

Q4



NEW ZEALAND  
**POLICE**  
Ngā Pirihimana o Aotearoa

# ROAD SAFETY PARTNERSHIP PROGRAMME

**Minister's Quarterly Performance Report**

April - June 2022

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## DOCUMENT OWNERS SIGN OFF

### New Zealand Police

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### Waka Kotahi

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# EXECUTIVE SUMMARY



## Overview

Working together to improve road safety – New Zealand Police (Police), Waka Kotahi, and the Ministry of Transport established a Road Safety Partnership to develop co-operation and deliver road safety outcomes, directly contributing to the Road to Zero.

The Road to Zero aims to create a safe system to reduce deaths and serious injury on our roads. During this quarter 106 people were killed on our roads, compared to 93 deaths in quarter three. Over the year to June 2022, deaths and serious injury totalled 2,609, the death and serious injuries have trended down following a spike in April.

Over the past year the COVID-19 pandemic and parliamentary protests have impacted on Police activity, and wider economic environmental impacts have posed challenges for Waka Kotahi. There continues to be a lag into this fourth quarter, with illness and leave requirements still impacting on Police resourcing. There may continue to be some minor impacts throughout the rest of the year, but this should reduce as infection levels decline. Opportunities lie in strong partnership to support improved delivery across both agencies.

Police continues to maintain its focus on restraints, impairment, distraction, and speed as part of general deterrence. Police performance over this quarter has remained consistent with that from the previous quarter with continued under delivery against desired activity levels. The initiatives and programmes of work within Police, and those being completed with our partners, should support improved performance into this coming year.

Waka Kotahi's Speed and Infrastructure Programme has continued to underperform in its delivery of median barriers and State Highway speed management during this year, however a range of initiatives are being worked on to lift performance. The new Land Transport Rule: Setting of Speed Limits 2022 was signed and came into force this quarter, which will support Road Controlling Authorities in setting safe and appropriate speed limits.

Progress has also been made by Police and Waka Kotahi towards completing work to transition the management of safety cameras and infringements to Waka Kotahi. Key milestones include developing the detailed business requirements for a new Police Infringement Management System and initiation of joint transition planning. Timeframes for the transfer of the safety camera functions from Police to Waka Kotahi are being firmed up and a Detailed Business Case is due to be approved by the Waka Kotahi Board in December 2022.

In delivering the Impaired Driving Programme - Oral Fluid Testing Project, Police continue to develop the deployment strategy, including upcoming community consultation, and operational procedures to support the legislation. The procurement process is underway for an oral fluid testing device, with the selection of a suitable device having impacts on other aspects of planning/implementation.

The annual Road Policing Managers Conference was held at the end of June, which was attended by Waka Kotahi and Ministry of Transport representatives. The conference provided an opportunity for the partners to connect and share information and insights about reducing road trauma.

Police and Waka Kotahi have been exploring ways of achieving the desired improvements identified in the Road Safety Investment and Delivery review completed by Martin Jenkins. Many of the joint initiatives relate to specific activity for the RSPP and supporting Police to improve delivery.

Future priorities will focus on strengthening the RSPP relationship, how we work together and improving governance, reporting and leadership. This includes the development of a joint delivery plan between Police and Waka Kotahi, with the aim to outline core deliverables for both organisations towards Road to Zero outcomes. Another priority is to review and confirm the agency's respective contributions to the RSPP.

# RSPP SUMMARY



As at the end of quarter Four of 2021/22

Te Kāwanatanga o Aotearoa

## Road Safety Partnership Summary

Police continues to focus on restraints, impairment, distraction, and speed (RIDS) as part of general deterrence.

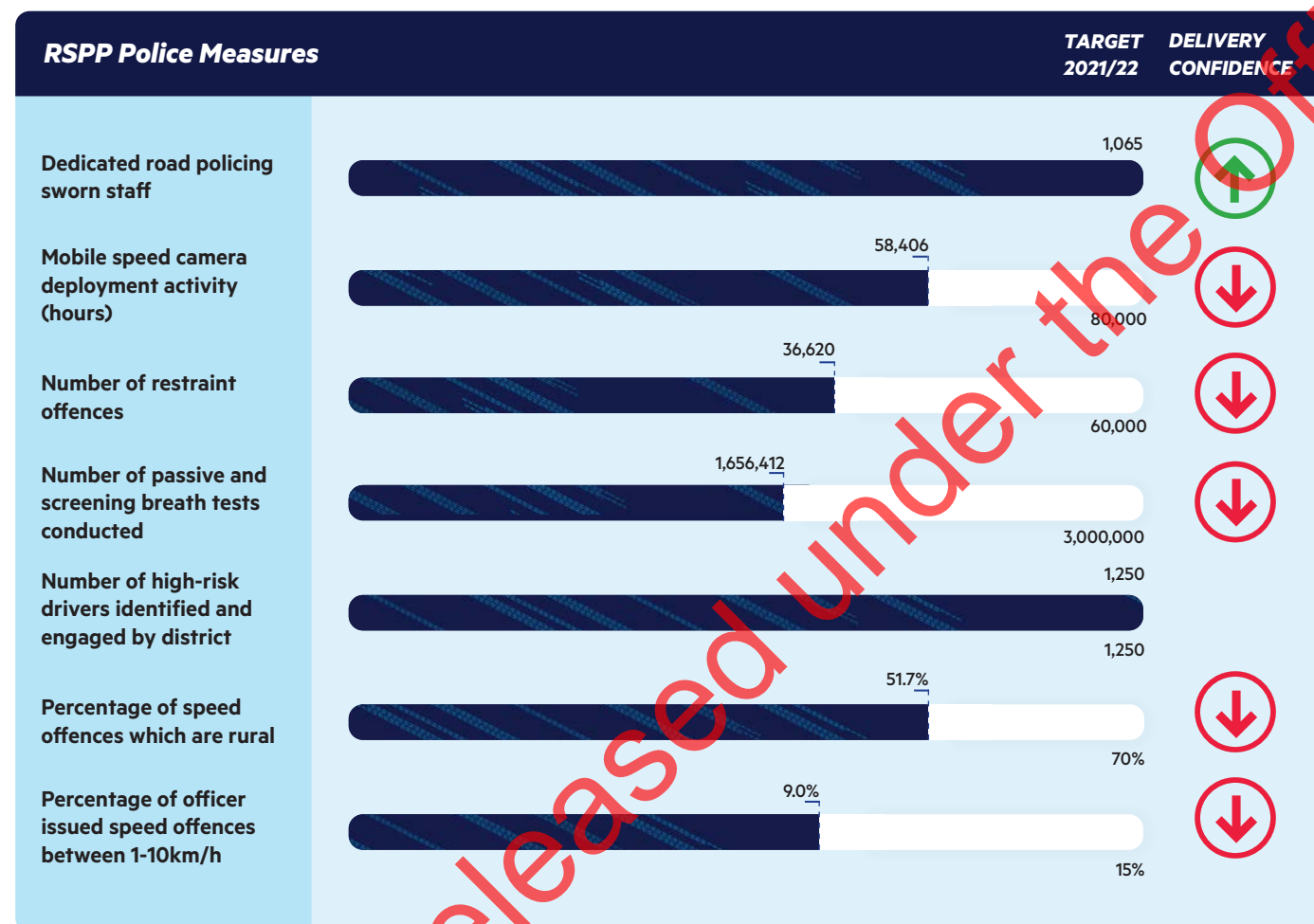
An average of just over 102,000 RIDS offences were detected in each quarter in 2021/22, an encouraging 17% increase compared to the 87,000 offences in 2018/19. This shows improvement in targeting the behaviours that cause the most harm on our roads, however there is still work to be done to meet the desired activity levels set out in the RSPP.

Speed camera activity will not achieve the desired activity level – with the effects of older technology still impacting deployment during this year. This reduction in capacity has had a negative

impact on achieving speed camera deployment hours. However, the Mobile Camera Replacement Programme started replacing the old mobile cameras with a newer, more reliable model in March 2022, and has restored operational capacity to optimum levels in June 2022. Also, some additional temporary traffic camera operator resources have been funded.

Breath testing numbers will not meet desired levels – as well as staff redeployment, COVID-19 protocols have had a significant impact on breath testing numbers and the ability to safely carry out high volume checkpoints (e.g., staff required to self-isolate). Breath testing numbers are expected to increase over the coming months as high-volume checkpoints become more viable.

These are the year end numbers for the 2021/22 fiscal year.



## Safe System Road Deaths

April-June 2022



**106 road deaths**  
from 91 crashes across New Zealand



Social Cost of these deaths is over  
**\$488M**

### People

Ages range from a 5-month-old passenger to a 91-year-old pedestrian

- 42%** 45 were drivers of light vehicles
- 22%** 23 passengers died in a light vehicle
- 15%** 16 motorcyclists died
- 12%** 13 pedestrians died
- 7%** 7 cyclists died
- 2%** 2 truck drivers died

### Speed

- 65%** 69 died on roads with a speed limit higher than the SAAS
- 28%** 30 died on roads identified in the Top 10% for speed management

## Roads and Roadsides

- 75%** 79 died on roads with a medium or higher IRR
- 61%** 65 died on roads in areas defined as rural
- 45%** 48 died on a state highway
- 50%** 53 fatalities involved hitting a roadside object
- 35%** 37 died in single vehicle crashes
- 68%** 72 died in head-on or run off road crashes (37 head-on, 35 run-off road)
- 8%** 9 died at intersections

## Vehicles

- 43%** 46 that died were occupants of 1-star or 2-star light vehicles
- 22%** 23 died in crashes involving a truck
- 15%** 16 died in crashes involving a motorcycle
- 24%** 25 died in light vehicles not wearing a seatbelt

## PARTNERSHIP IN ACTION

There are several initiatives underway across Waka Kotahi and Police to improve and transition the operation of safety cameras and the delivery of infringements.

### Infringement Transformation Programme

The Infringements Transformation Programme has two connected but distinct workstreams: the implementation of a new officer-issued infringements (OII) management solution within Police, and the traffic safety cameras transition to Waka Kotahi (TSCT).

#### Officer Issued infringements

The OII workstream has made progress towards developing the detailed business requirements for a new Police Infringement Management System for officer-issued notices replacing the existing 'end-of-life' processing system. The detailed requirements are on track to be completed in October 2023.

#### Traffic safety cameras transition by Waka Kotahi

Police has provided extensive, detailed information and support to inform Waka Kotahi development of systems and processes required to take over the traffic safety camera business functions from Police. Police has initiated joint transition planning with Waka Kotahi to finalise a co-existence agreement to describe each agency's responsibilities during transition, and to provide a sound platform to ensure compliance with all audit and legislative requirements, such as the Employment Relations Act 2005.

### Safety Camera System Programme

Waka Kotahi has recruited six key leadership roles which will establish safety camera functions within Waka Kotahi. Master Services Agreements (MSA) have been signed with both the camera supplier and the back-office offence processing technology supplier. This will enable Waka Kotahi to firm up timeframes for the transfer of safety camera functions from Police to Waka Kotahi, which is now likely to be later than originally planned. A Detailed Business Case is due to be approved by the Waka Kotahi Board in December 2022.

To support the safety camera expansion, 10 RedFlex NK7s are due to be installed in Tāmaki Makaurau starting from late 2022 and will be fully operational in early 2023. A further 20 of RedFlex's new generation HALO cameras are expected to be delivered before the end of 2022. These are likely to be used in average speed / point-to-point camera trials in anticipation of the passage of enabling legislation.

### Mobile Camera Replacement Programme

This programme, which is part of the Change Initiatives Investment Portfolio (see below) restored full mobile camera operational capacity in June 2022, using a mix of old and new cameras.

Police continue to replace the older mobile speed cameras with the new model, and all 43 cameras are on track to be replaced with the new NK7 devices by 30 September 2022.

Mobile camera fleet replacement with NK7 cameras and increased camera reliability will contribute to a sustainable, longer-term solution in support of the Road to Zero strategy, through reduction in deaths and serious injuries as a result of speed in excess of speed limits.





## Improving Road Safety with Māori

Both Waka Kotahi and Police have initiatives underway to improve outcomes for Māori with Māori.

### Relationship building in Te Tairāwhiti and Te Tai Tokerau

The focus for this quarter has been on overall programme planning for the project which runs for the duration of the NLTP period and began in April 2022, soon after the Project Manager started in March. The current plan focuses on six activities: engagement with Māori on safety outcomes for Māori in Tairāwhiti, Ōpōtiki/Whakatāne and Te Tai Tokerau; mapping how Waka Kotahi funding and investment priorities enable better safety outcomes for Māori; reviewing Waka Kotahi Road to Zero activities from a Te Ao Māori perspective; identifying opportunities for better representation for Māori across the portfolio; reviewing internal capabilities for working with Māori; and refreshing the business case for the next cycle of NLTP and associated resource needs.

To deliver future road safety focused events and community led initiatives in Te Tairāwhiti and Te Tai Tokerau, the project team are looking to work with Māori from communities in the two rohe (regions) of interest. Te Tairāwhiti and Te Tai Tokerau have been focused on as these are two rohe where Māori are overrepresented in road deaths and serious injuries compared to the rest of the population. Initial activities will focus on understanding the hapori (community) views on road safety in their rohe, which will then lead onto working with Māori to develop culturally relevant road safety interventions and/or initiatives.

Planning is underway for connecting with communities in the regions, working in partnership with Waka Kotahi Pou Arahī and regional teams, local road safety partners and regionally based teams from local and central government agencies that work with Māori in their communities. Community work in Tairāwhiti is being planned for 2023 summer months. Initial draft reporting on unsafe driving practices in Te Tai Tokerau will be checked with participants in September 2022 and follow up solution sessions with the community are scheduled to start in October/November.

### Supporting Māori Road Safety Outcomes

Under the Road to Zero Action Plan, agencies are expected to undertake programmes of work that seek to further the road safety sector's understanding of why Māori are overrepresented in road trauma statistics. This initial work is needed so that effective intervention programmes and initiatives can be developed, and road safety outcomes can be improved with Māori.

Several products on Māori road safety outcomes have been produced by Police in previous years, but a comprehensive overview of the organisation's current knowledge base needs to be undertaken. The National Road Policing Centre is combining the knowledge that has previously been produced to help guide future products by understanding any gaps and limitations in the information we hold. This will ensure that future work further builds on the organisation's understanding.

Police are continuing to engage with our partners to provide data to support Ināia Tonu Nei with their Process Mapping initiative. The purpose of this initiative is to make processes within the criminal justice system (its settings, agents, and users) more visible to the waka hourua and highlight areas for improving criminal justice outcomes.

Throughout April-June 2022, the He Tangata programme continued to build grassroots capability, through hui and kōrero with our partners, as it has done since its inception in 2017. The programme maintains a strong connection with Te Pae Oranga and receives a consistent flow of referrals from that process. He Tangata is experiencing growth through increased use of the Police AWHI app, another referral stream helping more whānau to obtain a driver's licence.



The AWHI voluntary referral process provides a simple and effective way of connecting people who encounter Police with a service that can help them, including He Tangata and other iwi providers. Over time, the support they receive could also assist with disrupting long-term patterns of offending and victimisation and reduce the harm experienced by our communities.

From April to June 2022, 2,421 AWHI referrals were made to wellbeing service providers who offer driver licensing help.

## The Road Safety Investment and Delivery Review

Police and Waka Kotahi are responsible for delivering 12 recommendations from the Road Safety Investment and Delivery Review completed by Martin Jenkins. Each agency is directly responsible for some recommendations, but there are four that the partnership needs to work on together to deliver.

Both agencies have developed plans for how they will approach implementation of the recommendations. Waka Kotahi socialised a revised proposed implementation plan with Police, following initial feedback, with the intention this will help inform a joint delivery plan.

In the coming months, Police and Waka Kotahi will work together to develop a joint delivery plan, which will outline core deliverables for both organisations and will be reported on in an integrated road policing monthly report.

Waka Kotahi has taken the lead and developed a proposed revised RSPP governance model and Terms of Reference. The aim for this action is to strengthen governance to provide assurance and accountability for delivery of outcomes. Initial engagement has started with Police to understand how this might be implemented and what the implications are, including reporting.

The Global Road Safety Partnership (GRSP) was engaged to conduct a review of current RSPP Police performance measures. The aim is to provide advice on the efficacy of the current measures and make recommendations for improvements to better align measures and activity levels, with Road to Zero outcomes. The recommendations from this will be consulted on across Police, and the partners will work together to understand what changes could be made.

These activities will aid in reviewing and confirming Police's and Waka Kotahi's contribution to the RSPP. For Police, this includes measures and performance. For Waka Kotahi, this includes how their contribution is articulated and then required to be captured in RSPP.

# POLICE SUMMARY



## Performance Measures

### Restraints, Impairment, Distraction, and Speed (RIDS) offences

Roadside breath testing and high-volume alcohol checkpoints are standard general deterrence activity carried out regularly to keep our roads safe. Police recorded 1,592,286 Passive Breath Tests and Breath Screening Tests for the 2021/22 fiscal year. To enable more real-time data to be used to monitor performance of this RSPP measure, Police is implementing a centralised platform to allow data to be regularly downloaded from Dräger 7510 devices.

Police continues to identify and discourage restraint offences through the application of general and specific deterrence. Staff utilise spot-and-stop activities for seatbelt offences as well as planned operations including checking for appropriate use of child restraints. The number of restraint offences this quarter was 9,872, although the desired activity level is 15,000. Under the RSPP, mobile phone offence detection is monitored for operational purposes only with a desired "increasing trend" of enforcement. There were 12,197 offences detected between April and June 2022, an increase of almost 11% on the same period in the previous year.

### Speed

The activity level for mobile speed camera hours deployment was set at 80,000 hours for the fiscal year. This measure is unachievable with the current number of Traffic Camera Operators. Camera breakdowns have also had a marked impact on the ability to deploy for the required hours. Police delivered 13,385 hours across quarter four, an under-delivery of 33%. Districts have been offered additional funding and are exploring the opportunity to add additional temporary FTE to support this activity. The delivery of the Mobile Camera Replacement Programme is expected to provide more reliability and therefore support performance.

The activity level of 70% of officer-issued speed offences being detected on rural roads is difficult to measure, with a proxy measure being utilised (speed enforcement on roads with a speed limit above 70 km/h). Police delivered 52% for quarter four. The activity level of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 9.1% in quarter four.



## High-Risk Drivers

High-risk drivers include unlicensed and disqualified drivers, high-end breath alcohol offending, extreme speeding offenders, repeat offenders, fleeing drivers, and drivers involved in illegal street racing. Police identifies and engages with large numbers of high-risk drivers from these categories on a regular basis. These represent our focus on the Specific Deterrence and Specialised Deterrence aspects of the Safe Roads Control Strategy, as part of Police's role in preventing harm on our roads.

### Proceedings for Illegal Street Racing

Prosecution	292
Referral to Te Pae Oranga	8
Referral to Youth Aid	21
Infringements	46
Warning	11

### Proceedings for Failing to Stop for Police \*

Prosecution	791
Referral to Te Pae Oranga	11
Referral to Youth Aid	63
Warning	7

\* Shows the number of proceedings lodged for offences which occurred between April-June, as of 26 August.

## Expenditure

### New Zealand Police - Road Safety Appropriation Reporting

The Budget reflects the 2021-24 Road Safety Partnership Programme agreement.

### New Zealand Police - Road Safety Appropriation Reporting

	Budget	Actual	Variance
APRIL 2022	35,930,000	38,364,000	-2,434,000
MAY 2022	36,661,000	35,688,000	973,000
JUNE 2022	30,926,000	29,002,000	1,924,000



## Change Initiatives Investment Portfolio

Police undertakes a variety of projects, programmes and initiatives that aid in enabling and improving road policing activities.

### Innovation Hub

Police has established an Innovation Hub that will trial and test new technology and process concepts to identify new ways of delivering and supporting road safety activities. An operational pilot is currently underway to test the use of unmarked motorcycles in road policing across the road network. The use of these vehicles is focused on RIDS related behaviours and is intended to support the concept of “anywhere, anytime” deterrence. Other concepts under investigation include new biometric technology, processes and technologies for accessing public dashcam footage, and an app that would allow officers to more safely identify tyre deflation device locations.

### Dräger Download Project

Police has delivered a new technology solution that will allow data from the Dräger 7510 device to be downloaded by officers at the end of each shift. This will mean that Police can access data on impaired driving far more readily – previously data was only available at 12-month calibration intervals – to support the provision of intelligence to districts to inform operational deployment.

### Mobile Roller Brake Machines

Six mobile roller brake machines are being procured to support the Commercial Vehicle Safety Team (CVST) in its efforts to inspect and enforce non-compliant and unlawful heavy motor vehicle use on our roads.

The project has identified some health and safety issues associated with the trailers (stability issues). An independent engineer has been engaged to identify solutions. In the meantime, CVST staff continue to perform testing with the existing technology.

The mobile roller brake machines enable CVST officers to detect critical brake faults at the roadside, supporting operators to improve their vehicles and overall improving the safety of the heavy vehicle fleet on New Zealand roads.

### Tyre Deflation Devices

Police has re-tendered for new tyre deflation devices with remote deployment capability to increase both officer and public safety during fleeing driver events. The procurement process is in progress, and devices have been tested and shortlisted. A prototype is expected to commence being deployed by the end of 2022, with the aim of new devices being rolled out nationally in a staggered manner in 2023.

### Vehicle Speedo Calibration

Police vehicles need to have a calibrated speedometer to allow pace-based speed checks in support of reductions in death and serious injury caused by excess speed. Police is delivering technology to ensure any vehicles newly delivered to districts are pre-calibrated and ready for immediate use for road safety activity. This work is currently being scoped and planned. (continued on next page)



## Vehicle Speedo Calibration *(continued)*

At the same time, Police is seeking to upgrade technology in districts to ensure any type of vehicle can be calibrated efficiently. Police piloted a new container-based solution in Canterbury district and is currently analysing investment options to deliver upgraded capability nationally.

In the meantime, Police is making sure that all districts have capacity to calibrate vehicles using an interim solution – this work is well underway, with only one district to be completed.

## Police Calibration Services Digitisation Project

Police delivered a solution that will allow officers to download digital certificates for calibrated devices. Previously, when a certificate was needed for a prosecution, officers were required to request the paper-based certificate from Police Calibration Services, which was time-consuming and resource intensive. With the new solution, officers can now directly access an on-line portal to immediately download the certificate for the relevant device.

## Impaired Driving Programme - Oral Fluid Testing Project

The Land Transport (Drug Driving) Amendment Act 2022 received Royal Assent on 11 March 2022, meaning random roadside drug testing will come into force in New Zealand from 12 March 2023. The new law will give Police the power to conduct random oral fluid testing (OFT) at the roadside to detect the most prevalent illicit and prescription drugs. The Act also establishes new blood concentration levels that relate to drug-driving by inserting high-risk (criminal) and tolerance (infringement) thresholds for 25 potentially impairing drugs.

Police continues to develop the deployment strategy, including upcoming community consultation, and operational procedures to support the legislation. The procurement process is underway for an oral fluid testing device, with short-listed preferred devices then undergoing independent lab testing. An update for Ministers on procurement is scheduled for later in 2022. The selection of a suitable device will clearly impact on other aspects of our planning/implementation. Police is working closely with the Ministry of Transport and Waka Kotahi to implement the new testing framework.

## In Principle Expense and Capital Transfer (IPECT)

Police, with the support of Waka Kotahi, has submitted an IPECT seeking to transfer \$5.9m funding from the Change Initiatives Investment Portfolio from FY 21/22 to FY 22/23. Two factors prevented Police from wholly or partially delivering two projects within the Change Initiatives Investment Portfolio. Firstly, there was a legal dispute between two potential providers of remote deployed tyre deflation devices in relation to the ownership of proprietary software. This prevented Police from entering into a contract with either party. The legal dispute has now been resolved and Police is progressing with the project.

Secondly, the global impact of COVID-19 delayed the start date of leases relating to the replacement of mobile speed cameras. This has pushed the costs relating to the replacement programme into the FY 22/23. The Minister of Finance has agreed in principle to the transfer of funding to allow the progression of these projects and to support the delivery of the Impaired Driving Programme. The scope of the Impaired Driving Programme has expanded considerably since the Land Transport (Drug Driving) Amendment Bill was originally put before Parliament.



## Other Initiatives

Initiatives in this space ultimately inform and support Police to enable improved road safety outcomes, and address actions in the Road Safety Investment and Delivery Review recommendations.

### Road Policing Deployment Dashboard

The pilot of the Road Policing Deployment Dashboard ran between 1 February 2022 and 31 May 2022. The dashboard was designed and developed to support data informed and evidence-based road policing deployment decisions, to better align with general deterrence principles. The aim of the pilot in Tāmaki Makaurau was to enable the district-based staff who make deployment decisions and monitor performance to use the dashboard. This work will ultimately support Police to deliver the Road Safety Investment and Delivery Review recommendations and improve deployment.

An evaluation of the pilot was undertaken in this quarter. Subsequently it has been decided to expand the use of the dashboard wider than Tāmaki Makaurau, with a phased national roll-out to all other districts, to be completed by the end of 2022. Police is currently planning the change management for the district-based staff engagement, communications, and training.

### Safe Roads Operating Model

Police and KPMG have finalised the initial draft of the co-designed Operating Model and are planning for the engagement phase across Police. This document will sit alongside Our Business and the Safe Roads Control Strategy, launched in December 2021 (mentioned in previous reporting), linking to the Road to Zero and the RSPP. It is a principle based operating model – and a holistic view of how Police operates to deliver safe roads. This work will ultimately support Police to deliver the Road Safety Investment and Delivery Review recommendations and strategic alignment.

### Activity Based Costing (ABC) Review

Police commenced an Activity Based Costing (ABC) review in December 2021 with Deloitte. This exploratory work is to support a review of the funding appropriation model and seeks to establish a link between funding and activities. This work will ultimately inform, and support Police deliver the Road Safety Investment and Delivery Review recommendations and improve assurance reporting. The draft model will be delivered by Deloitte in September 2022 and the next phase will be for Police to undertake testing of the model.

### Road Policing Managers Conference

Police's National Road Policing Centre held its annual Road Policing Managers Conference at the end of June 2022. This year's event was different to previous years as Waka Kotahi and the Ministry of Transport were invited to attend to enable all partners to discuss how we can work together to achieve our shared road safety outcomes. The two-day conference was attended by district Road Policing Managers, who worked with Regional Managers from Waka Kotahi on a plan to collaborate to deliver the safe roads system.

Speakers included the Police Commissioner and senior executives from Waka Kotahi, a fireside chat with Deputy Commissioner Glenn Dunbier and Assistant Commissioners Bruce O'Brien and Richard Chambers, as well as a pre-recorded interview with Dave Cliff, Chief Executive of the Global Road Safety Partnership. The event was well received and has laid a solid platform on which to build stronger inter-agency partnerships.

# WAKA KOTAHI SUMMARY

## Programme Updates

### Speed and Infrastructure

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

The Speed and Infrastructure Programme has a target of 284km of median barriers for this NLTP period. There has been a slight increase (4km) of median barrier completed this quarter. Based on current project forecasts, it is projected that 108km of median barrier will be completed during this NLTP period.

The programme has been investigating options to address the shortfall in the forecasted delivery of median barrier for NLTP 2021-24 and longer term 2030 forecast. Several key initiatives have been identified to progress, aimed to increase the delivery output from 587km to 759km (30%) by 2030.

During this quarter, a number of State Highway projects were completed. These include SH1 East Taupo Arterial Corridor, SH27 Mangawhero Stream Bridge and SH22 Glenbrook Roundabout, with an official opening in May following final surfacing.

#### Highway Infrastructure Summary:

58 live projects

23 under construction (3 new)

35 in design

### Commercial Vehicle Safety Programme

The programme will install roadside technology and develop intelligent software to direct potentially non-compliant heavy vehicles into 12 commercial vehicle safety centres (CVSCs) throughout New Zealand. The collection of data and intelligence will be captured around the clock and will cover 46% of the heavy vehicle kilometres travelled (VKT) in New Zealand. This will enable Waka Kotahi and Police to be intelligence-informed, targeting risk and providing intervention and/or enforcement of non-compliance where it is most needed.

Through quarter four, the programme has been delivering the agreed communications plan which is driving key messages around the Enhanced Screening programme, an update on the CVSCs and how the programme is supporting Road to Zero. Construction of the Glasnevin site is complete, with the Paengaroa site due for completion at the end of August. Consent is lodged for the Ohakea site, and the Mackays Crossing site consents are to be lodged shortly. The Enhanced Screening programme will support the next step towards targeting enforcement and risk-based regulation.

In the next quarter, the programme will continue to deliver on the agreed communications plan, including a refresh of the website. The Glasnevin and Paengaroa sites will be operational with consenting submissions for Ohakea and Mackays Crossing to be completed. The Enhanced Screening programme will deliver screening using the Motor Vehicle Register and continue implementation on another two additional projects that provide Waka Kotahi with a wealth of data and insights.





## Speed Management

While there has been a significant increase in awareness of Road to Zero since December last year, there has been little change in support, understanding or concern relating to Road to Zero. Speed reductions, among other interventions, continue to face strong resistance.

### Setting of Speed Limits Rule

Minister Wood signed the new Land Transport Rule: Setting of Speed Limits 2022 into legislation on Tuesday 19 April, and it came into force on 19 May 2022. The Rule establishes a new framework that will make it easier for Road Controlling Authorities to set speeds that are safe and appropriate. Speed

### SH1 Ōtaki to Levin Speed Review

The speed review consultation for SH1 Ōtaki to Levin closed on 15 June 2022. In addition to this speed review, a range of safety improvements will be implemented at various points, including new median barriers, turnaround points, side barriers, and painted wide centrelines.

### SH56 Palmerston North to Ōpiki Speed Review

The public engagement phase of the speed review for SH56 Palmerston North to Ōpiki began on 13 June and closes 11 July. Engagement with key stakeholders is ongoing, and two community drop-in sessions were scheduled for late June.

### Northland Speed Reviews

Public consultation for the Northland speed review ran from 17 May to 14 June, with proposed speed limit reductions at schools and through townships across 11 state highway corridors. An external report summarising feedback and a decision on permanent changes to speed limits is expected to be issued in the coming months.

### SH1 Waikato Expressway Speed Review

Waka Kotahi announced the outcome of the SH1 Waikato Expressway 110km/h speed limit review at the end of June. Consultation took place earlier this year. The new speed limits will take effect from 13 July.

### SH73/75 Christchurch to Akaroa and SH74 Lyttelton Speed Review

New speed limits for State Highways 73 and 75 between Christchurch and Akaroa, and State Highway 74 in Lyttelton, were announced on 11 May. The speed limit changes include high-risk sections of State Highway 75 where speed limits will reduce from 100km/h to 80km/h.

### SH3 Napier Rd Speed Review and infrastructure improvements

Following consultation on proposed speed limit changes in April and May, the new permanent speed limits on SH3 Napier Road between Palmerston North and Ashhurst came into effect on 23 June 2022. This includes a variable speed zone using electronic speed signs outside Whakarongo School. Engagement with landowners has begun for the infrastructure improvements.



## Regional Road Safety Infrastructure Highlights

### Cambridge to Piarere Improvements

In May 2022, 1.2km of median barrier was installed, in addition to other road layout changes including the removal of a passing lane. Engagement with landowners and stakeholders continues for future work.

### SH22 / Glenbrook Road Roundabout Project

An event was held to celebrate the new roundabout at the SH22/Glenbrook Road intersection on the afternoon of Thursday 26 May, attended by Minister Wood and local board representatives.

### SH1 Waikato Expressway Tamahere and Hampton Downs Safety Improvements

These two sections will be upgraded to meet the necessary design and safety guidelines for 110km/h speed limits. The upgrade includes installing roadside safety barriers so that it is consistent with the rest of the state highway. Overnight closures of SH1 were planned to take place late June (Tamahere) and early July (Hampton Downs) so temporary steel barriers could be installed along the state highway in preparation for the upgrade works. Communications have been planned to ensure people are aware of the closure and detour. The safety improvements are to bring both sections of SH1 up to the 110km/h design and safety standards. Completion is expected in October/November 2022.

### SH1 Piarere to Taupo Safety Improvement Works

Work to make SH1 between Piarere and Taupō safer got underway in Q4, with contractors having started site investigation works. This has been communicated to local residents, iwi and key stakeholders.

### SH 50 Prebensen/ Hyderabad Roundabouts and Shared Path

Following negative feedback from the community and reports of near misses, a two-week local radio campaign was launched alerting road users to the new line markings. Waka Kotahi is now working on the last length of the shared path.

## State Highway Maintenance

The below infographic outlines the maintenance work that has been completed on the State Highway network this year.





## Regulatory Activity

Updates on Q4 (April 2022 – June 2022) for Safer Commercial Transport relate only to the regulatory work undertaken on Transport Service Licence (TSL) holders and Commercial Drivers (i.e. those drivers that hold a class 2-5 endorsement) as well as permits granted to TSL holders.

Across Transport Service Licence holders and Commercial Drivers, there were 855 compliance activities (which included 240 warnings issued). These activities are discussed below (excluding permits issued) and including warning letters.

### Regional Compliance

There were 217 investigations, 10 immediate suspensions, 6 revocations, and 4 disqualifications.

All regional activities take place because a complaint is received, intelligence is provided by Police, or Waka Kotahi identifies a company as undertaking high-risk activities on the road. Activities can include excessive speed, vehicles operating over their approved weight, or vehicles that have been stopped by Police and found to have safety failures.

An investigation involves Waka Kotahi reviewing information about safety failures attributed to a transport service licence holder. Should this show several instances of failures, Waka Kotahi will investigate further. Mitigating actions will be identified with the licence holder and a safety improvement plan put in place.

Immediate suspensions are where evidence suggests a person carrying passengers has been involved in inappropriate behaviour towards a passenger and they are immediately suspended pending an investigation. Immediate suspension is undertaken only where there is sufficient cause to believe they may put future passengers at risk.

Disqualification is the removal of a driver's class 2-5 licence after an investigation for road safety breaches. Once the licence is revoked, they are unable to operate a business in the transport industry.

### Commercial Drivers

There were 312 investigations (cases completed), 15 immediate suspensions, 51 disqualifications and 240 warning letters issued.

Commercial drivers hold a class 2-5 endorsement which allows them to drive truck and trailer units. Waka Kotahi investigates commercial drivers who have several demerit points on any form of licence. If demerit points have been recently issued and are for safety-related infringements, Waka Kotahi will, if warranted, immediately suspend their licence pending an in-depth investigation and may disqualify them from driving heavy vehicles for a period.

### Permitting Assessments

The 50 tonne maximum permits are to authorise vehicles to have a total weight of up to 50 tonnes. The higher mass permits are for weights over 50 tonnes e.g. moving a house or a wind turbine. Over length are vehicles longer than the standard 22 meters and over dimension can be both length and width e.g. carrying a house.



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PERMITS ISSUED	6,590
50 max	2,089
Over length	813
Higher mass	1,923
Over dimension	1,765

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In addition to those permits issued, there were four permits revoked due to breaches of permit conditions. Of those permits issued, 22 were done with terms that required safety improvements due to poor performance. One permit was declined due to previous permit breaches.

### Commercial Licensing

This is the processing of applications for persons or companies to hold a Transport Service Licence. There were 549 applications approved and another 134 applications were granted with warnings related to previous transport infractions.





## Education and Marketing

### New Media Partners Appointed

An RFP process was undertaken to appoint a strategic creative agency and a strategic media agency to work alongside Waka Kotahi on New Zealand's national road safety advertising programme. FCB New Zealand and MBM were the two agencies selected and their appointments take effect from 1 July 2022. A new specialist Māori creative agency will also be appointed later in the year to enhance the development and delivery of the Waka Kotahi Education and Marketing programme.

### Road to Zero Public Awareness Campaign

Since the Road to Zero Public Awareness Campaign launched in February this year, it has successfully disrupted the apathy surrounding road trauma and we've cut through the current road safety narrative. We've seen a substantial increase in Road to Zero awareness, from 11 percent in December 2021 to 59 percent in June 2022. Waka Kotahi will continue to work closely with Police and other road safety partners to amplify their voices of support and ensure alignment of messaging. Planning for the next stages of the programme is underway. This will continue to be a multi-faceted approach of which the advertising campaign is just one pillar.

### Updated Drive Go App

A new version of the Drive Go app was released in June 2022. New features were introduced, and enhancements made to existing features in order to increase user engagement. The new version provides users with a visual progression of where they are in their driver licence journey, recommends the next skills to learn to move them towards being "test ready", and rewards them earlier and more often for interacting with the app. More specific new features include:

- Onboarding flows for new and advanced users
- Home screen redesign
- Rank pages that show progress against what is required to earn that rank
- Help screens that remind the user how to earn and track progress
- Zoomed out view of progress.



NEW ZEALAND  
**POLICE**  
Ngā Pirihimana o Aotearoa

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