Manatū Waka, working closely with Waka Kotahi, has identified several potential technologies that could be considered for mandating in the new vehicle fleet. Work is also progressing on options to strengthening the vehicle certification and inspection regime
 - the **Land Transport (Drug Driving) Amendment Bill** is currently in the final stages, and is expected to be progressed through the Committee of the Whole House in the New Year. NZ Police is undertaking work to operationalise the new drug driving regime
 - policy work was completed to finalise the **Accessible Streets regulatory package**, which is designed to increase the safety and accessibility of footpaths, shared paths,

cycle lanes, cycle paths and roads. Final Cabinet agreement to the package will be sought in early 2022.

30. Work is also underway to progress a policy review of motorcycle safety, and the work time requirements for commercial drivers, both actions set out under the first Road to Zero action plan.
31. 'Safe Limits', the new road safety advertising campaign, went live on 29 November 2021. It aims to increase public awareness and understanding of how setting safe speed limits plays an important part in keeping everyone safe – no matter how they travel.
32. The new broader Road to Zero public awareness campaign, delayed due to COVID-19, is on track for launch on 14 February 2022. This campaign aims to influence the public's current perception and gain their buy-in to Vision Zero, as well as highlighting the role that everyone plays across the system to deliver on this vision.
33. Going by the results of a recent Auckland Transport survey ('On the Road to Achieving Vision Zero'), there are indications of reasonably broad public support for some of the key actions in Road to Zero:
 - 95 percent agreed that more severe penalties are needed for dangerous drivers
 - using a mobile phone while driving and drink driving were seen as the biggest safety concerns
 - 87 percent agreed that 20 years is too long between reviews of speeding fines
 - 62 percent felt that not enough was being done to prevent deaths on our roads.

There are cross-cutting portfolio interests that require consideration as part of the Road to Zero policy programmes

34. The Road to Zero policy programme has a strong connection and linkage to a number of critical government priorities. In some cases, there are issues and trade-offs that Ministers will need to carefully balance. Key areas of focus include the following:
 - **Education, employment and training** – the Government has signalled clear expectations around strengthening employment, education and training pathways. Access to the transport system, in particular a driver's licence, is a critical enabler to supporting these objectives. Driver licence-related actions feature in all but one of the seven Government Employment Action Plans, highlighting their significance in achieving employment outcomes for disadvantaged groups. Officials are currently exploring ways to strengthen access to the driver licencing system while maintaining or improving safety outcomes
 - **Supporting ongoing response and recovery from COVID-19** – some policy programmes underway through Road to Zero will impact on the regulatory settings for sectors and population groups significantly affected by COVID-19 (for example, the review of worktime limits for commercial drivers, and the review of road safety penalties). As part of these programmes, we will need to consider the appetite for

progressing substantial change at pace in the context of those sectors and groups that are experiencing significant impacts from COVID-19

- **Reducing pressures on the justice system** – the transport system has significant flow-on impacts to justice sector outcomes, primarily through the high volume of transport-related offences and penalties. The review of road safety penalties is considering these matters against the needs to strengthen penalty system for high-risk offences that continue to contribute to high levels of harm on the network
 - **Improving outcomes for disadvantaged groups** – Ministers have set clear expectations on the need to consider equity impacts and the effects of policy change on disadvantaged groups, such Māori, Pacifica, and those in the welfare system. Policy programmes, such as the review of road safety penalties and the review of vehicle standards, have the potential to impact certain groups disproportionately and thus, will require careful consideration as decisions are taken. Advice on these impacts will be provided as part of each policy programme.
35. The areas noted above are examples where Ministers will need to make carefully balanced decisions. In some cases, hard trade-offs may be required to deliver the policy changes required to meet the targets in Road to Zero.
36. Officials are working closely to ensure advice on Road to Zero policy proposals manage potential implications and impacts on other government priorities and objectives. Further advice, on specific impacts of the current Road to Zero policy proposals on other portfolios, will continue to be provided to Ministers through the coming year.

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

37. As noted, the setting of targets in Road to Zero was informed by careful modelling on the type and level of activities required to support a 40 percent reduction in road-related DSIs. Further detail on the assumptions underpinning the modelling are set out in paragraphs 8-12 and **Annex four**.
38. There are some current delivery and performance issues across the Road to Zero programme that present challenges for being able to achieve the target reduction in DSIs by 2030. These, in particular, include the following:
- road policing activity is well below anticipated levels. This is particularly in relation to enforcement activity for breath screening, restraints, and speed. For example, 1.5 million breath-screening tests were undertaken in 2020/21, compared to an annual target of 3 million breath-screening tests between 2021 and 2024.
 - planned safety infrastructure treatments have similarly not been progressing at a sufficient level to meet the required delivery by 2030. For example, only 53km of new median barriers were installed between 2018 and 2021, compared to the 200km expected to be completed by the end of 2021. Forecasts indicate a potential underspend of \$540 million for the Speed and Infrastructure Programme through to 2030, based on current rates of delivery

- there are delays to a number of critical policy workstreams, including the road safety penalties review, vehicle safety, motorcycle safety, and worktime limits for commercial drivers. While this work is now underway, it will require sustained focus and commitment to progressing policy proposals through to implementation.

39. **Annex four** provides further detail on performance against the key activities and indicators in Road to Zero.
40. Enabling delivery across the areas noted above is critical to achieve a sustained reduction in road-related DSIs. Improving current levels of performance presents a significant challenge in achieving the target.
41. The 40 percent target is still achievable, but it will require a concerted effort to enable more focused delivery across the system. This is particularly in relation to the key policy areas set out in paragraph 29 and the broader set of actions set out in the Road to Zero Action Plan.
42. The recent independent review of road safety investment and delivery has identified that good progress has been made in setting a clear direction and agency alignment towards the key priorities required to lift New Zealand's road safety performance.
43. However, the review also identified challenges relating to governance, investment prioritisation, monitoring and execution, that are impacting the effectiveness of road safety investment.
44. A sustained focus is required to increase activity against the areas where performance is well below the levels required to meet the 2030 target. This needs to be complemented with advancing proposals on the key policy programmes currently underway, such as the review of road safety penalties and vehicle safety standards.

Strengthened governance and leadership focussed on delivery is required to achieve the Road to Zero target

45. Ministerial oversight has a critical role to play in maintaining the focus and commitment to realising the vision and targets in Road to Zero and balancing trade-offs.
46. This was a lesson learnt from the previous national road safety strategy, *Safer Journeys*. While that strategy also represented a sound approach at the time, based on compelling evidence; it did not have sufficient buy-in, investment, leadership and accountability.
47. The Road to Zero Strategy and 2020 – 2022 Action Plan includes an action to strengthen system leadership, support and co-ordination of road safety. This action includes strengthening governance arrangements at central government level (including reviewing the functions of the National Road Safety Committee) to enable greater leadership, co-ordination, oversight and accountabilities for Road to Zero.
48. For these reasons, the Road to Zero Ministerial Oversight Group (Road to Zero MoG) has been established to provide national leadership on road safety and greater

oversight in enabling the delivery of Road to Zero. To support this focus, we intend that this group will:

- set the strategic direction and priorities in advancing national road safety priorities
 - shape, influence and drive the delivery of policy reform to advance road safety performance
 - monitor the delivery of commitments, activities and performance required to deliver Road to Zero
 - enable co-ordination across portfolios to support the delivery of Road to Zero priorities. This includes influencing and managing trade-offs of issues across related portfolios that intersect with road safety.
49. Membership on the group includes the Ministers of Police, Social Development, ACC, Workplace Relations and Safety. The Minister of Transport will Chair the group. Other Ministers will be invited to the group where there is a cross-cutting portfolio interest.
50. The Road to Zero MoG will complement and be directly supported by the Road to Zero Chief Executive Group which provides strategic advice on key initiatives and performance risks across the Road to Zero programme.

Agenda for the 14 February 2022 Road to Zero Ministerial Oversight Group meeting

51. The first meeting of the Road to Zero Ministerial Oversight Group (Road to Zero MoG) will be held on 14 February 2022 between 4.30 pm and 6.00 pm in room EW5.3 (Parliament). A meeting agenda is provided as **Annex one**, which is accompanied by speaking points for the meeting.
52. Ministers attending the meeting include the Minister of Social Development and ACC, Minister of Police, the Minister of Justice, and the Minister for Māori Development. Supporting information for each of the agenda items is set out below. Key messages for you to inform the meeting are set out in **Annex two**.

Agenda item one: Ministerial overview of Road to Zero and the Road to Zero MoG

53. You will provide an overview of the Road to Zero strategy and the purpose of the Road to Zero MoG.

Agenda item two: Agreement of Terms of Reference for the Road to Zero MoG

54. The Terms of Reference for the Road to Zero MoG are provided in **Annex three**. These describe the role and function of the MoG, how it interrelates to other governance layers involved with the delivery of Road to Zero, the membership, meeting cycles, reporting and risk management.

Ministerial feedback is sought on the draft Terms of Reference for the Road to Zero MoG. An updated version of the Terms of Reference will be provided to the MoG for approval at the next meeting (proposed for June 2022).

Agenda item three: Road to Zero reporting and insights dashboard

55. Officials have developed a portfolio level reporting and insights dashboard that enables Road to Zero Ministers and Chief Executives to more actively monitor delivery of the actions and commitments in Road to Zero (see **Annex four**). Officials expect to evolve the initial dashboard for future meetings based on feedback from Road to Zero Ministers. An overview of the key delivery and performance issues across the Road to Zero portfolio are set out in paragraphs 37 – 44.

Ministers may want to discuss with officials the extent to which current levels of delivery and performance across the Road to Zero portfolio will impact on the target of reducing DSIs by 2030, if not resolved.

Ministers may also want to invite officials' views on any concerns or constraints that could impact future delivery against the commitments in Road to Zero, as well as the actions that can be taken to improve performance across agencies.

Agenda item four: Bringing a global perspective to road safety - presentation by Dr Soames Job and Dave Cliff

56. A presentation will be provided by Dr Soames Job (former Global Road Safety Lead for Road Safety at the World Bank) and Dave Cliff (Chief Executive of the Global Road Safety Facility).
57. The presentation will provide an expert international view on emerging trends and issues impacting road safety globally. Both Dr Job and Mr Cliff will provide perspective on key issues and priorities that Ministers may want to consider in advancing road safety performance in a New Zealand context.
58. **Annex five** provides an overview of Dr Job and Mr Cliff.

Ministers may also wish to invite views from Dr Job and Mr Cliff on New Zealand's recent road safety trends and performance, including whether there are any international developments, priorities or actions that New Zealand may want to consider adopting as part of Road to Zero.

Agenda item five: Road to Zero policy update – Road Safety Penalties Review

59. The Road Safety Penalties Review (the Review) is a priority action under Road to Zero. The Review aims to ensure that road safety penalties align with risks and effectively deter high risk road-user behaviour.

60. Offences in-scope of the Review include high-risk road safety offences: restraints (seatbelts); impairment; distraction; speed and running red lights. Officials are also considering where penalties for some offences may be disproportionate to the associated road safety risk (for example, vehicle licensing and registration). Detailed policy proposals are set out in **Annex six**.
61. The Review also aims to improve equity outcomes for groups, such as people on low incomes and Māori, who can face disproportionately negative impacts from the system. Increasing the penalty levels for some offences may worsen the burden on some of these communities, so we are incorporating scope for improving equity as part of the package of options.
62. s 9(2)(f)(iv)
63. Officials have developed preliminary advice which will feed into a public discussion document and have received your feedback. The advice is provided in **Annex six**.
64. We intend to work with you to have a discussion document ready for Cabinet consideration by July 2022. Public consultation is planned for a six-week period around August 2022. After public consultation officials will develop final proposals for Cabinet consideration by November 2022.

Ministers' views are sought on the policy proposals recommended to be progressed for public consultation. Specific direct on is also sought on cross portfolio impacts and implications that need to be considered as the Review progresses.

Agenda item six: NZ Police Safe Roads Control Strategy

65. NZ Police has recently developed the Safe Roads Control Strategy (the Strategy), providing an overarching evidence-based framework for how NZ Police will strengthen its operational delivery through the Road Safety Partnership Programme and Road to Zero.
66. The Strategy is intended to enable greater strategic alignment between the Government's road safety priorities and operational delivery within NZ Police. The framework within the Strategy aims to prevent harm on our roads through a focus on victims and communities, insights, prevention, enforcement, reassurance, and support and capability planning.
67. Specific actions and activities are set against each of these focus areas to enable NZ Police to drive increased operational activity in the areas that will make the most significant difference in improving road safety outcomes. The Strategy adopts a strong focus on delivering improved operational performance through an enhanced tasking and co-ordination structure.

68. As part of this agenda item, the Commissioner of Police will provide Ministers with an overview of the Strategy, including the approach NZ Police is taking to its implementation. **Annex seven** provides a copy of the Strategy.

Ministers may want to invite the Commissioner of Police's views on the approach NZ Police will take to implement the Safe Roads Control Strategy, particularly within the Police districts.

Ministers may also want to invite comment from the Commissioner of Police on how the Safe Roads Control Strategy will influence the recent delivery and performance challenges across the Road Safety Partnership Programme.

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Annex one: Agenda for Road to Zero Ministerial Oversight Group meeting 14 February 22

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Annex two: Talking points for Road to Zero Ministerial Oversight Group meeting 14 February 2022

- We have a strong commitment to achieve zero fatalities and serious injuries on our roads, which is guided by the Road to Zero strategy. The strategy takes a Vision Zero approach – a world leading approach that says no death or serious injury while travelling on our roads, streets and cycleways is acceptable.
- The Vision Zero approach has delivered significant reductions in road trauma in countries and cities that have adopted it, such as Sweden, New York, and parts of Australia.
- The level of harm on our roads remains at an unacceptably high level. We have come off the back of an incredibly high level of harm over the recent holiday period with 17 fatalities. Provisionally in 2021, there were 320 fatalities on New Zealand roads. By international standards, the level of harm on our roads remains high.
- As Ministers, we have an important leadership role to drive focus and accountability across our portfolios and agencies for lifting New Zealand's road safety performance.
- You will see from the supporting material that there are delivery and performance risks that present a challenge in being able to realise our target of a 40 percent reduction in deaths and serious injuries by 2030.
- If we maintain our current levels of performance, we will fall short of our aspiration to enable the 40 percent reduction in deaths and serious injuries by 2030 set by Road to Zero.
- We know what we need to do to deliver sustained improvement in the safety of our roads. Progressing strategic policy change, improving enforcement and enabling the delivery of safety infrastructure improvements all play an important part.
- I also recognise the important need to focus on vulnerable road users and population groups that are disproportionately represented in the harm that occurs on our roads, particularly for Māori and Pacific communities.
- The Road to Zero Ministerial Oversight Group is critical for providing the necessary national leadership and co-ordination required to bring a step change in our road safety performance. The Group also plays an important role in enabling cross portfolio linkages and managing the trade-offs we will face.
- Collective action is required to bring about the changes we need to improve road safety. As we move forward, I will be looking to work closely with each of you and your portfolios to provide the concerted effort and focus required to realise the ambition and priorities set out in Road to Zero.

Annex three: Terms of Reference for Road to Zero Ministerial Oversight Group

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Annex four: Road to Zero quarterly reporting and insights dashboard

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Annex five: Profile of Dr Soames Job and Dave Cliff

	<p>Dr Soames Job is the Chief Executive and Principal of Global Road Safety Solutions. He has headed government-led organisations in road safety, been a Professor in Road Safety and Health Psychology, and consulted for development banks, the United Nations, the World Health Organization, the International Standards Organisation, and the OECD.</p> <p>Mr Job's most recent role was the Head of the Global Road Safety Facility (GRSF) of the World Bank. Mr Job has provided road safety guidance to a number of countries and states around the world.</p>
	<p>Dave Cliff has been Chief Executive of the Global Road Safety Partnership (GRSP) since April 2017. The GRSP operates road safety related projects, professional road safety leadership, education (in partnership with Johns Hopkins University), advocacy and grants programmes and a large road policing capacity building programme. GRSP operates in over 40 countries globally and is based in Geneva, Switzerland with satellite offices in Malaysia and Hungary.</p> <p>Mr Cliff was previously the Assistant Commissioner: Road Policing for NZ Police and also held a range of criminal investigation, general duties and road policing roles.</p>

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Annex six: Road Safety Penalties Review briefing

This Annex is withheld under Section 9(2)(f)(iv)

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Annex seven: Presentation by NZ Police - Safe Roads Control Strategy

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AGENDA

Ministerial Oversight Group – Road to Zero

Monday 14 February 2022, 4:30 pm – 6:00 pm, Room EW5.3 (Parliament)

Attendees: Hon. Michael Wood (Minister of Transport and Workplace Relations and Safety, Chair), Hon. Carmel Sepuloni (Minister of Social Development and ACC), Hon. Poto Williams (Minister of Police), Hon. Kris Faafoi (Minister of Justice), Hon. Willie Jackson (Minister for Māori Development, Associate Minister for ACC and Justice)

Time	Item	Description
4:30 pm	1	Ministerial overview of Road to Zero <ul style="list-style-type: none">Minister Wood to provide an overview on Road to Zero and the purpose of the Road to Zero Ministerial Oversight Group
4:35 pm	2	Agreement of Terms of Reference for the Road to Zero Ministerial Oversight Group <ul style="list-style-type: none">Provide feedback on the draft Terms of Reference for the Ministerial Oversight Group
4:40 pm	3	Road to Zero reporting and insights dashboard <ul style="list-style-type: none">Review and provide feedback on Road to Zero performance and insights. This includes key delivery and performance risks
5:00 pm	4	Bringing a global perspective to road safety - Presentation by Dr Soames Job and Dave Cliff <ul style="list-style-type: none">Presentation from Dr Soames Job and Dave Cliff (Global Road Safety Facility) on international trends and best practice on road safety
5:30 pm	5	Road to Zero Policy Update – Road Safety Penalties Review <ul style="list-style-type: none">Discussion on proposed recommendations as part of the Road Safety Penalties Review
5:45 pm	6	NZ Police Safe Roads Control Strategy <ul style="list-style-type: none">The Commissioner of Police will provide an overview of NZ Police's recently developed Safe Roads Control Strategy
6:00 pm	7	Close

Next Meeting: 11:30 am – 12:30 pm Thursday 2 June 2022.



Road to Zero Ministerial Oversight Group Terms of Reference

This terms of reference records the way in which the members of the *Road to Zero* Ministerial Oversight Group will work together on delivering on *Road to Zero*: New Zealand's national road safety strategy for 2020-2030. It covers the Ministerial Oversight Group's:

- purpose
- core functions
- role within the context of the broader machinery of government
- membership including respective roles and responsibilities.

Context of Road to Zero

New Zealand has committed to decisive action on road safety under *Road to Zero*

In December 2019, the Government released *Road to Zero*: New Zealand's new road safety strategy for 2020-2030, and an initial three-year action plan. Our vision for road safety is a New Zealand where no one is killed or seriously injured in road crashes.

New Zealand's target is a 40 percent reduction in death and serious injuries (from 2018 levels) by 2030. Steady progress towards this would mean around 750 fewer people would be killed and 5,600 seriously injured on our roads over the next 10 years, compared to 2018.

A key focus on the *Road to Zero* strategy is to achieve the agreed collective and agency specific objectives and actions within the five focus areas.

A range of agencies are responsible for leading on different actions, or on the different components within individual actions, including:

- Te Manatū Waka *Ministry of Transport* who is the steward of the transport system and the Government's principal transport adviser
- *Waka Kotahi NZ Transport Agency* who is the Government's land transport delivery arm. It is a Crown entity and its functions are set out in the Land Transport Management Act
- *New Zealand Police* who are responsible for enforcement of the land transport system. Police enforce both legislative and regulatory provisions relating to road traffic and transport
- ACC who are responsible for injury prevention and rehabilitation. This includes maintaining the effective management of the ACC scheme
- *WorkSafe New Zealand* who are responsible for leading, contributing and promoting improved health and safety at work, and energy safety.

A key focus is implementation of the 15 actions in the first action plan and the development of the second action plan

The first action plan for 2020-2022 sets out 15 actions under the Strategy's five focus areas:

- Infrastructure improvements and speed management
 - Improve road safety of our cities and regions through infrastructure improvements and speed management
- Vehicle safety
 - Significantly improve the safety performance of the vehicle fleet
- Work-related road safety
 - Ensure that businesses and other organisations treat road safety as a critical health and safety issue
- Road user choices
 - Encourage safer choices and safer behaviour on our roads
- System managements
 - Develop a management system that reflects international best practice.



Under these five focus areas sit 15 initial actions, which are key to laying the foundations for *Road to Zero's* 10-year change programme, with the delivery of some actions continuing over the term of the Strategy. A new Action Plan will be developed for 2023 – 2025.

This includes an action to strengthen governance and oversight for road safety

Strengthening system leadership, support and co-ordination is a key action under the initial action plan. This includes strengthening national governance arrangements for implementing *Road to Zero*, and improving coordination between agencies.

The Interim Evaluation of Safer Journeys¹ also found that this is necessary to really drive the reduction of deaths and serious injuries on our roads. Strong leadership from central government is essential for a good road safety system. This newly formed Ministerial Oversight Group and the overarching governance structure aims to respond to this area of focus.

Purpose of the Ministerial Oversight Group

The Ministerial Oversight Group is at the head of the overall governance structure for the Strategy. Its role and responsibilities, and how they interrelate to the other layers of governance around *Road to Zero* are laid out in the table below:

Function	Responsibilities	What does success look like
<p>Road to Zero Ministerial Oversight Group</p> <p>Chaired by the Minister of Transport, with representation from the Ministers of Workplace Relations and Safety, ACC, and Police</p> <p>Other Ministers will be engaged where there are cross portfolio linkages</p>	<p>Ultimate accountability for the delivery of the Road to Zero strategy</p> <p>Sets the strategic direction and priorities in advancing national road safety priorities</p> <p>Shape, influence and drive the delivery of policy reform to advance road safety performance</p> <p>Supports co-ordination across portfolios to enable the delivery of Road to Zero priorities</p>	<p>Ownership and accountability for the delivery of national road safety performance</p> <p>Advancement of key policy changes that will influence long-term improvements in road safety</p> <p>Effective co-ordination across Ministerial portfolios relevant in the delivery of priorities within Road to Zero</p>
<p>Road to Zero Chief Executive Group</p> <p>Chaired by the Secretary for Transport, with Chief Executive representation from Waka Kotahi, NZ Police, WorkSafe New Zealand, and ACC.</p> <p>Other related agencies will be incorporated into the group as required, such as the Ministry of Social Development and the Ministry of Justice</p>	<p>Provides strategic advice to Ministers on delivery and performance risks – this includes maintaining 'the big picture' and line of sight between strategic priorities and delivery</p> <p>Oversees and monitors performance against strategic priorities and performance indicators in Road to Zero</p> <p>Enables effective co-ordination and integration across central and local government and key sectors in the delivery of Road to Zero</p> <p>Oversee strategic projects essential to the delivery of the Road to Zero priorities and targets</p>	<p>All Chief Executives own, advocate and lead the vision, priorities and xx in Road to Zero</p> <p>Performance and implementation risks to the delivery of Road to Zero are proactively managed</p> <p>Agencies and participants are made accountable for the delivery of road safety priorities and performance</p> <p>Clear levers are established to influence and shape the delivery of outcomes across the system</p> <p>Effective and regular assurance to improve system performance</p>

¹ Safer Journeys was the road safety strategy prior to *Road to Zero*.



	<p>Receive regular insights to enable effective monitoring of road safety performance and implementation risks</p> <p>Undertake assurance across the system to assess capacity and capability to support delivery</p>	
<p>Road to Zero Deputy Chief Executive Group</p> <p>Chaired by the DCE System and Regulatory Design, with representation from road safety partner agencies</p>	<p>Supports the effective delivery of directions and decisions from Ministers and Chief Executives</p> <p>Establish and maintain operational relationships to support effective delivery of priorities and activities in Road to Zero</p> <p>Monitors operational performance across agencies against Road to Zero priorities and performance expectations</p>	<p>Clear and integrated channels for enable co-ordinated delivery across agencies</p> <p>Operational delivery and excellence is driven in line with the strategic direction set by Ministers and Chief Executives</p>
<p>Road to Zero Secretariat</p>	<p>Provides effective, high quality advice on the delivery and performance of the Road to Zero strategy and action plan</p> <p>Identifies and escalates potential delivery risks and co-ordination issues to governance</p>	<p>Supports the effective and efficient operation of governance and decision making</p> <p>High quality and timely insights to support effective governance</p> <p>Draws linkages across the system to identify opportunities and risks in the delivery of Road to Zero</p>

Meetings

The Ministerial Oversight Group will meet a minimum of once each quarter, after the meetings of the Chief Executive Governance Group. Te Manatū Waka Ministry of Transport will provide Secretariat functions.

Membership

The Ministerial Oversight Group is membership comprises of the:

- Minister of Transport (Chair)
- Minister of Police
- Minister of Workplace Relations and Safety
- Minister of ACC
- Other Ministers and guests as required.

A delegate may take the place of a Ministerial Oversight Group member if they are unavailable. The expectation is that the member and the delegate would meet before the meeting to reach a portfolio position on whatever is planned to be discussed. A delegate is required to act in the full capacity of whom they are delegating e.g. carry decision rights.



There are a number of other agencies and stakeholders who will play important roles in achieving the targets set out by the Strategy

Other agencies such as the Ministry of Social Development and the Ministry of Justice also have key roles to play if we are to achieve the road safety targets Road to Zero aims for. There are also other interested partners, including local government, and stakeholders, such as the AA, Bus and Coach Association, and Iā Ara Aotearoa Transporting New Zealand, that are critical to supporting delivery in the wider system.

Periodically, Ministers for these agencies or stakeholders may be asked to attend meetings for matters relevant to their responsibilities.

Confidentiality

Members of the Ministerial Oversight Group should assume that material provided for meetings is confidential except where specifically denoted otherwise, and treat information accordingly.

The obligations of confidentiality do not apply where disclosure of information is required by law.

Reporting

The Road to Zero Secretariat will be responsible for preparing reports for the Ministerial Oversight Group. These reports will provide status updates on progress against the *Road to Zero* Action Plan and performance indicators.

Risk management

The Ministerial Oversight Group is responsible for mitigating portfolio level risks to the Strategy. It can do so in a number of ways including helping to indicate or direct priorities where trade-offs put delivery at risk, where appropriate over the lifetime of the Strategy. The respective Programme Sponsors across partner agencies will manage day-to-day risks on a workstream/project level.

Amendments to the Terms of Reference

This document is intended to be a living document and will be evaluated and amended periodically.

No amendments to the Terms of Reference will be effective unless it is in writing and agreed to by the Ministerial Oversight Group.

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Road to Zero Ministerial Oversight Group

Quarterly Progress Report
September - December 2021

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New Zealand Government



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 **AMBER**, 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:

- Road policing prevention and enforcement activities not at 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.

The provisional road related deaths for 2021 was 320, with 17 fatalities over the recent Christmas and holiday period as compared with 11 in the year prior. The level of harm on the network remains high.

Cross-Agency national governance has now been established which is expected to drive stronger alignment, coordination and delivery across partner organisations.

In response to meeting road policing activity levels, NZ Police have established the Safe Roads Control Action Group to ensure delivery of the Safe Roads Control Strategy which aligns operational delivery with the Road to Zero and Road Safety Partnership Programme (RSPP) outcomes and measures.

In response to median barrier forecasted shortfalls, Waka Kotahi is investigating opportunities for further optimisation on high-risk areas of network with a goal to achieving greater longer-term delivery of higher order Safe System infrastructure interventions.

There is now increased momentum from Te Manatū Waka, with a number of policy-related activities being progressed across driver licencing, speed management, vehicle safety, road safety penalties, drug driving and motorcycle safety.

The new Public Awareness campaign is on track for a revised launch of 13 February 2022 and is designed to encourage public buy-in to Vision Zero and help build social licence.

Despite current levels of performance and delivery challenges, there is strong appetite and commitment across partners to achieve the 2030 target.

Insights

- Reporting of forecasted estimates and funding certainty following the release of National Land Transport Programme funding figures for the Road to Zero Activity Class has meant a clearer trajectory picture which will allow visibility and treatment of projected shortfalls
- Modelling shows the following key interventions will have the greatest effect in reducing deaths and serious injuries under Road to Zero:
 - safe and appropriate speed limit changes
 - strengthened Police prevention and enforcement
 - safe system road infrastructure
 - automated camera enforcement; and
 - improved safety of the vehicle fleet.

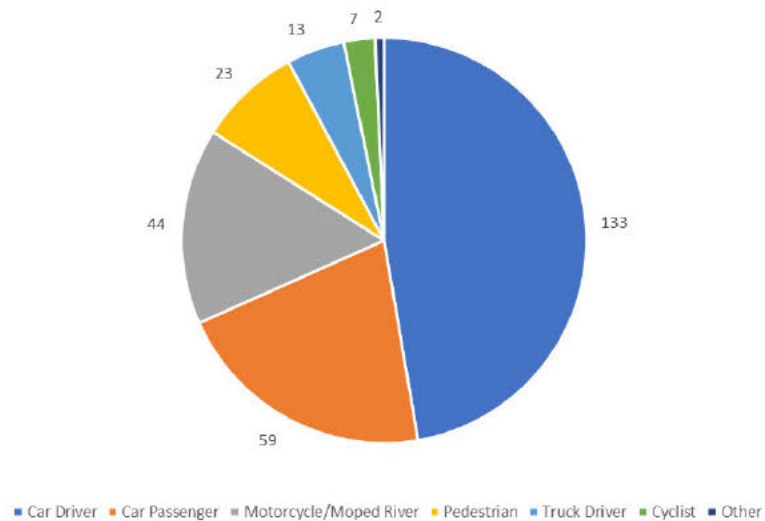
Key risks and opportunities

- COVID-related activities are placing strain on capacity of NZ Police to meet other areas of demand, including road policing. Around 10,000 hours/week were lost at the height of the COVID response
- 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

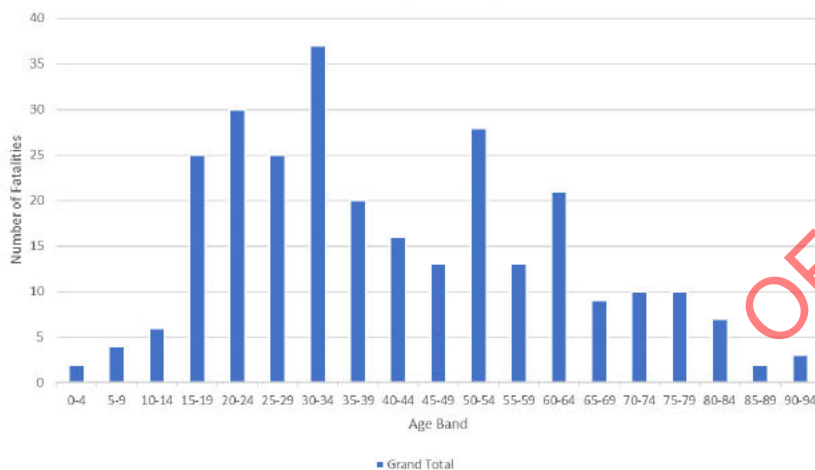
Provisional New Zealand road fatalities for 2021

As at 11 January 2022, provisionally there were 320 road fatalities on New Zealand roads from 287 fatal crashes in 2021

2021 Fatalities by Road User Type

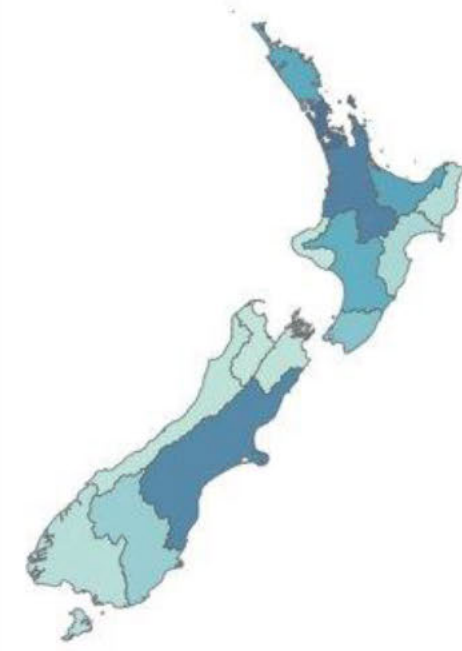


2021 Fatalities by 5-Year Age Band



Regional (road deaths and crashes)

Region	Crashes	Fatalities
Auckland	53	59
Bay of Plenty	33	35
Canterbury	38	49
Gisborne	6	6
Hawkes Bay	9	9
Manawatu-Wanganui	25	30
Marlborough	3	3
Northland	30	33
Otago	13	14
Southland	5	5
Taranaki	2	2
Tasman	1	1
Waikato	48	51
Wellington	18	20
West Coast	3	3
Grand Total	287	320

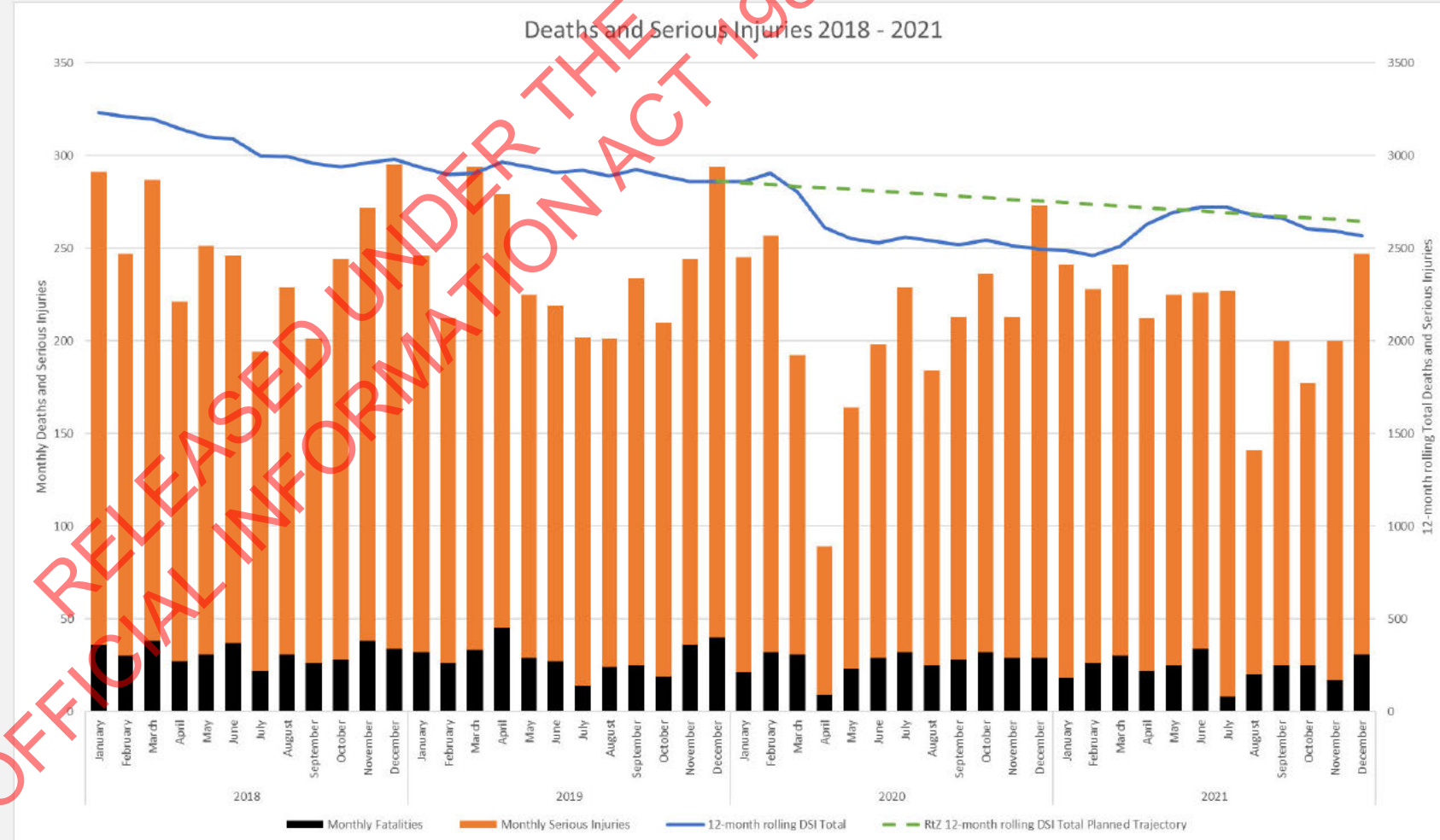


- Regions across New Zealand that experienced the greatest number of fatalities in 2021 include Auckland (18%) and Waikato (16%) in the north island and Canterbury (15%) in the south island.
- High speeds are a significant contributing factor to fatalities on both State highways and local roads.

Deaths and Serious Injury Outcome Reporting

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

- The rolling 12-month deaths and serious injuries saw a sharp reduction back in April 2020 due to Covid, with significantly less vehicle travel when the country went into lockdown levels 3 and 4
- The rolling 12-month deaths and serious injuries trendline returned to above the 40% projected deaths and serious injuries target trendline in May 2021
- It is expected that recent trends will still be affected by lower levels of travel associated with various Covid lockdown levels in place around the country over the previous 12 months
- 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 18th January 281 fatalities were recorded in CAS for 2021, 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 prevention and enforcement activity targeting high risk areas of restraints, impairment, distraction and speed, particularly focusing on increased speed and alcohol enforcement, e.g. roughly doubling the number of passive and screening breath tests from 2018/19 levels	Not yet at necessary rate. Abstractions to meet COVID related policing demand have meant NZ Police has not been able to meet road safety targets as staff have not been available. COVID has also made it harder to breath test due to safety requirements	Orange
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	Orange
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	Orange
Rolling out the equivalent of ^{s 9(2)(f)(iv)} new safety cameras ^{s 9(2)(f)(iv)} _{s 9(2)(f)(iv)}	Roll out of cameras delayed	Orange
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	Red
Full uptake of motorcycle antilock braking system	Legislation changes implemented	Green
Double the use / uptake of alcohol interlocks	Not yet progressed, proposed for further policy investigation work under Action Plan 2023-25 to improve uptake rates	Red
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	Orange

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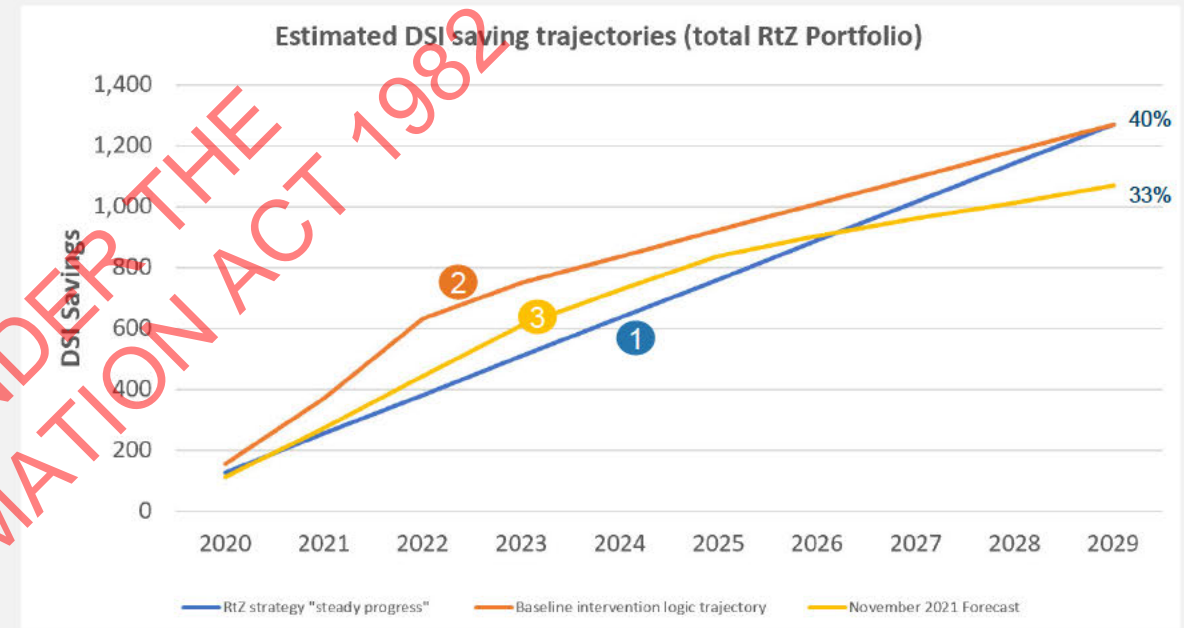
40% Reduction Target Forecast Trajectory

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

Our best estimate based on currently available information for key interventions is that we are currently on a trajectory towards a 30-35% target. This 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, largely due to an overdelivery on Speed Management treatments, and underdelivery on Infrastructure treatments
- **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
- The Speed and Infrastructure Programme has indicated 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

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

- Green
- Amber
- Red
- ✚ High DSI

Infrastructure improvements and speed management

Improve road safety of our cities and regions through 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

Highlights this Quarter

Speed & Infrastructure

- Revised Speed and Infrastructure programme for 2021/24 National Land Transport Programme is progressing

Safety Camera System

- Positive independent quality assurance review of the programme received
- System and hardware Procurement progressing
- Financial component of the due diligence of New Zealand Police operations completed

Speed Management

- National Speed Campaign launched
- Ministerial briefing to inform changes arisen from Speed Limit Rule consultation
- Aotearoa Speed Management Guide under development with stakeholder engagement

Infrastructure Standards & Guidelines

- Urban Street Design Guideline published
- Standard Safety Intervention Toolkit published
- Pedestrian Network Guidance released

Accessible Streets

- Final policy advice on Accessible Streets Regulatory Package provided to the Minister of Transport

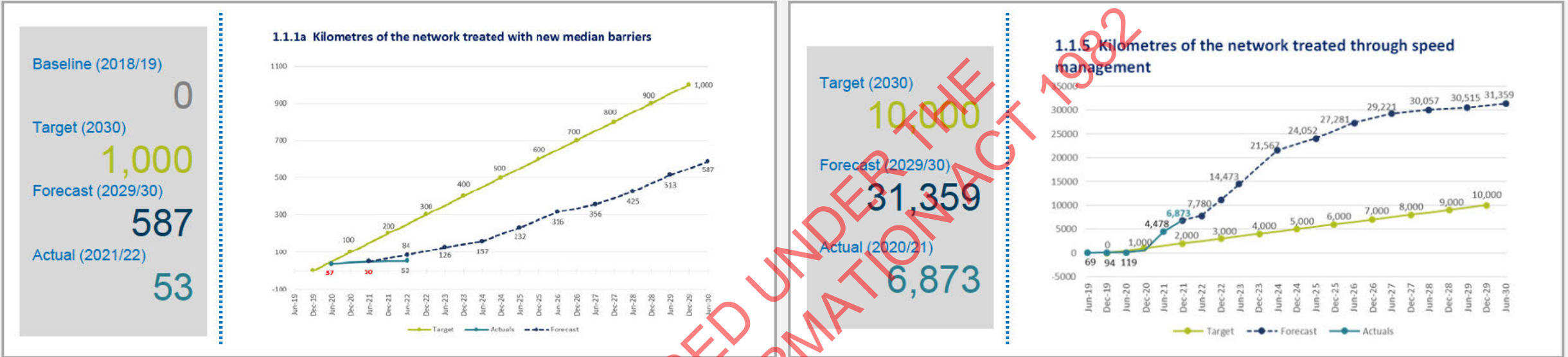
Next Quarter Activities

- Finalise the draft Aotearoa Speed Management guide and information to support the new Speed Limits Rule
- Continue work to prepare submission of the new Speed Limit Rule to Cabinet ^{s 9(2)(f)(iv)}
- 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
- Consultation and engagement with Waka Kotahi and NZ Police personnel on high level organisation design for safety camera functions
- Safety Camera Indicative business case development
- Safety Camera Gateway Review conducted by review team appointed by the Treasury
- Fully replacing the current mobile camera fleet with the lease of 45 new mobile cameras
- Te Manatū Waka expects to provide a final version of the Tackling Unsafe Speeds Cabinet paper and the updated Regulatory Impact Statement to go to the Minister of Transport

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 and Tackling Unsafe Speeds Package. Te Manatū Waka committed to progressing these packages in the first half of 2022

Focus Area 1 - Supporting Intervention indicator reporting



The strategic target for new median barriers under the Speed and Infrastructure Programme is 1,000kms by 2030. The actual length of road network treated with new median barriers to date is 53kms including installations that were undertaken under the 2018-21 Safe Network Programme.

The decade long forecast delivery of median barriers is well below the target (587kms by 2030). This is based on a realistic programme of activity, however will result in high risk areas of the network not effectively treated. It is clear that we need to change how we prioritise different interventions on corridors and how we approach delivery. Speed and Infrastructure Programme are focused on lifting this component of the programme.

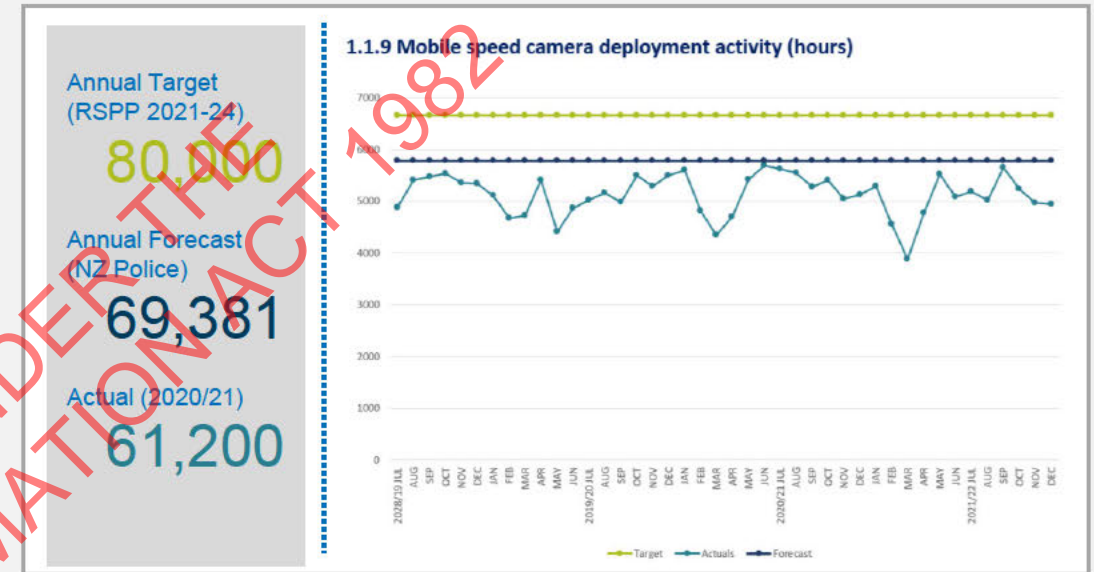
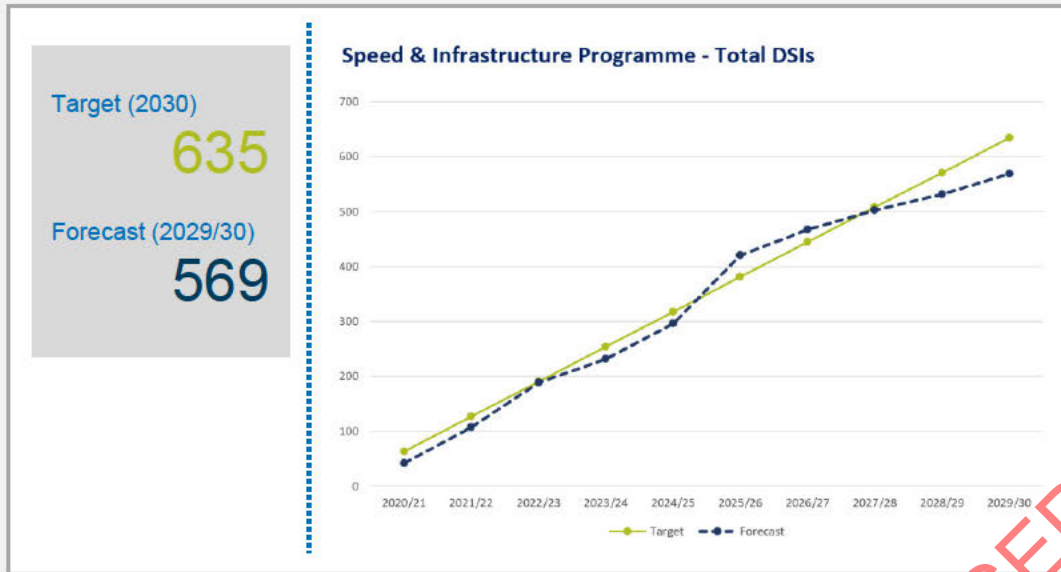
The NLTP 2021-24 indicates that Speed and Infrastructure Programme intends to install approximately 183kms of median barriers over the next three years.

The strategic target for the Speed and Infrastructure Programme is 10,000 kms of highest risk roads treated by 2030. The total length of network treated to date is 6,873km including installations that were undertaken under the 2018-21 Safe Network Programme. Of this, 671 km was on the State highway and 6,202km on local roads.

A total delivery of 31,359km is forecasted by 2030, driven predominantly by Local Authorities who are forecasting 17,000km of speed changes in the current 3-year period alone, with another 3,000km of changes on State highways. The total forecast includes a mix of road risk profiles, including a minimum of 10% of highest risk roads (10,000km) forecasted to be delivered by 2030.

While the short-term delivery is considered ambitious (and requires further validation), over the balance of the 10 years and with the help of the new Speed Rule and Guide the total is considered achievable.

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

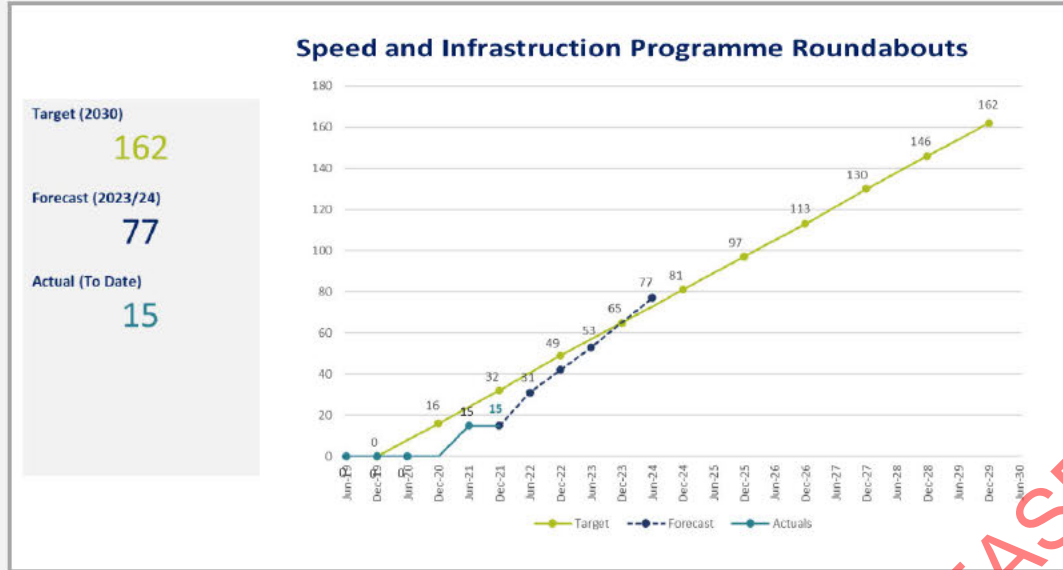
Waka Kotahi will consider further programme optimisation for higher risk areas of the network with a view to closing this gap through implementation of higher order infrastructure interventions.

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 as previous levels were achieved with more full-time equivalent resourcing. 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 program

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 first five cameras are due to be deployed in March 2022, with the remaining 40 cameras deployed by mid-2022.

Focus Area 1 – Supporting Intervention indicator reporting



15 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.

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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

- Scoping a package of safety technologies that could be required on vehicles entering the fleet. Preparation to prepare initial advice on a proposed approach and high-level options for vehicle safety standards and other matters relating to vehicles. High level engagement with sector representatives

Increase understanding of Vehicle Safety

- Safety rating label printing at 90% of the mandatory Fuel Efficiency label printing rate, indicating, however physical display on vehicles not yet tested
- Consumer campaign to encouraging looking for safety rating labels launched
- Safety rating methodology completed for vehicles yet to enter New Zealand
- Rightcar website updates launched
- Annual Safety Rating data update published, consultation with industry underway about focus on road safety for all road users, not just vehicle occupants

Anti-Lock Braking Systems for Motorcycles

- Communications for final step of anti-lock braking system for motorcycles complete

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
- Public relations campaign on safety rating labels for social, print and radio

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

- Engaging with Ia Ara Aotearoa to develop Terms of Reference for a fatigue Code of Practice
- Te Manatū Waka through the discussion document “Driving Change: Reviewing the Road User Charges System” has taken the opportunity to consult on an action from the Road to Zero Strategy around the costs and benefits of combining electronic road user charges devices with electronic logbooks
- 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

- Fleet page in Rightcar website live
- Rightcar Fleet page and tool as well as the shift-worker driver fatigue tool promoted to the Electrical Engineers Association
- Gig economy research program underway

Review roles and powers of regulators

- Initial scoping work underway on proposal to designate Waka Kotahi as the health and safety regulatory for the land transport system

Next Quarter Activities

- Engagement and public feedback on the 'Driving Change: Reviewing the Road User Charges System' discussion document - consultation period ending 28 March 2022
- Progress 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
- Progress policy analysis on designating Waka Kotahi as a health and safety regulator for the land transport system, with an expectation findings will be presented to Minister(s) in first half of 2022
- Scoping is underway to progress work time requirements for commercial operators. Initial advice will be provided to the Minister of Transport by June 2022

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 chargers, 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

- Road Safety Partnership Programme (2021-24) published
- Te Manatū Waka finalised an independent review into road safety investment and delivery

Drug Driving Testing

- The Land Transport (Drug Driving) Amendment Bill) awaiting Committee of the Whole House. Police planning for implementation is underway.

Driver Licensing and Training

- s 9(2)(f)(iv)

Motorcycle Safety

- Te Manatū Waka progressing an initial Ministerial briefing on the Motorcycling Licensing Review
- Since Ride Forever inception, 43,988 courses have now been delivered to **28,016 unique riders**, approximately 21.5% of the active riding community (est. 130,000 riders)
- Motorcycle Riders who undertake Ride Forever Training are 50% less likely to make a claim with ACC when compared to non-trained riders.

Road Safety Penalties

- Te Manatū Waka provided advice on options for strengthening road safety penalties and supporting alternative pathways to compliance

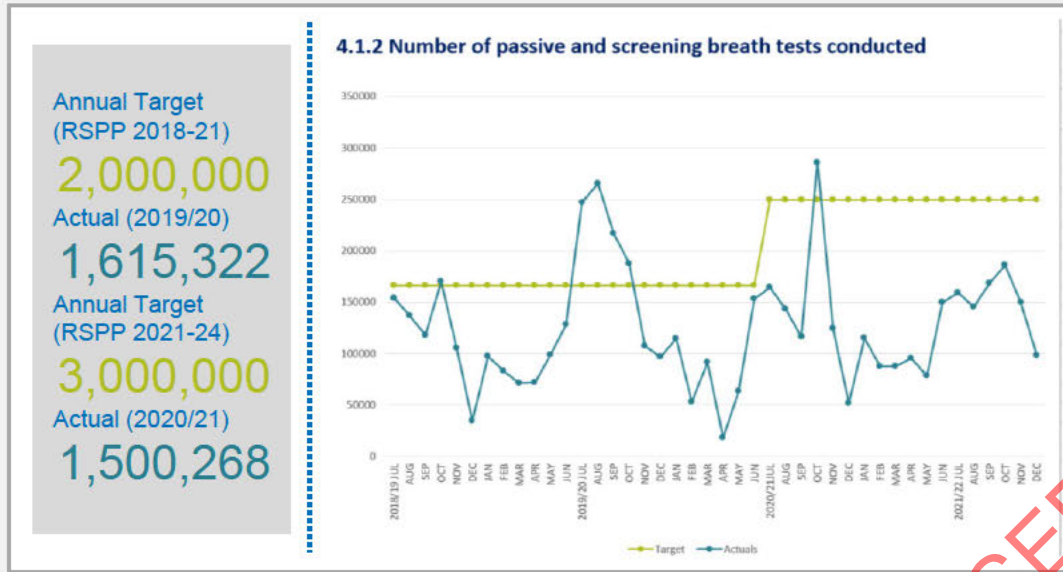
Next Quarter Activities

- Development of Road Safety Partnership Programme Action Plan / Road Map for 2021/22
- Commencement of the Road to Zero Chief Executive's Group receiving regular updates on how progress is tracking against the recommendations outlined in the Road Safety Investment and Delivery Review (refer Appendix 2)
- Drug Driving Bill planned to pass in the first quarter 2022 (subject to House priorities). There will be 12 months implementation before the regime comes into force
- Te Manatū Waka will develop a public discussion document and Cabinet paper for the Road Safety Penalties Review, following further direction from the Minister of Transport on the initial proposals for the package

Insights, Risks & Opportunities

- Improved performance by NZ Police is critical to support progress against this Road to Zero target
- Cross agency work underway across Te Manatū Waka, Ministry of Social Development, and Waka Kotahi to strengthen access to the driver licensing system
- 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
- Public support for our recommended changes to the penalties regime may be mixed. Robust communication and engagement will be critical to the success of this review
- The outcome of the independent review into Road Safety Investment and Delivery provides an opportunity to strengthen investment across key areas critical to achieving the Road to Zero targets
- 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

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 3,000,000. 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 downloaded that month.

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 30,000 restraint offences is short by 12,401 offences.

The number of deaths and serious injuries for passengers and drivers where the injured person was recorded as not wearing a seatbelt for July to September 2021 was 71. This represents around 13% of all DSIs recorded during this period.

Focus Area 4 Supporting Intervention indicator reporting

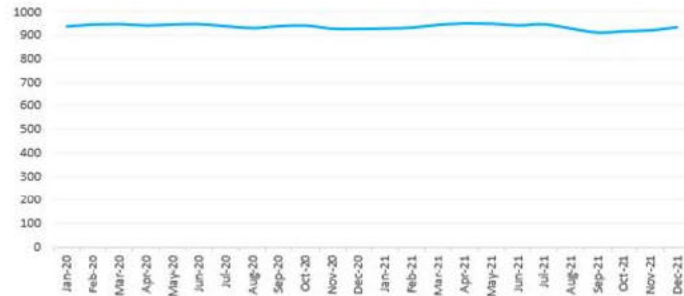
Annual Target
(RSPP 2018-21)

1070

As at (31/12/21)

1060

4.1.1 Number of sworn staff dedicated to road policing



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 December 2021, dedicated road policing FTEs sat at 1060, with 934 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.

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

During the 2020/21 fiscal year:

Proceedings for Illegal Street Racing;	
Prosecution	1,055
Referral to Te Pae Oranga	6
Referral to Youth Aid	119
Infringements	59
Proceedings for Failing to Stop for Police;	
Prosecution	2595
Referral to Te Pae Oranga	25
Referral to Youth Aid	179

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 RSPP. We are tracking above this number as detailed above.

NZ Police target high risk drivers, including repeat drink drivers, through prevention and enforcement. 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

- New governance structure for Road to Zero has been established
- Road to Zero Chief Executives have met and confirmed Terms of Reference and priorities for the Road to Zero Chief Executive Governance Group
- Appointment of the Director, Road to Zero. The role will provide critical support to enable system integration and co-ordination over the implementation of Road to Zero
- Road to Zero portfolio dashboard prototype produced to provide a central view of Road to Zero performance metrics
- Development of the next Road to Zero Action Plan 2023-2025 commenced
- Project planning commenced to address opportunities to improve Māori road safety outcomes following the release of He Pūrongo Whakahaumaru Huarahi Mō Ngā Iwi Māori (Māori Road Safety Outcomes Report) in August
- Vision Zero Foundations course successfully piloted and 2022 roll-out planned
- Annual Public Attitudes and Perceptions Survey undertaken, providing an opportunity to see if there has been any shift in Vision Zero Awareness (previously 11%) and a belief that zero deaths and serious injuries will be achieved by 2030 (only 24%)

Next Quarter Activities

- Launch of the Road to Zero Public Awareness Campaign (13 February 2022)
- Draft Second Road to Zero Action Plan will continue to be developed, aiming to be presented to Cabinet June 2022.
- External launch of Regional Road Safety Dashboard March 2022
- Pilot of Safe System Crash Investigations progressing, including trial run of the system on the Timaru fatality in August
- Vision Zero 2050 network modelling progressing to inform longer term system outcomes
- Second annual Road to Zero Monitoring Report being drafted. Aim is to publish by June 2022, with a draft available to the Minister of Transport by the end of March 2022
- Work progressing to strengthen governance reporting and insights over the delivery of the Road to Zero strategy and action plan.
- Publishing of the Public Attitudes and Perceptions survey findings

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

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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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.

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	
RSP	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	8224
													Deaths	159	1028
													Serious Injuries	1111	7196

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	
RSP	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	6955
	Deaths												Deaths	134	869
	Serious Injuries												Serious Injuries	937	6085

- 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
- 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.

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 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 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

SAFE ROADS

Control Strategy

2021

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E tū ki te kai o te waka,
kia pūta koe e ngā ngaro o te wā



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa



NEW ZEALAND
POLICE

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PURPOSE OF THIS DOCUMENT

The Safe Roads Control Strategy is New Zealand Police's overarching framework to achieve our goal of Safe Roads – preventing death and injury with our partners. This strategy is evidence based and supports the wider government strategy of Road to Zero, a New Zealand where no one is killed or seriously injured in road crashes.

This strategy defines how key business units in Police contribute to desired outcomes and how we can effectively partner with the public and private sector to achieve mutually beneficial outcomes. The VIPERS plan sets specific performance expectations that align with the Road Safety Partnership Programme and defines ownership of key activities that is expected will make the most significant impact in preventing harm on our roads.

The Safe Roads Control Strategy is owned by Strategic Tasking and Coordination and will be updated quarterly.

PRINCIPLES OF THIS STRATEGY

- » Humanity and fairness
- » Informed decision making
- » Supported resolutions to be used whenever appropriate
- » Strengthening partnerships
- » General deterrence - correct dosage, unpredictability and full network coverage
- » Our mindset for policing our roads is focussed on behaviour change for improved road safety outcomes

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TĀ TĀTOU UMANGA OUR BUSINESS

POLICING BY CONSENT – To have the trust and confidence of all

Our Vision: 

To be the safest country

Our Goals: 

Safe Homes

Safe Roads

Safe Communities

Te Huringa O Te Tai

Ngā Pou – Our three strategic pillars: 

Pou Mataara

Our people and their mind-set

We will continue the focus on building our people, their skills, knowledge, mind-set and performance, through this strategy and leverage the Police High Performance Framework, to deliver better and more effective outcomes for Māori, Iwi, and our communities.

Pou Hourua

Effective partnerships

Māori need to be acknowledged as Treaty partners, rather than stakeholders and as such, Māori staff, communities, service providers, and Iwi leaders must be involved at all levels of designing, planning, and delivery. However, it is important to recognise the resource imbalance between the Māori and the Crown and that we ensure that our partners have the necessary capacity and capability to participate.

Pou Mataaho

Effective Initiatives and improved practice

We will focus on a whānau ora approach of co-design and joint delivery of initiatives with Iwi Māori. We will use an evidenced-based approach to concentrate our efforts on programmes that have proved successful for Māori.

Our Priorities: 

Be first, then do

We will change the support provided to front-line decision makers – about how and whether to respond to an event, and whether to lay charges or explore supported resolution pathways – with a view to balancing the short-term response to criminal activity with a longer-term reduction in harm and offending.

<https://tenone.police.govt.nz/page/te-huringa-o-te-tai>
<https://tenone.police.govt.nz/page/be-first-then-do>

Focused prevention through partnerships

Our focus will be on helping our partners to be successful, such that we can feel confident that there are appropriate service and referral mechanisms in place for those individuals we identify who require services or interventions to prevent future offending.

<https://tenone.police.govt.nz/page/te-huringa-o-te-tai>
<https://tenone.police.govt.nz/page/focusedprevention-through-partnerships>

Deliver the services New Zealanders expect and deserve

Our focus will be on ensuring we truly understand the needs and expectations of our communities – recognising that every community is different - and delivering an exceptional policing service in response to those needs and expectations.

<https://tenone.police.govt.nz/page/te-huringa-o-te-tai>
<https://tenone.police.govt.nz/page/deliverservices-new-zealanders-expect-and-deserve>

Our Values:

 Professionalism

 Respect

 Integrity

 Commitment to Māori & the Treaty

 Empathy

 Valuing Diversity



TĀ TĀTOU RAUTAKI OUR STRATEGY

PREVENTING HARM ON OUR ROADS

	General Deterrence	Specific Deterrence	Specialised/Intensive Focus
Our role:	Strengthen general deterrence for key risky driving behaviours. Drivers are motivated to comply not because they are caught, but because they believe the chances of being apprehended are high everywhere	Achieve specific deterrence where road users change their behaviour as a result of first-hand experience with apprehension and/or sanction	Identify high risk drivers, provide proactive interventions to support and incentivise behavioural change and reduce opportunities for offending
How we will achieve this:	Combining intensive and difficult to anticipate prevention and enforcement activity. This means planned, reactive and opportunist activity will contribute to general deterrence	Undertaking targeted and factual prevention and enforcement that deploys to risk and deterrence activities	Undertaking targeted prevention and enforcement that reduces the opportunities for high risk drivers
Activity required to be successful:	<p>Undertaking high visibility and covert enforcement activities targeting high harm driving behaviours by using evidence-led tactics</p> <p>An 'all of Police' approach to policing our roads – "see something, do something"</p>	<p>The right activities at the right times, and at the right volume</p> <p>Educating motorists about the effects and risks of trauma contributing offences at every opportunity</p>	<p>Reducing opportunities for high risk drivers and high harm driving behaviours</p> <p>Provide referrals to specialist groups or support services, particularly in relation to driver licensing and alcohol and drug dependencies</p>
Enablers to achieve this:	Ensuring our people are trained, feel safe, and are enabled and equipped to undertake road safety directed activity	Ensuring prevention and enforcement activity is evidence-led and focused on identified risk, quality intervention and is tactically and operationally appropriate	Ensuring our people understand and apply procedural justice principles as an effective tool to improve wider social and justice outcomes

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Activity required to be successful:

- » Understanding and delivering against cross functional training needs of our people
- » Recognising and utilising opportunities for partially funded road safety resources to deliver meaningful and effective road safety activity
- » Senior leadership demonstrating a commitment to policing our roads as a core part of our business
- » All of our people applying appropriate enforcement action for trauma contributing offences
- » Continue to build on our evidence base of what works

- » All of our people undertaking consistent, fit-for-circumstance enforcement that delivers better road safety outcomes
- » Effectively partnering with the public and private sector to achieve mutually beneficial outcomes
- » Effectively partnering with the public and private sector to provide specialist support services after Police referral eg. Driver licensing providers
- » Districts understand the important role and accountabilities they have to delivering better road safety outcomes

We won't:

- » Target high volume regulatory enforcement where it disproportionately impacts vulnerable communities
- » Be unnecessarily punitive
- » Provide intervention services

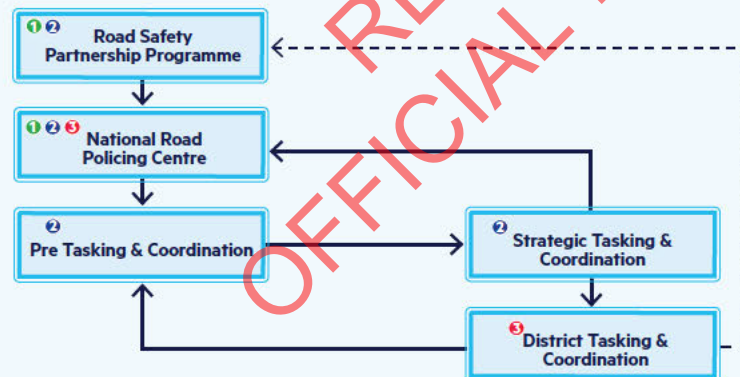
But we will:

- » Operate without bias focus on RIDS offending to ensure we are effective in reducing death and serious injury
- » Instead focus on procedural justice and sound discretionary decision making with a view to influencing safe behaviours and decision making
- » Refer appropriate candidates to external providers to address underlying problems

Performance measures: > All accountability measures are outlined in the Road Safety Partnership Programme

TASKING & COORDINATION LEVELS

Our national structure for coordinating Safe Roads operational activity



→ = Direct Reporting
- -> = Indirect Reporting

LEVELS	
1	Long Term » Government Policy Statement » Road to Zero
2	Medium Term » RSPP » Control Strategy
3	Short Term » Weekly Monitoring » Performance Oversight » Key Relationships » Partnering Activities



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DISTRICTS

TĀ TĀTOU WHAKAMAHI OUR OPERATING MODELS & LEVELS

WHAT WE NEED AND HOW WE ARE ORGANISED TO DELIVER

» Role

Road Policing Managers

- » Provide direction to our people on prioritising enforcement activity that addresses harm contributing offences over regulatory enforcement and deployment models that appropriately recognise and respond to risk
- » Influence and support the partially funded road safety resources to improve their understanding of how they can contribute to road safety
- » Ensure prevention and enforcement activity is focused on identified risk, quality intervention and is tactically and operationally appropriate
- » Ensure existing policies and procedures for supported resolutions are understood by our people and offered for all appropriate traffic offences
- » Maintain partnerships with road controlling authorities, road safety sector partners and applicable community groups

District Leadership Teams

- » Recognise where the opportunities are for partially funded road safety resources to deliver meaningful and effective road safety activity
- » Demonstrate a commitment to policing our roads as a core part of our business for all parts of the business
- » Ensure Districts' RP teams are fully resourced

Fully Funded Road Safety Resources (RP*)

- » Effectively contribute to road safety outcomes by undertaking and supporting road policing activity that is directed to harm contributing offences
- » Understand and apply procedural justice principles as an effective tool to improve wider social and justice outcomes
- » Undertake targeted prevention and enforcement that deploys to risk and deterrence activities

District Intelligence

- » Conduct environmental scanning that looks at demand, prevention and operational activity specific to District/Area to inform deployment activities
- » Provide local, and event specific intelligence and insights on high risk/priority drivers, locations and risk
- » Provide support for road safety operations

Partially Funded Road Safety Resources (Non-RP)**

- » Effectively contribute to road safety outcomes by undertaking and supporting road policing activity that is directed to harm contributing offences
- » Understand and apply procedural justice principles as an effective tool to improve wider social and justice outcomes
- » Undertake randomised, high visibility, opportunist prevention and enforcement that contributes to general deterrence

MRMs/ILOs

- » Build key partnerships with iwi and communities that are effective and focused on prevention opportunities
- » Contribute to building our people, their skills, knowledge, mind-set and performance, by meaningful engagement with Police staff to help develop understanding for better outcomes for iwi, Māori and communities
- » Support opportunities to emphasis Supported Resolution referrals

» Activities & Functions

- » Actively manage deployable road safety resources
- » Recognise and utilise cross functional training opportunities for our people
- » Ensure our people understand why and what road safety activities are meaningful
- » Lead by example by way of regularly undertaking policing our roads activity to motivate high performance and model behaviour
- » Collaborate with the District Leadership to deliver meaningful road safety outcomes

- » Use intelligence to inform deployment decisions
- » Ensure rotations of our people are deliberate in how they are executed and based on cross functional skills enhancement and that any abstractions are fair, deliberate and informed
- » Ensure partially funded road safety resources provided meaningful and proportionate contributions to road safety outcomes
- » Actively manage full RAT for fully funded RP positions

- » Participate in cross functional training opportunities and implement learnings in appropriate circumstances
- » Apply the graduated response where appropriate (engage, educate, encourage, enforce)
- » Collect and submit robust intelligence notings on high harm behaviour and locations
- » Provide referrals to specialist groups or support services, particularly in relation to driver licensing and alcohol and drug dependencies

- » Provide intelligence products to the District Tasking and Coordination to inform deployment decisions

- » Participate in cross functional training opportunities
- » Apply the graduated response where appropriate (engage, educate, encourage, enforce)
- » Collect and submit robust intelligence notings on high harm behaviour and locations
- » Provide referrals to specialist groups or support services, particularly in relation to driver licensing and alcohol and drug dependencies

- » Support iwi partners to ensure capability and capacity to work with Police
- » Ensure road safety initiatives are effective and appropriately consulted before being actioned
- » Work collaboratively with RPs to ensure consistent approach to prevention activity, recognition and promotion of Māori aspirations for road safety

* Fully funded road safety resources refer to positions fully funded through the National Land Transport Fund appropriation (Such as HWP, IPT, STU, SCU)
** Partially funded road safety resources refer to all other positions



NATIONAL

	National Road Policing Centre	Evidence Based Policing Centre	Deployment + Intelligence Services	Iwi & Communities	Policy & Partnerships	Royal NZ Police College	Media & Communication
» Role	<ul style="list-style-type: none"> » Lead with a commitment to Our Business, the Road Safety Strategy, Road to Zero and Te Huringa o Te Tai » Ensure Districts are fully aware of their demand, key accountabilities and support them to deliver effective road safety activities » Ensure Districts are provided with appropriate and maintained tools/equipment to effectively police our roads » Ensure monitoring, evaluation and innovation form the basis of a continuous learning and improvement approach » Ensure Operational and Programme delivery are evidence-led and guided by our connections to Districts, our communities, Iwi Maori and the wider road safety sector 	<ul style="list-style-type: none"> » Provide Police with insights into what does and does not work, evidence-led guidance and integrated performance reporting » Test existing and proposed Police practices to guide and inform the choices of decision-makers with approaches and tactics proven to reduce road related harm » Develop prevention focused activity that includes road safety as a harm contributing offence type » Support NRPC with research and evaluation 	<ul style="list-style-type: none"> » Conduct environmental scanning that looks at demand, prevention and operational activity » Support NRPC with operational and strategic scanning of environment and quality reporting » Prioritise and deploy resources accordingly » Ensure the deployment model is leveraged to ensure RP deployment has the biggest opportunity to reduce harm 	<ul style="list-style-type: none"> » Provide strategic support, advice and guidance on strategies and maintain critical relationships with Iwi Maori » Ensure commitment to the principles of Te Tiriti o Waitangi and our obligations as good treaty partners » Ensure Supported Resolutions Coordinators are monitoring through-put of appropriate, timely road safety referrals 	<ul style="list-style-type: none"> » Contribute cross-government perspectives to inform, enhance and align Police's contribution to road safety focused legislation and policy development » Work with Police's partners to enable evidence-led solutions to inform cross government policy development associated frameworks and legislation 	<ul style="list-style-type: none"> » Develop future leaders' practice knowledge and understanding of what good road safety practices are » Grow, foster and role model the importance of road safety as a critical part of all policing activities » Ensure road policing training is incorporated into other trainings » Ensure appropriate, legitimate and credible professional learning and development opportunities 	<ul style="list-style-type: none"> » Provide advice to the organisation on political and strategic landscapes to include in our messaging » Provide evidence-led road safety messaging to the public to positively influence behaviour change » Provide support to Districts on key messaging, and reactive communications
» Activities & Functions	<ul style="list-style-type: none"> » Identify, prioritise and communicate national road safety targets and priorities » Develop and maintain key strategic and political partnerships » Maintain an evidence-led toolkit that supports Districts decision making, learning, leadership and operational activities » Forecast and anticipate emerging risks and demand » Ensure there is adequate funding for Police to deliver on road safety outcomes » Plan and coordinate national operations » Delivery of change initiatives identified to create an enabling environment for operational delivery » Support Districts Intelligence Units' access to the right data, techniques, and tools to develop robust inferences 	<ul style="list-style-type: none"> » Support NRPC with robust evidence reviews, evaluative functions and independent evaluation of projects » Collaborate with NRPC to undertake innovative research » Assist in developing partnerships with national and international academics who focus on road trauma reduction 	<ul style="list-style-type: none"> » Provide expert District-specific intelligence on high risk/priority drivers, repeat registration reports, offender management plans, graduated driver licence offences, locations and risk » Collaborate with NRPC on road safety related intelligence products 	<ul style="list-style-type: none"> » Understand their role and contribution to road safety » Develop close working relationships with communities and collaboratively build road safety solutions » Support MRMs and ILOs in Districts to ensure consistent approach to prevention activity, recognition and promotion of Maori aspirations for road safety 	<ul style="list-style-type: none"> » Identify cross-sector opportunities with partners and governance that will support Police to deliver Our Business » Collaborate with NRPC on the operational impacts of changes in policy » Utilise the road safety evidence-led platform to inform policy decisions 	<ul style="list-style-type: none"> » Deliver effective road safety training to meet needs in partnership with NRPC, RPMs and District » Assess and review training material to ensure it is up to date 	<ul style="list-style-type: none"> » Align to NRPCs messaging and support NRPC to deliver this messaging » Develop and provide a public facing engagement and communications plan in partnership with NRPC

OFFICIAL INFORMATION ACT



Outcome: Preventing harm on our roads. These activities are governed by Tasking and Coordination.

	Activities	Mahi Tahi / Ownership	Timeframe	Performance Measures	Pou Hourua: Effective Partnerships
Victims & Communities	<ul style="list-style-type: none"> » Improve our understanding of Māori over-representation in road policing statistics to understand + respond to reduce over-representation 	<ul style="list-style-type: none"> » NRPC supported by MPES, EBP, Iwi and external partners 	<ul style="list-style-type: none"> » Q3 	<ul style="list-style-type: none"> » Key statistics incorporated into the RSPP Operational Outcomes Framework » Complete multi-agency Action Plan for improving road safety outcomes for Māori 	<ul style="list-style-type: none"> » Acknowledgment of tikanga, kaupapa and mātauranga Māori and the inclusion of Te Ao Māori perspectives in all initiatives » Invest in evidence-led initiatives that meet Māori needs and aspirations
Insights	<ul style="list-style-type: none"> » Implement Offender Management Plans for Identified and profiled high-risk drivers » Embed the Strategic Insights and Deployment product 	<ul style="list-style-type: none"> » Districts supported by NRPC and Intelligence » NRPC 	<ul style="list-style-type: none"> » Q3 » Q3 	<ul style="list-style-type: none"> » Increased number of identified and profiled high-risk drivers for assignment to District » Increase in compliance offered and completed 	<ul style="list-style-type: none"> » Leverage local and agency partnerships to collect appropriate information and drive all-of-organisation activity » Support consistent product and process use nationally (scanning documents, Insight assessments etc.)
Prevention	<ul style="list-style-type: none"> » Continue to identify opportunities to support Graduated Driver Licence Services » Review TCO deployment models and develop a pilot framework » Launch Tāmaki Makaurau Inter-agency Tasking & Coordination pilot 	<ul style="list-style-type: none"> » NRPC and Policy and Partnerships » Districts supported by NRPC and Deployment » Tāmaki Makaurau and Auckland Transport supported by NRPC 	<ul style="list-style-type: none"> » Q3 » Q2/3 » Q2/3 	<ul style="list-style-type: none"> » Mobile camera deployment hours » Number of passive and screening breath tests » Number of RIDS operations (national) » Number of vehicle stops (3Ts) 	<ul style="list-style-type: none"> » Share resources and information (locally, regionally, nationally) for greatest impact » Connect Iwi and Police Initiatives to partner agencies and initiatives to influence policy decisions » Iwi, community, local and agency partners required to build enduring Interventions programmes will enhance our ability to improve long-term outcomes for our most vulnerable communities
Enforcement	<ul style="list-style-type: none"> » Prioritise activity and deployment models that address harm contributing offences over regulatory offences, and deliver at a level to meet deterrence principles (Continue Operation Deterrence activity) » Conduct high volume and targeted checkpoints for breath screening tests » Provide Districts with clear priorities and trends for restraint, impairment, distraction and speed offence detection, and manner of driving offences » Identify key outcomes and measures for Districts by providing a breakdown of expected activity levels to meet deterrence principles and ensure delivery against expected activity 	<ul style="list-style-type: none"> » District led by District Leadership Teams supported by NRPC » Districts » NRPC » NRPC 	<ul style="list-style-type: none"> » Q3 » Q3 » Q2/3 » Q2/3 	<ul style="list-style-type: none"> » Number of restraint offences » Number of drug impaired driver offences » Number of excess alcohol offences » Number of distraction offences » Number of officer issued speed offences » % of officer-issued speed between 1 – 10 km/h » Number of high risk offences 	<ul style="list-style-type: none"> » Collaborate with partners on joint operations to achieve cross-agency outcomes » Community impact analysis informs operational deployment and supports service planning



Reassurance

Activities	Mahi Tahi / Ownership	Timeframe	Performance Measures	Pou Hourua: Effective Partnerships
<ul style="list-style-type: none"> » Identify and engage with sector and community partners to ensure referral pathways are established to address the causes of offending » Develop a public facing communications strategy to address why we police our roads in the way we do to achieve trust and confidence and reassure the public » Participate in Ministry of Transport Review 	<ul style="list-style-type: none"> » NRPC supported by Districts » NRPC supported by Media and Communications » NRPC supported by Districts 	<ul style="list-style-type: none"> » Q2/3 » Q3/4 » Q2/3 	<ul style="list-style-type: none"> » Driver licence programme referrals » Offences resolved by Te Pae Oranga » Number of Written Traffic Warnings » Recidivism rates for first time offenders » Reduction in deaths on our roads » Reduction in injuries on our roads » Reduction in crashes on our roads 	<ul style="list-style-type: none"> » Maintain strong working relationships with referral partners to provide holistic, wrap-around support and services » Provide community reassurance through visible deployment and work together (and across Districts) to share learnings » Encourage our partners to faithfully represent evidence-led Police positions on, and strongly advocate for the improvement and/or clarification of legislation and associated policies and frameworks » Work with our communities to create a constructive, future-focused narrative that is inclusive and free of systemic bias

Support & Capability Planning

<ul style="list-style-type: none"> » NRPC to develop a deployment dashboard tool MVP for pilot in Tāmaki Makaurau. User acceptance testing, pilot and evaluation to be undertaken. Phase Two of this will likely entail the implementation of road safety multi-agency tasking and coordination process for Tāmaki Makaurau » Invest in pursuit management technologies to decrease harm from fleeing driver incidents » Undertake Comparative Performance Evaluations for each District and commence consultation on other supporting options for deployment » Further develop the 'Policing our Roads Toolkit' and make content available to Districts » Complete retrospective analysis of hospitalised drivers blood specimens to understand the prevalence and nature of drug impaired driving 	<ul style="list-style-type: none"> » KPMG supported by NRPC and Tāmaki Makaurau » NRPC supported by Response and Operations » NRPC supported by Districts » NRPC supported by RNZPC » NRPC supported by National Criminal Investigations Group 	<ul style="list-style-type: none"> » Q2/3 » Q3 » Q4 » Q3 » Q3 	<ul style="list-style-type: none"> » 12 Comparative Performance Evaluations completed by Q4 » Continued engagement with District » Complete reporting from ESR and analysis 	<ul style="list-style-type: none"> » Effectively engage in strategic and executive level partnerships through participating in more shared agency forums and improving cross agency oversight » Recognise capability and capacity gaps of partners and offer support where appropriate » Implement Police-led, co-created initiatives across government to support community and local activity – incorporating IWI service providers into our work » Engage with our partners and actively participate in opportunities to support graduated driver licence attainment, access to treatment programmes, and deliver targeted, educational road safety messaging » Engage and partner with academic and international law enforcement partners to understand what methodologies are used offshore
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E tū ki te kōi o te waka,
kia pakia koe e ngā ngarū o te wā



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa

2 February 2022

OC220017

Hon Michael Wood
Minister of Transport**Action required by:**
Wednesday, 9 February 2022

HAMILTON TO AUCKLAND INDICATIVE BUSINESS CASE UPDATE

Purpose

Update you on the progress of the Hamilton to Auckland Indicative Business Case investigation for faster passenger rail. Specifically, we are seeking any comments you may have on the updated investment objectives.

Key points

- As part of completing the Indicative Business Case (IBC) we are working with our consultant WSP to review the investment objectives for faster rail, accounting for relevant national and regional strategies and plans. These form part of the strategic case of the IBC.
- Changes to the investment objectives have been proposed to align with the Government's transport priorities and with broader aspirations such as those under the Emissions Reduction Plan (ERP). The investment objectives are consistent with the Transport Outcomes Framework and Government Policy Statement on land transport 2021 (GPS), and with the Future Proof urban growth priorities.
- Notable changes to the KPIs are to:
 - provide equitable transport and mobility choices for all
 - reduce deaths and serious injuries resulting from the transport system
 - enable kaitiakitanga outcomes in management of natural resources.
- We consider that the updated investment objectives (complete list at Annex 1) are fit for purpose. These will be shared with stakeholders at an engagement hui this month.
- As well as the update of the strategic case, Beca will proceed with a working document about the land use assumptions in early-March 2022. WSP are on track to update potential route alignment and indicative location of stations which form a key element of the IBC by the end of February 2022.

Recommendations

We recommend you:

- 1 **note** the updated investment objectives of the indicative business case (IBC), which will be finalised following any feedback you may have, and from stakeholder engagement. noted



Angela Parker
Acting Manager, Placemaking and Urban Development

Hon Michael Wood
Minister of Transport

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

Comments

Contacts

Name	Telephone	First contact
Angela Parker, Acting Manager, Placemaking and Urban Development	s 9(2)(a)	✓
Ella Sparrow, Adviser, Environment, Emissions and Adaptation	s 9(2)(a)	
Kathleen Wong, Graduate Adviser, Placemaking and Urban Development	s 9(2)(a)	

HAMILTON TO AUCKLAND INDICATIVE BUSINESS CASE UPDATE

Background

- The Hamilton to Auckland intercity connectivity work responds to Hei Awarua ki te Oranga (also known as the Corridor Plan) which recommended that fast rail services between the cities be considered to help integrate and strengthen the two economies and support the Hamilton-Auckland corridor (the Corridor) as a whole.
- The interim IBC, completed in July 2020 by WSP, offered four scenarios for rapid rail connections between Hamilton and Auckland and presented a strong case for further investigation of rapid rail in the Corridor.
- Findings from the interim IBC detailed significant benefits of a faster service including improved economic integration and access, support for growth, providing a sustainable transport alternative, and potential reduction in crashes, injuries, and fatalities. Overall findings concluded faster rail in the Corridor warranted further investigation and analysis.
- Given the short timeframe of the project, we are providing this update now as any feedback which may result in significant changes will not be able to be incorporated later once the draft IBC has been completed.

Minor changes are proposed to the investment objectives

- Analysis of the gaps in the interim IBC identified the need to review the investment objectives against changes to broader strategies and to include more specific timebound targets.
- Notable changes to the KPIs are to:
 - provide equitable transport and mobility choices for all
 - reduce deaths and serious injuries resulting from the transport system
 - enable kaitiakitanga outcomes in management of natural resources.
- The investment objectives in the interim IBC were fit for purpose at the time, however they have been updated to align with the GPS 2021, ERP, and changing planning and transport priorities. Comparisons between interim IBC investment objectives and KPIs with the proposed updates are shown in Annex 1.
- These additions reflect a broader focus on how the suitability of a preferred option would be selected.
- The review of the objectives has shown that rapid rail in the Corridor will contribute to the Government's commitment to prioritise safety within the transport system and reduce greenhouse gas emissions. It aligns with priorities in the GPS, as well as Road to Zero.
- We are assessing the Hamilton to Auckland IBC within the context of other transport projects in the Corridor. Projects like the Waikato Expressway and future investment that comes out of the Hamilton Waikato Metro Spatial Plan will have a significant

effect on development patterns. While we continue to plan for growth in the short and medium term, we can use the IBC to inform land use and transport planning out to 50 or 100 years, and consider how it contributes to protection of the sensitive environment along the Waikato River.

Stakeholder and Māori engagement will take place over the coming months

- Given the available timeframe and budget, we will focus our stakeholder engagement primarily around the Future Proof Partnership members. This will be supported by additional engagement with any key stakeholders not captured by Future Proof.
- WSP and Beca are taking a coordinated approach with their approach to mana whenua and stakeholder engagement to provide for a consistent experience, regardless of the aspect of the project they are interacting with.
- We are also coordinating with the project team for the Hamilton-Waikato Metro Spatial Plan Programme Business Case which forms part of the Future Proof work programme, to ensure that engagement is coordinated. The two business cases have common objectives and outcomes for the Hamilton-Waikato area, and will need to be designed to integrate as they both develop.

We continue to engage with mana whenua in the Corridor

- We have continued our relationship with mana whenua which began during work on the interim IBC in 2019. Past engagement has covered how they want to be involved, and how we can further align with their aspirations and sharing significant milestones.
- Upcoming engagement with mana whenua will consist of hui in February and April 2022 and will be led by WSP and Beca.
- Information shall be provided in a manner that demonstrates how the faster rail service would contribute to mana whenua economic, social, cultural and spiritual relationships, and how it will contribute to the enhancement, restoration and protection of the awa and whenua.

We are regularly updating other central government agencies

- We have re-established a central government reference group that comprises representatives from KiwiRail, Waka Kotahi, Ministry of Housing and Urban Development, The Treasury, and Kāinga Ora. The group's purpose is to receive and regular updates and communicate these to key organisations that will be impacted or are responsible for aspects of this project's outcomes. We will also seek their input when finalising the IBC.

The Ministry has arranged an independent peer review of the IBC

- The Ministry has decided to have an independent peer review of the IBC and deliverables to ensure that the final IBC meets the Treasury guidelines and provides a robust assessment of faster rail. Aurecon New Zealand Limited (Aurecon) has been selected to do the peer review.

- Aurecon are the lead consultant on the Hamilton-Waikato Metro Spatial Plan Programme Business Case and bring their knowledge of the local context to the review.

Risks and impacts

- WSP and Beca are seeking meaningful engagement with mana whenua, but the short timeframe of the IBC work will limit the effectiveness of this engagement. The Ministry will continue to build and maintain relationships with mana whenua beyond the timeframe of the IBC.
- The impact of COVID-19 and subsequent restrictions may limit the ability for meetings and workshops to happen in person. While this is a risk to meaningful engagement, our consultants have experience with previous virtual interactions, particularly in the Waikato and Auckland areas.
- We note that both WSP and Beca have business continuity plans in place that include alternative working arrangements for project and business resilience.

Next steps

Consultants' programmes

- WSP and Beca are both on track with programme delivery. WSP are currently working on updating the potential alignments, and incremental improvements to existing infrastructure. Beca are preparing a report on land use assumptions and design assumptions, prior to confirming design principles in the coming weeks.

Confirming the preparation of a Land Value Uplift Report

- We have approached Market Economics Limited (Market Economics) to produce a Land Value Uplift report. This report has yet to be scoped and we are in discussions about the timing and feasibility of this work given the 30 June 2022 deadline for the IBC.
- Beca identified Market Economics as a potential suitable supplier due to their wide experience in this area, including Auckland Light Rail, Let's Get Wellington Moving, and research throughout New Zealand's urban economies.
- We will continue to keep you updated through the weekly report.

ANNEX 1

KPIs, objectives and outcomes

Table 1 Updated investment objectives for Ministry feedback

Interim Investment objective	Interim KPIs	Updated Investment objective	Updated KPIs
Reduce travel time between Hamilton and Auckland to improve access and harness the benefits of agglomeration	<ul style="list-style-type: none"> • Improve access to labour markets, education, and social activities 	Reduce travel time between Hamilton and Auckland to improve economic integration between the two respective economies and harness the benefits of agglomeration.	<ul style="list-style-type: none"> • Improve journey time and journey time reliability for inter-regional business to business, leisure, and social related trips
	<ul style="list-style-type: none"> • Improve commute times and reliability of journeys 		<ul style="list-style-type: none"> • Increase the size of the inter-regional labour pool that business can draw upon
	<ul style="list-style-type: none"> • Increase the size of the labour pool that can be drawn upon 		<ul style="list-style-type: none"> • Improve access to employment opportunities
	<ul style="list-style-type: none"> • Improve access to tertiary educational and health care opportunities 		<ul style="list-style-type: none"> • Enhance access to tertiary education • Greater access to social and recreational opportunities
Support urban development strategies for the metropolitan areas to reach their full potential	<ul style="list-style-type: none"> • Potential for enabled capacity (especially transit-oriented development) within the catchment area of a strategic station location 	Unlock significant urban development potential (especially affordable housing) within the Hamilton-Waikato Metro Spatial Plan and Supporting Growth southern areas that reduce transport inequalities, the need to travel by private vehicle and help improve health and wellbeing	<ul style="list-style-type: none"> • Potential for additional enabled capacity (especially transit-oriented development) within the catchment area of a strategic station locations
	<ul style="list-style-type: none"> • Alignment with planned investment in the public transport systems in the metropolitan areas 		<ul style="list-style-type: none"> • Alignment with current and planned public transport systems in the metropolitan areas
	<ul style="list-style-type: none"> • Increase the corridor's transport network capacity and utilisation of this capacity 		<ul style="list-style-type: none"> • Increase the useability of the public transport service between the two metropolitan areas • Reduce the need to travel by private vehicle to key employment and social opportunities • Provide equitable transport and mobility choices for all

Interim Investment objective	Interim KPIs	Updated Investment objective	Updated KPIs
<p>Reduce the contribution inter-city travel makes to greenhouse gas emissions, transport accidents, injuries and fatalities (now and into the future) by enabling sustainable transport choices.</p>	<ul style="list-style-type: none"> • Increase public transport mode share for inter-regional travel • Increase public transport patronage in the corridor • Reduce CO2 emissions • Reduce harmful air pollutants 	<p>Reduce the contribution inter-city travel makes to greenhouse gas emissions, transport accidents, injuries and fatalities (now and into the future) by enabling sustainable inter-regional transport choices.</p>	<ul style="list-style-type: none"> • Increase public transport mode share for inter-regional travel • Increase the corridor's transport network capacity and utilisation of this capacity • Reduce deaths and serious injuries resulting from the transport system • Reduce CO2 emissions • Reduce harmful air pollutants • Enable kaitiakitanga outcomes in the management of natural resources.

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