

Q1



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa

ROAD SAFETY PARTNERSHIP PROGRAMME

Minister's Quarterly Performance Report

July - September 2022

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EXECUTIVE SUMMARY

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

During Quarter 1 (Q1), 89 people were killed on our roads compared with 99 in the previous quarter. 75% of these fatalities occurred on roads with a speed limit higher than the safe and appropriate speed, and 67% were the result of a head-on or run off road crash. 'Speed' and 'Roads and Roadsides' are key areas of operational focus under the RSPP.

Police is continuing to make a concerted effort to improve its road policing performance and is encouraged by a recent and sustained upward trend across some key measures, including the proportion of speed notices issued in the 1-10 km/h excess range. Additional funding has also been offered to districts with the intent of increasing traffic camera operational capacity and increasing the number of mobile speed camera deployment hours delivered.

Constraints in available technologies have impacted Police's ability to implement and operationalise the Land Transport (Drug Driving) Amendment Act 2022. Police is undertaking further work to identify a way forward and is working closely with Te Manatū Waka and Waka Kotahi to implement the new framework.

The publication of the *Speed Management Guide: Road to Zero edition* by Waka Kotahi in July 2022 will assist road controlling authorities to establish, consult on and set safe and appropriate speed limits. While the Waka Kotahi delivery of supporting infrastructure such as side barriers is progressing well, delivery of median barriers remains below target, however, a new approach currently under development seeks to increase the pace of delivery in the National Land Transport Programme (NLTP) 2024-27.

Planning continues for the transfer of safety camera functions from Police to Waka Kotahi. Waka Kotahi is working to firm up timeframes for the transfer, which is expected to be later than originally planned.

Collaboration between the agencies can be seen in a number of activities over Q1 contributing to improved road safety outcomes, including development of a marketing campaign highlighting the importance of speed limit enforcement, partnering between teams during Operation Hannah to undertake safety and compliance work at ski fields, and improving access to the licensing system for inexperienced drivers through the Driver Licensing Improvement Programme. Working together to achieve shared road safety outcomes is key to the RSPP and we will work to promote opportunities for further collaboration going forward.

Police and Waka Kotahi continue to jointly deliver the Road Safety Investment and Delivery Review recommendations. During Q1, the partners approved the proposed revised RSPP governance model and Terms of References, and began planning for the first meeting of the new Senior Executive Group that met in October 2022.

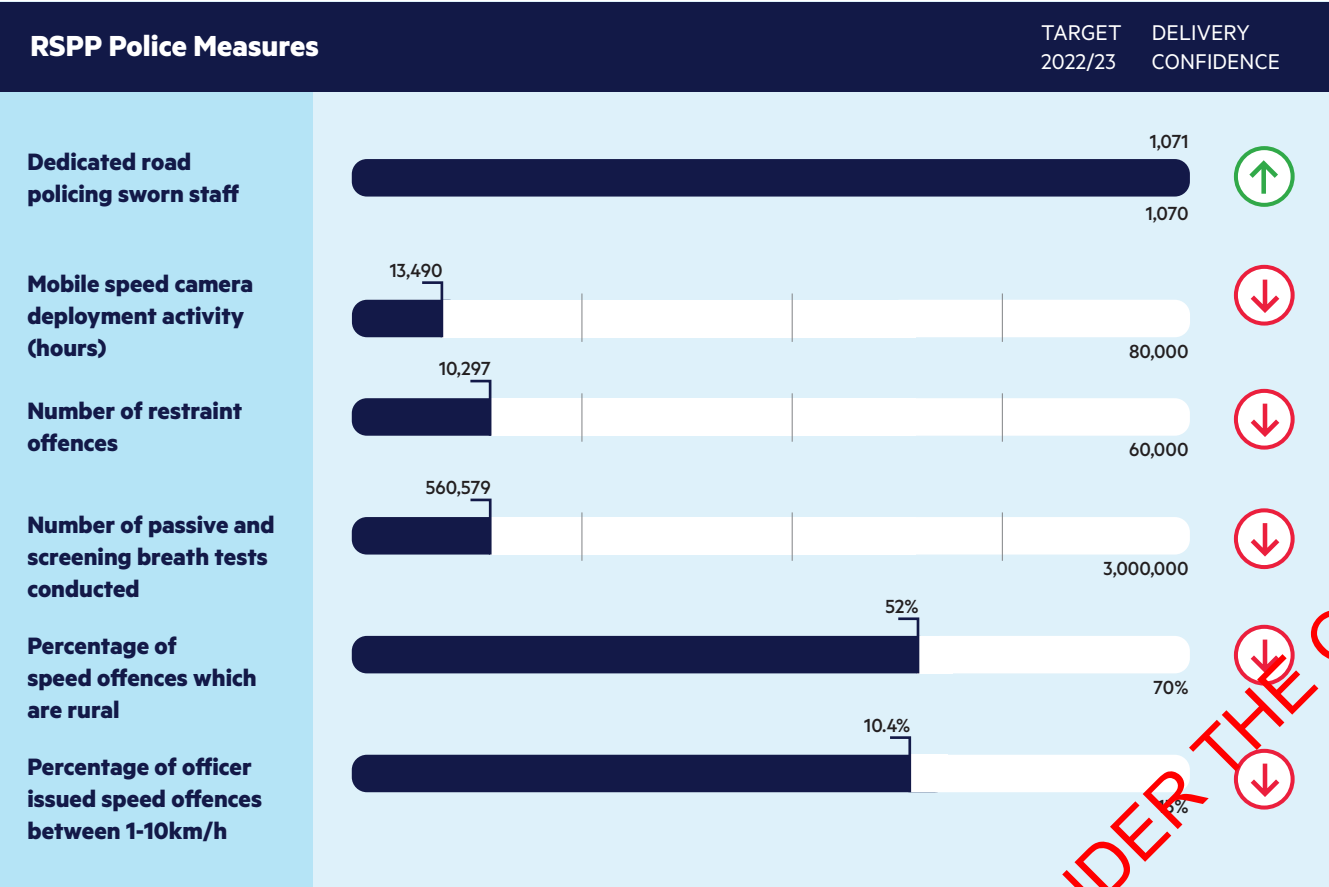
The changes to Police measures informed by the Global Road Safety Partnership remain under discussion between the agencies. Feedback on the proposed changes will be provided in October 2022, and the partners will then undertake consultation and reach an agreed position before seeking Ministerial approval of any changes.

A focus continues on strengthening the Road Safety Partnership and working jointly towards shared outcomes. Waka Kotahi and Police have been developing a Joint Delivery Plan which will outline core deliverables for both organisations and be a key artifact supporting the revised governance structure, as well as highlighting opportunities for further inter-agency collaboration.


You will note that this quarterly RSPP Performance Report has also been reformatted, to present activity in a more integrated manner that better aligns activities to the operational priorities set out in the Programme.


RSPP SUMMARY

These are numbers as at the end of quarter 1 against the total annual desired activity level



Safe System Summary of Road Deaths

**89 road deaths**
from 79 crashes across New Zealand

**Social Cost**
of these deaths is over \$409M

Ages range from a 16 year old passenger, to a 93 year old driver

15 were young drivers aged <25yrs

Roads & Roadsides

57%

51 died on roads with a medium or higher Infrastructure Risk Rating

↓

69%

61 died on roads in areas defined as rural

↑

45%

40 died on a state highway

↑

61%

54 fatalities involved hitting a roadside object

↑

67%

60 died in head-on or run off road crashes

↑

9%

8 died at intersections

↑

People

66%

58 occupants died in a light vehicle

↑

9%

8 motorcyclists died

↑

15%

13 pedestrians died

↑

6%

5 cyclists died

↑

3%

3 truck drivers died

↑

Speeds

75%

67 died on roads with a speed limit higher than the SAAS

↑

20%

18 died on roads identified in the Top 10% for speed management

↑

Vehicles

50%

29 of the 58 light vehicle occupants died in 1-star or 2-star vehicles

↑

15%

13 died in crashes involving a truck

↓

11%

10 died in crashes involving a motorcycle

↑

25%

22 of the 58 occupants (38%) that died in light vehicles were not wearing a seatbelt

↓

* Note that some fatalities are included in more than one category. Fatality count as at 28 October 2022. The arrows indicate movement in fatality numbers compared to those that occurred during the same quarter last year (July - September 2021)

Te Kāwanatanga o Aotearoa

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Expenditure

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

	Budget	Actual	Variance
July 2022	34,437,000	34,001,000	436,000
August 2022	37,361,000	36,438,000	923,000
September 2022	35,491,000	34,040,000	1,451,000

Sep '22 YTD Financial Performance

Road Safety Appropriation Funding - Investment Cases	0%	YTD Spend	100%	YTD Budget	YTD Spent	Variance	FY Budget
Core Programme (Including NRPC)		\$102,732,641		\$103,511,786	99%	\$779,145	\$401,391,146
Change Initiatives Investment Plan Portfolio and Programme Funding		\$1,746,359		\$3,777,214	46%	\$2,030,855	\$15,108,854
Total Appropriation		\$104,479,000		\$107,289,000	97%	\$2,810,000	\$416,500,000

NRPC and Districts - Baseline Funding

The Road Safety Partnership Programme is now in the second year of the three-year 2021/24 programme. The full-year budget for the 2022/23 baseline funding is \$45.0m.

The majority of the YTD underspend is attributed to Direct Personnel. This is the result of market condition constraints appointing a number of service centre roles and the ongoing challenge to recruit and retain staff in the Police Infringement Bureau while the Infringement Transformation Programme progresses. The plan is to utilise the unspent funds on opportunities that enable operational delivery and support lifting performance of the RSPP, for example, \$0.46m is to be provided to Re-frame in the 2022/23 year for the He Waka Eke Noa (AWH) project.

Change Initiatives Investment Plan (CIIP) – Portfolio and Programmes Funding

The CIIP surplus (\$2.03m) is primarily due to the equal phasing of the \$15.1m budget across months. Actual spend will, however, ramp up.

At this stage, approx. \$7.7m of expenditure has been approved for various initiatives. In addition, \$1.4m has been approved for service delivery (CIIP Project Management).

In Principle Expense and Capital Transfer (IPECT)

Police, with the support of Waka Kotahi, submitted and has received an approval for an IPECT of \$5.9m funding from the Change Initiatives Investment Portfolio from FY 21/22 to FY 22/23. The approved IPECT recognises delays outside of Police's control and supports delivery of two specific projects: Tyre Deflation Devices and the Mobile Camera Replacement Programme. The timing of the funding transfer is expected to be confirmed in November 2022.

The remaining CIIP funds (\$6.0m), together with the expected \$5.9m IPECT funding are expected to be utilised in the TDD and Impaired Driving initiatives. Business cases for these initiatives are being progressed. Both initiatives face hurdles that need to be resolved before equipment purchasing can occur.

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Core Activity Areas

The 2021-2024 Road Safety Partnership Programme sets out 13 operational priority areas, where both Waka Kotahi and Police undertake activities that contribute to supporting a safe system and reducing deaths and serious injuries (DSI).

The 13 operational priorities (grouped into seven core activity areas) and some key contributing activities undertaken by Police and Waka Kotahi during Q1 are outlined below.

Speed

Includes the following operational priorities:

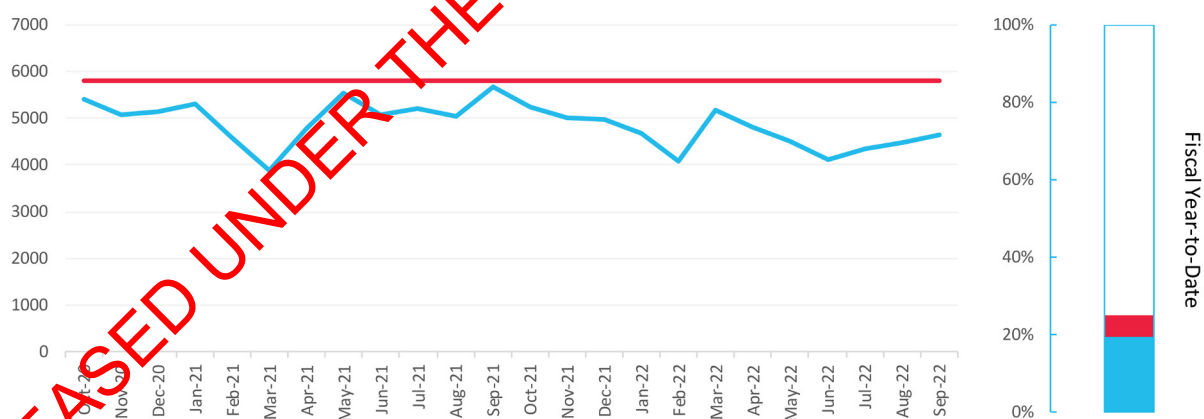
- Speed
- Roads and roadsides

Police Enforcement Activity - Speed

The desired 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 until June 2022, however, all mobile cameras have now been replaced with a new, more reliable model. Police delivered 13,490 hours across Q1, 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. To date, four districts have taken up this offer.

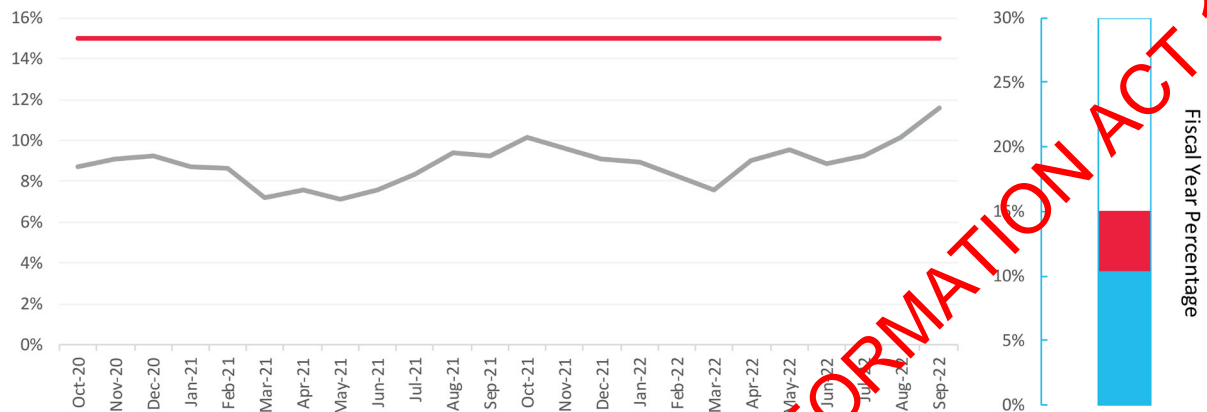
The activity level of 70% of officer-issued speed offences being detected on rural roads is difficult to measure, with a proxy measure being utilised (speed enforcement on roads with a speed limit of 80 km/h or more). Police delivered 52% for Q1. The activity level of 15% of officer-issued speed notices being between 1-10 km/h was 10.4% in Q1, this is below the goal of 15%.

Mobile Speed Camera Deployment Hours

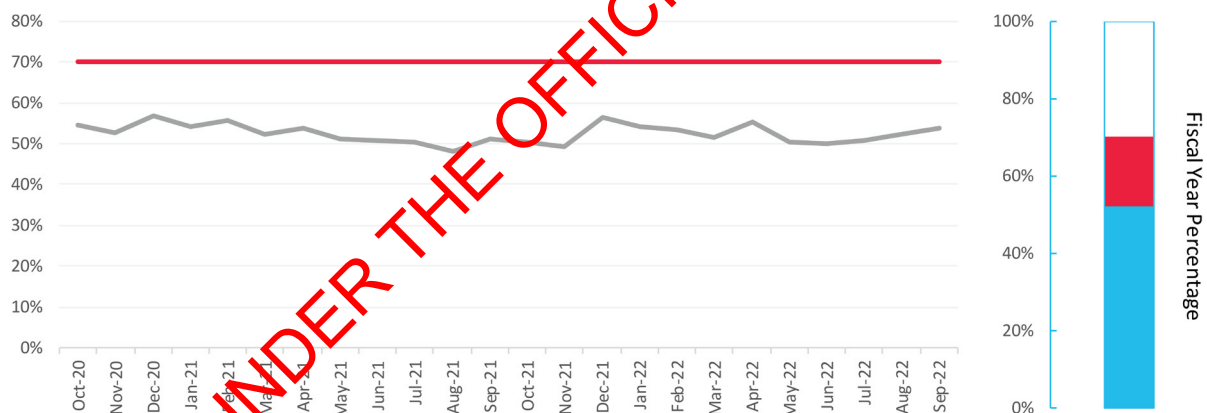


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Speed Offences Detected With Excess Between 1 and 10 km/h



Speed Offences Detected on Rural Roads



Safety Camera Programmes

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 Issues Infringements

Police has continued to make sound progress on the detailed requirements for a new IT solution for managing officer-issued infringement notices. Analysis of capabilities provided by a workflow platform which is currently being procured by Police will inform timeframes to develop and implement the replacement infringement management system.

• Traffic Safety Camera 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 is continuing to provide ongoing advice and support for Waka Kotahi readiness to take over traffic safety camera business functions from Police.

Safety Camera System Programme

Four of six key leadership roles started at Waka Kotahi this quarter, marking the formal establishment of permanent safety camera functions within Waka Kotahi.

Workshops have been scheduled with both the camera supplier (Redflex) and the back-office offence processing technology supplier (SICE), to enable Waka Kotahi to firm up timeframes for the transfer of safety camera functions from Police to Waka Kotahi.

This is still expected to be later than originally planned. The Detailed Business Case is still on track for approval by the Waka Kotahi Board in December 2022.

To support the safety camera expansion, preparations to install 10 Redflex NK7s in Tāmaki Makaurau are progressing with construction on track to start from late 2022 and with cameras operational in early 2023. A further 20 of Redflex's new generation HALO cameras are on track 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.

Change Initiatives

Mobile Camera Replacement Programme

The programme is part of the Change Initiatives Investment Portfolio. Police restored full mobile camera operational capacity in June 2022, and further to this, replaced all 43 of the aging mobile speed cameras with a new model, completing implementation by early October 2022.

Replacing the old mobile speed cameras increases reliability of camera operations. This combined with the more modern camera technology which decreases the image rejection rate/ increases the percentage of camera detected offences that can be enforced, will more effectively influence compliance with speed limits.

Vehicle Speed Calibration

Police vehicles need to have a calibrated speedometer to allow police-based speed checks in support of reductions in DSI 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.

At the same time, Police is seeking to upgrade technology in the 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.

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 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.

Speed and Infrastructure Programme

The Waka Kotahi speed and infrastructure activities are intended to contribute significantly towards the achievement of the overall 40% reduction in DSI by 2030.

A total of 69 kilometres of the network have now been treated with retrofitted median barriers, with 587 kilometres forecasted to be completed by 2030, against a target of 1000 kilometres.

Work is ongoing to embed initiatives that will lift the rate of delivery of median barriers. A new programme approach is being developed which will bring forward less complex median barrier installs to increase the pace of delivery in NLTP 2024-27, subject to funding, while continuing to progress work on high-risk corridors.

Delivery of supporting infrastructure is progressing well as this has little impact on access or network operation. 33km of side barrier was completed last quarter.

The target for kilometres of roads addressed through speed management has already been met, with a forecast of 31,000km expected by 2030. The majority of speed changes have been on local roads, and the bulk of the highway speed changes are expected in 2023/24.

Strong pockets of public and stakeholder opposition to speed reductions is resulting in a need to manage the pace of change. A pragmatic approach to speed management has been developed and approved by the Waka Kotahi Board, to support speed review teams with navigating the current external climate.

Speed Management

As a road controlling authority, Waka Kotahi is responsible for setting speed limits on New Zealand's state highway (SH) network. The agency is currently identifying roads where speed limit reviews could help prevent deaths and serious injuries.

Some key developments in speed management over Q1 include:

Publication of Speed Management Guide and MegaMaps

In July 2022, the Speed Management Guide: Road to Zero edition was published and the MegaMaps: Road to Zero edition was launched. The Guide provides guidance to road controlling authorities on how to establish, consult on and set safe and appropriate speed limits in line with the new Land Transport Rule: Setting of Speed Limits 2022, which came into force in May 2022.

Northland and Auckland Speed Reviews

Following the closing of public consultation in June, feedback is now being reviewed. An external report with a summary of feedback and a decision on any permanent speed limit changes is expected to be issued within the coming months.

SH5 and SH30 Speed Review

The outcome of the urban Rotorua speed review was announced on Wednesday 14 September, with implementation on Monday 3 October.

SH56 Palmerston North to Ōpiki Speed Review

The speed limits on SH56 between Awapuni, Palmerston North and Ōpiki are under review. The public engagement phase closed on Monday 11 July 2022. The feedback will be reviewed within the coming months and a summary provided along with next steps.

SH73/75 Christchurch to Akaroa and SH74 Lyttelton and Banks Peninsula Local Roads Speed Review

New safer speeds came into effect Friday 2 September. Waka Kotahi has been working closely with local Police to help advise people of the change and monitor driver behaviour.

Safety Infrastructure Highlights

Some key developments in safety infrastructure over Q1 include:

SH1 Whangārei-Wellsford Safety Improvements

On 14 September, revised plans for safety improvements at four key intersections on SH1 near Waipū were announced. The plans reflect feedback provided through the engagement phase on an initial set of designs, with input received from iwi and hapū partners, key stakeholders and the wider community late last year. Community engagement will continue over coming months as the project develops.

SH1 Waikato Expressway – Tamahere Safety Improvements

Safety improvements are close to finishing, with the traffic management programme programmed to be removed early-October.

SH2 Masterton to Carterton Safety Improvements

Work has started on safety improvements along SH2 between Masterton and Carterton. The improvements include flexible safety barriers in various locations on the highway between Masterton and Carterton and three new roundabouts at Ngaumutawa Road, Norfolk Road and East Taratahi Road.

Education and Marketing - New Speeding Campaign

A concept and brief for a new speeding campaign has been in development by Waka Kotahi over Q1, and will be launched in December 2022. Audience insights show that there is an acceptability of speeding amongst New Zealanders and the campaign focuses on enforcement as a way of addressing this issue. Police is also working closely with Waka Kotahi on this campaign to remind drivers that Police enforce speed

limits to keep us safe on the roads. The campaign highlights the excuses the Police hear on a daily basis and how these excuses mean very little once a driver is faced with the consequences. The campaign will run across multiple media channels including TV, radio, digital, social and billboards.

As this is a Police-focussed advertisement, Police has been supporting Waka Kotahi on this campaign by providing operational advice, possible talent for the advertisement, and vehicles.

High Risk Drivers

Police activity overview of high-risk driver engagement

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.

Change Initiative – Tyre Deflation Device

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. Operational process requirements are being analysed, and consultation is underway to inform implementation. The new solution will be prototyped, and further to this rolled out in a staggered manner.

Proceedings for Illegal Street Racing

Prosecution	215
Referral to Te Pae Oranga	12
Referral to Youth Aid	17
Infringements	175
Warnings	18

Proceedings for Failing to Stop for Police*

Prosecution	809
Referral to Te Pae Oranga	16
Referral to Youth Aid	68
Warnings	3

* Shows the number of proceedings lodged for offences which occurred between July-Sept 2022, as of 25 October.

Q1

Impairment

Includes the following operational priorities:

- Alcohol
- Drugs
- Fatigue

Police Enforcement Activity – Breath Testing

Roadside breath testing and high-volume alcohol checkpoints are standard general deterrence activity carried out regularly to keep our roads safe. To enable more real-time data to be used to monitor performance of this RSPP measure, Police has implemented a centralised platform to allow data to be regularly downloaded from Dräger 7510 devices. This data shows that Police recorded 500,579 passive breath tests and breath screening tests in Q1. Police expects breath testing numbers to increase as the busier summer period approaches.

Breath Tests Performed - 12 month Rolling Total By Test Month



Impaired Driver Programme (OFT)

The Land Transport (Drug Driving) Amendment Act 2022 received Royal Assent on 11 March 2022, allowing Police to conduct random roadside oral fluid testing (OFT) in New Zealand from 12 March 2023. The Act also established new blood concentration levels relating to drug-driving by inserting high risk (criminal) and tolerance (infringement) thresholds for 25 potentially impairing drugs.

The procurement process for an oral fluid testing device is nearing completion. Independent lab testing identified two devices which met the minimum level required by the performance criteria of the relevant standard.

More broadly, concerns whilst undertaking the OFT due diligence process have identified the implementation constraints of the current market device technology.

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, namely a reduction in DSI on New Zealand roads.

Police continues to develop the required changes and operational procedures to support the legislation though selection of the device will clearly impact on other aspects of our planning/implementation. Police continues to work closely with Te Manatū Waka and Waka Kotahi to implement the new framework and identify a way forward.

Change Initiative - Dräger Download

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.

Implementation has been completed and change management activities have been concluded.

Education and Marketing - Summer Drink-Driving Campaign

A concept and brief for a new summer drink-driving campaign has been in development over Q1, and will be launched in early December 2022. The campaign focuses on encouraging our target audience to plan ahead for a

night out. It aims to address their social inclination and unpredictable nature when drinking alcohol. We ask the audience to plan a safe way home before they begin drinking alcohol with friends. The campaign will run predominantly on social media and outdoor advertising, and excludes TV/radio on demand.

Vulnerable and Active Road Users

Includes the following operational priorities:

- Active road users
- Inexperienced drivers

Driver Licensing Improvement Programme

Waka Kotahi, Ministry of Social Development (MSD), and Te Manatū Waka are working together to improve access and equity to the driver licensing system. On 30 June 2022, Employment, Education and Training (EET) Ministers endorsed the Director of Land Transport leading the development of a cross-agency Driver Licensing Improvement Programme (DLIP) and a cross-agency steering group has since been established. This includes Waka Kotahi, MSD, Te Manatū Waka, NZ Police, Te Puni Kōkiri (TPK) and the Accident Compensation Corporation (ACC). The programme is supported by various other ministries and community organisations.

The DLIP established two 12-month community-based driver licence testing trials in Te Tai Tokerau and Tairāwhiti in mid-2022 in partnership with Far North REAP and Tairāwhiti REAP for Restricted and Full licences. In Te Tai Tokerau, Waka Kotahi trained three Police officers as testing officers, who use their community days to offer driver testing for Restricted and Full licences to people supported in their driver licence pathway through the Far North REAP. The Tairāwhiti REAP team supported their students to sit driver licence tests, including picking up groups in rural and remote communities such as Hicks Bay, for practical driving tests in Gisborne. Waka Kotahi supports and pays for dedicated driver testing with a local driver licensing course provider, two days a week.

During Q1, 123 people passed their practical licence test. In August and early September 2022, the DLIP team facilitated workshops with relevant government agencies and community groups to identify the barriers to access and equity for driver licensing, and to design the future state of the driver licensing system. Waka Kotahi will be seeking EET Ministers' endorsement of the proposed future state driver licensing system framework and implementation plan in December.

The DLIP team is developing and implementing action plans to increase driver testing officer (DTO) capacity. It is also looking at the implementation of group booking functionality and is working alongside the Automobile Association (AA) and Vehicle Testing New Zealand (VTNZ) to investigate plans to establish four additional test routes by the end of 2022. The Programme continues to work closely with MSD on delivering to the funding announced in Budget 2022 to fund programmes to help people who face barriers to getting their licence.

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

Waka Kotahi wants to achieve better road safety outcomes with Māori by supporting Māori to determine and act on their own solutions. The Māori Road Safety Outcomes project team will work with Iwi Māori to hear more from them about the key challenges facing their people, initially focusing on two rohe, Te Tairāwhiti and Te Tai Tokerau.

The current project 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.

The majority of the six activity areas are in the discovery phase, which focuses on forming an understanding of the challenge and opportunities from both an organisation and people perspective.

Over Q1, engagement with road safety educators and government partners got underway in Tairāwhiti. Initial programme overview updates with Tai Tokerau road safety educators and government partners have begun, however community engagement planning will not begin until programme coordinators from the regions of interest have been brought on board. Interviewing for the project coordinator roles in Tai Tokerau and Tairāwhiti is underway, and it is planned that the new coordinators will start in their roles in late November 2022.

Iwi and hapu capacity to work alongside the project stream is limited and their internal resources are stretched, which may impact project delivery timeframes. Planning is underway to support a 0.5 transport focused role that could fit with Ngati Porou Runanga.

Planning is underway for the Māori road safety providers wananga, which will possibly be hosted in the summer month of 2023. Participant feedback for the Tai Tokerau seatbelts report is being finalised, and the report will be available for sharing with key contributing partners at the end of October.

Supporting Māori Road Safety Outcomes

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. A draft report has been completed with recommendations under review.

Police is continuing to engage with our partners (the Ministry of Justice and Ara Poutama Aotearoa Department of Corrections) 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.

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.

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. He Tangata providers are keen to participate more through AWHI but have expressed concerns that increased demand would be unlikely to be met without additional financial assistance to support the programme in the future.

Q1

Distractions and Restraints

This section covers two core activity areas; distraction and restraints.

Police Enforcement Activity - Distraction

Under the RSPP, mobile phone offence detection is monitored for operational purposes only with a desired "increasing trend" of enforcement. There were 12,193 offences detected between July and September 2022, an increase of almost 41% on the same period in the previous year.

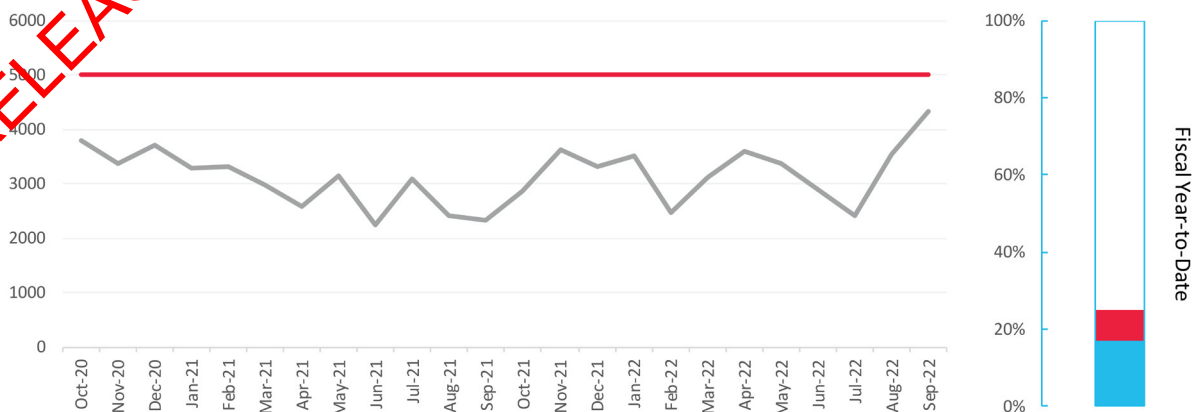
Police Enforcement Activity - Restraints

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 10,297; while the desired activity level is 15,000, this quarterly result was the highest since the end of 2020.

Mobile Phone Offences Detected



Restraints Offences Detected



Distraction and Restraints Detection Trial

Driver distraction is a contributing factor in nearly 8% of all crashes where someone is killed, and approximately 90 people a year are killed on our roads because they didn't wear a seatbelt. However, the scale of actual distracted driving and seatbelt non-compliance in general is mostly anecdotal.

In May 2022 Waka Kotahi launched the Distraction / Restraints Detection trial, aimed to establish the extent of mobile phone use and seatbelt noncompliance rates. The trial presented the opportunity to deploy camera-based detection equipment. The trial initially focused on distraction, but in July 2022, following a Privacy Impact Assessment carried out jointly with the Office of the Privacy Commissioner, seatbelt

detection was activated. Two systems have been deployed to Auckland's motorway network. One of the systems is being installed on an urban CBD street in October to allow urban compliance rates to be understood.

By the end of Q1 after 144 days of operation a total of 10,334,385 vehicles have been checked by the systems. Cell phone use offences total 150,232 and 24,186 seatbelt offences have been detected (1043 cell phone offences and 168 seatbelt offences daily).

The trial concludes on 24 November 2022, whereupon the results will be fully reviewed and decisions on future trials considered. A report on the results of the trial will be published in 2023.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Network Maintenance/ Efficiency

Includes the following operational priorities:

- Incident management
- Light vehicle safety and compliance
- Heavy vehicle safety and compliance

Commercial Vehicle Safety Programme

The programme is currently funded to 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 noncompliance where it is most needed.

Through Q1, the programme delivered the agreed communications with an updated website and engagement campaign centred around a video of the Commercial Vehicle Safety sites. Construction of the Glasnevin and Paengaroa sites are complete. Consent is lodged and tenders out for the Ohakea and Mackays Crossing sites. Rakatahi sites tender has been received and is under evaluation. The Enhanced Screening programme has successfully delivered its second project, screening on Motor Vehicle Register data, with three further projects well heading into delivery.

In the next quarter, the tenders for Ohakea and Mackays Crossing sites will be received and evaluated. The Enhanced Screening programme will continue working on projects which include enhanced targeting functionality for Police; insights on weigh-in-motion accuracy for road user charge (RUC) recovery; and validation process of work time breach

detection algorithm. Concurrently Waka Kotahi has been developing and delivering ways to integrate and utilise the data with a focus on being intel led, such as heavy vehicles that are overweight or have an expired Certificate of Fitness that passed the sites.

Waka Kotahi Compliance Activity

Across Transport Service Licence (TSL) holders and Commercial Drivers, there were 211 compliance activities (which included 462 warnings issued).

Regional Compliance

There were 311 investigations, 13 immediate suspensions, 8 revocations, and 3 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, e.g. excessive speed, operating over approved weight, or vehicles identified as having safety failures.

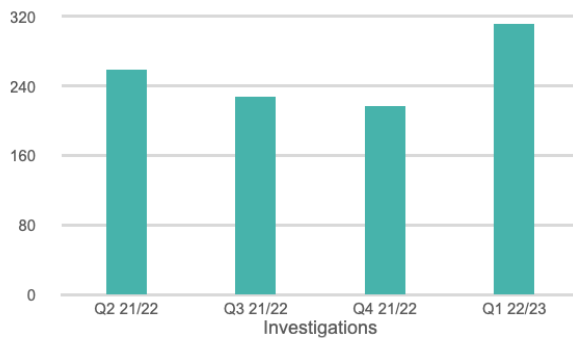
An investigation involves Waka Kotahi reviewing information about safety failures attributed to a TSL holder. Should this show several instances of failures, Waka Kotahi will investigate further. Mitigating actions will be identified with the licence holder and a safety improvement plan put in place.

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.

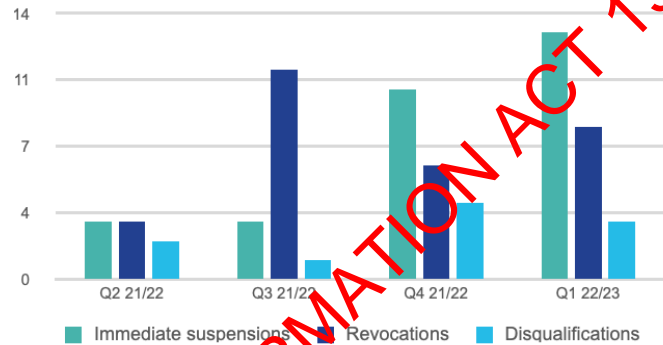
Disqualification is the removal of a driver's class 2-5 licence after an investigation for road safety breaches. Once the licence is revoked, they are unable to operate a business in the transport industry.

Q1

Regional Compliance - Investigations by Quarter



Regional Compliance - Activity by Quarter



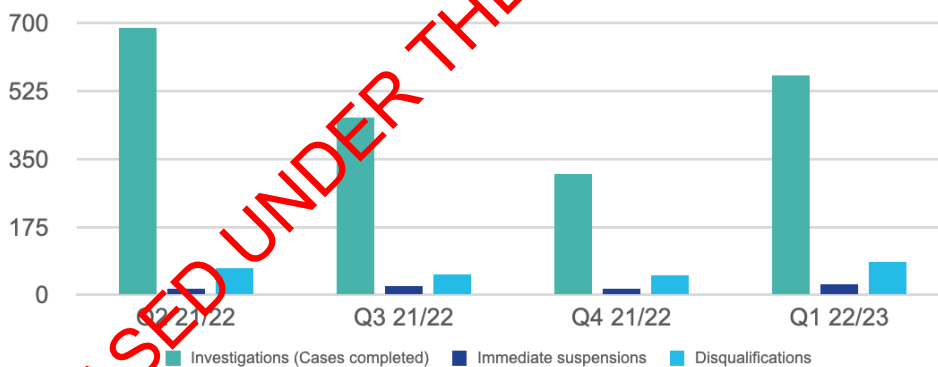
Commercial Drivers

There were 565 investigations (cases completed), 28 immediate suspensions, 86 disqualifications, and 462 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.

Commercial Drivers - Investigations and Activity by Quarter



Permitting Assessments

Type	Total
50 Max	2,178
Over Length	1,020
Over Dimension	1,741
Higher Mass	2,494

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.

Commercial Licensing

This is the processing of applications for persons or companies to hold a TSL. 578 total applications were granted, of which, 139 were issued with warnings.

Operation Hannah

Operation Hannah aims to improve the safety and compliance of vehicles (including passenger service vehicles) at ski fields around New Zealand, where mountainous roads and icy weather conditions can cause difficulty for vehicles and drivers.

In July 2022, as part of Operation Hannah and Road to Zero, six members of the Waka Kotahi Revenue Compliance Team from around the country teamed up with the Commercial Vehicle Safety Team (CVST) and Road Policing, checking the safety of heavy and light vehicles and their Road User Charge (RUC) compliance around the ski fields throughout New Zealand. The infrastructure of our roads which is part of the Road to Zero strategy is funded from money gathered from road user charges which helps to build, maintain, and repair our roads. If this is not done it can result in extra maintenance costs to vehicles and sometimes it can also affect the safety of the vehicle.

During the Operation, Police concentrated on vehicle and driver safety, while the Waka Kotahi Revenue Compliance Team focussed on RUC. A large number of heavy and light vehicles were found without up to date RUC. However, as a result of the interactions most of these were brought up to date within days, with the others being closely monitored.

Further joint activity at ski fields was undertaken at the end of September 2022.

A highlight of the operation was the strengthening of relations and sharing of knowledge between the various teams, as well as the exploration of potential opportunities for future collaboration to maximise efficiency in the compliance space.

Change Initiative – Roller Brakes

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.

Supporting Activities

Change Initiative - Innovation Hub

Road Safety Innovation Hub works with district staff in identifying, building, testing, and evaluating new ways of doing road policing and road safety via a collaborative, safe and fast paced “test & learn” environment.

Concepts are trialled in a mix of operational and non-operational environments with four concepts currently being trialled. These include two Unmarked Motorcycles: Radar on a Motorcycle; and a Handheld Laser Camera.

Trials currently in the “Build” phase include new biometric technology via a handheld mobile device; and a mobile App that would allow officers to identify tyre deflation device locations more safely.

Concept currently in the “Explore” phase is a public dashcam portal that will allow trial participants to upload footage of adverse road safety activities easily and quickly.

Road Safety Deployment Dashboard

The Road Policing Deployment Dashboard was designed and developed to support data informed and evidence-based road policing deployment decisions, to better align with general deterrence principles. Following the evaluation of the dashboard pilot that ran February to May 2022 in Tamaki Makaurau, a national roll-out of the dashboard has commenced. Starting in August 2022 the nine districts outside of the three Tamaki Makaurau districts will start to also use the dashboard by the end of the calendar year. As at the end of September senior road policing staff in the first three districts, who are involved in making deployment decisions, have been provided access to the dashboard and received training on its use. The dashboard will be rolled-out to the other six districts in October and November 2022. This work will support Police to deliver the Road Safety Investment and Delivery Review recommendations and improve deployment.

Safe Roads Operating Model

Police has planned and set up engagement workshops to test the application, content, and intention of the Safe Roads Operating Model. These will work through the KPMG draft Operating Model and will occur from October and into November. The feedback from these will inform any final content changes, with these finalised in November 2022 before the launch.

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.

Road Safety Promotion

Road Safety Promotion campaigns continued to run over the July-September period, including speed, drink driving, drug driving, safe vehicles, motorcycles, seatbelts and distractions. These ran across a variety of media channels including TV, online video on demand, radio, digital, social and billboards.

Cross Agency Marketing Communications Group

This strategic partner group consisting of marketing and communications representatives from Police, Waka Kotahi, Te Manatū Waka, ACC, Auckland Transport and WorkSafe continues to collaborate to ensure we speak about road safety with a collective voice. We recognise we can achieve more together than what any agency would be able to do on their own, so the group has committed to aligning our road safety narrative and key messages, undertaking joint marketing and communication planning sessions, developing joint PR opportunities and more. In August 2022, Local Government New Zealand joined the Cross Agency group, and in September 2022 we held a workshop to plan for Phase 2 of the Road to Zero public information and awareness campaign. A joint planning session is planned for February 2023.

New creative and media partners selected to support the national road safety promotion programme

In early 2022, Waka Kotahi ran a thorough and robust procurement process to identify and appoint an advertising services agency for the design, development and delivery of all Road to Zero related marketing campaigns and programmes (the national road safety promotional programme) and a media services agency to support all media planning and buying requirements across Waka Kotahi. FCB New Zealand was successful in being appointed to deliver advertising services and MBM were successful in being appointed to deliver media planning and buying services. The new contracts came into effect on 1 July 2022. In addition, Waka Kotahi is in the final stages of identifying and appointing a specialist kaupapa Māori creative agency to work alongside FCB New Zealand and MBM and to provide a Te Ao Māori world view in the development of marketing and education campaigns and programmes.

Police's road safety marketing approach is very complementary to that done by Waka Kotahi, and follows similar key principles and metrics (e.g., target audience) to ensure alignment with each other. Police heavily leverages its significant social media presence to disseminate road safety messages to its audience. For example, in the period August to October 2022 250 road safety related posts were shared on Police Facebook pages. Where possible, messages are shared from, or alongside, partner agencies such as Waka Kotahi to amplify the key message and aid in showing the agencies are working together to reduce deaths and serious injuries on New Zealand roads. Paid campaigns such as mixed meds and holiday weekends are key examples of where effective and logical crossover occurs making it easy to share each other's messages.

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Strengthening the Partnership

Road Safety Investment and Delivery Review

Police and Waka Kotahi are responsible for delivering 12 recommendations from the Road Safety Investment and Delivery Review (RSID) 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.

Over Q1, the partners continued to engage and provide feedback on the revised RSPP governance model and Terms of References initially proposed by Waka Kotahi. The proposed governance model includes two forums. These are the Senior Executive Group (SEG), which purposes to provide senior level oversight and assurance of delivery, and the Management and Performance Group (MAP), which purposes to improve performance and management of the programme. All three agencies have committed to implementing the revised governance approach and the first (executive level) meeting is planned for 21 October 2022. This revised governance model will contribute to providing assurance and accountability of RSPP delivery.

Earlier this year Waka Kotahi socialised a revised proposed implementation plan with Police (following initial feedback), intended to help inform a Joint Delivery Plan. The plan will support the revised governance approach and will drive improved performance and delivery of RSPP. Waka Kotahi and Police have been working together over Q1 to develop this plan, which will outline core deliverables for both organisations. The plan will give the new SEG an overview of ongoing and upcoming quarterly activity that contributes to RSPP outcomes. It is anticipated the plan will be finalised in the coming quarter and presented to the SEG in December 2022.

One of the recommendations from the RSID Review was to review the Police performance measures in the 2021-24 RSPP. The Global Road Safety Partnership (GRSP) was engaged to conduct the review, to provide advice on the efficacy of the current measures and make recommendations for improvements to better align measures and desired levels of activity with Road to Zero outcomes.

The GRSP review has been shared with Police and Te Manatū Waka. While the partners have reached agreement across most measures, discussions continue regarding the appropriate activity levels for two of the measures. The partners will provide feedback on the proposed changes in October 2022, and reach an agreed position on the revised measures, before seeking formal approval of any changes.

ABC review

Police is undertaking an independent activity-based costing (ABC) review with Deloitte. The ABC review is the first step to better understand the link between the funding, activities and resourcing that supports road policing delivery. This will help Police to understand how to strengthen assurance over the allocation of the road policing appropriation. Currently this work is in the draft model development and testing stage.

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