

ROAD SAFETY PARTNERSHIP PROGRAMME

Minister's Quarterly Performance Report

Quarter 3: January - March 2023

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EXECUTIVE SUMMARY

New Zealand Police (Police), Waka Kotahi NZ Transport Agency (Waka Kotahi), and Te Manatū Waka Ministry of Transport (Te Manatū Waka) established the Road Safety Partnership Programme (RSPP) to improve co-operation and deliver on road safety outcomes. The programme sets out a number of operational priorities that contribute to road safety, as well as performance measures and funding for key road policing activities. The RSPP directly contributes to the *Road to Zero* target of a 40% reduction in road deaths and serious injuries (DSI) by 2030.

Delivery of road policing activities to the desired activity levels set out in the RSPP is a key contributor to reducing DSI and meeting the *Road to Zero* target. These activity measures are largely focused on restraints, impairment, distraction, and speed, which are collectively known as RIDS.

During the January to March 2023 (Q3) period, 84 people were killed on New Zealand's road network. This is slightly fewer than the 93 deaths that occurred over the same period in 2022¹.

In Q3:

- Police delivered 78% of the desired number of mobile camera hours in Q3, achieving 15,742 hours. This was an increase of almost 750 hours over the previous quarter.
- Police delivered 11.9% of officer-issued infringements for speed offences between 1 and 10km/h above the posted speed limit, against the 15% desired activity level. This equalled the result of the previous quarter.
- There was a slight increase in the percentage of speed infringements issued on rural roads, to 55.3% against a desired activity level of 70%. This compares to 53.4% achieved in the previous quarter. Sixty-three percent of road fatalities in Q3 were in areas defined as rural. Operation Open Roads, which began in December 2022, deploys predominately urban based traffic units onto the rural road network where the most risk exists.
- Police undertook 665,913 breath tests, bringing the fiscal year to date total to 2,145,305 tests. This is more than 390,000 tests above what were conducted in the whole of the 2021/22 fiscal year.
- 13,278 restraints offences were detected. This is slightly lower than the 14,110 detected in the previous quarter,

against a quarterly desired activity level of 15,000. However, many districts have seen improvements in this metric over the last several months, many of whom are now above or tracking towards their individual desired activity levels.

Alongside road policing activity, the setting of safe and appropriate speed limits and implementation of safety infrastructure are vital to creating a safe system and achieving the *Road to Zero* target. During Q3, 82% of the fatalities were on roads with a speed limit higher than the safe and appropriate speed limit. Half of all fatalities involved hitting a roadside object.

Waka Kotahi continues work to implement safe speed limits and safety infrastructure through its Speed and Infrastructure Programme and reports on this activity through *Road to Zero* governance forums. Following the Government's announcement in March 2023 regarding policy changes to speed management, Waka Kotahi is reviewing processes and the Interim State Highway Speed Management Plan to successfully give effect to Cabinet's direction to focus on the top one percent most dangerous state highways.

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, and establishing new blood concentration levels relating to drug-driving.

Police successfully delivered Phase I as planned on 11 March 2023. This included the introduction of enhanced charges for high-risk offending, infringement offences for low level offending and medical defence for infringements which relate to prescription drugs where they are taken in accordance with settings, as identified within the legislation.

The procurement outcome for an oral fluid testing device identified implementation constraints of the current market device technology, meaning that OFT could not be introduced.

s 9(2)(f)(iv)

Work continued in Q3 to support the transitioning of safety cameras functions from Police to Waka Kotahi as well as the expansion of the camera network. The new staged approach

¹ Based on the Traffic Crash Reports submitted to Waka Kotahi by New Zealand Police. These figures are subject to change and may differ from official figures.

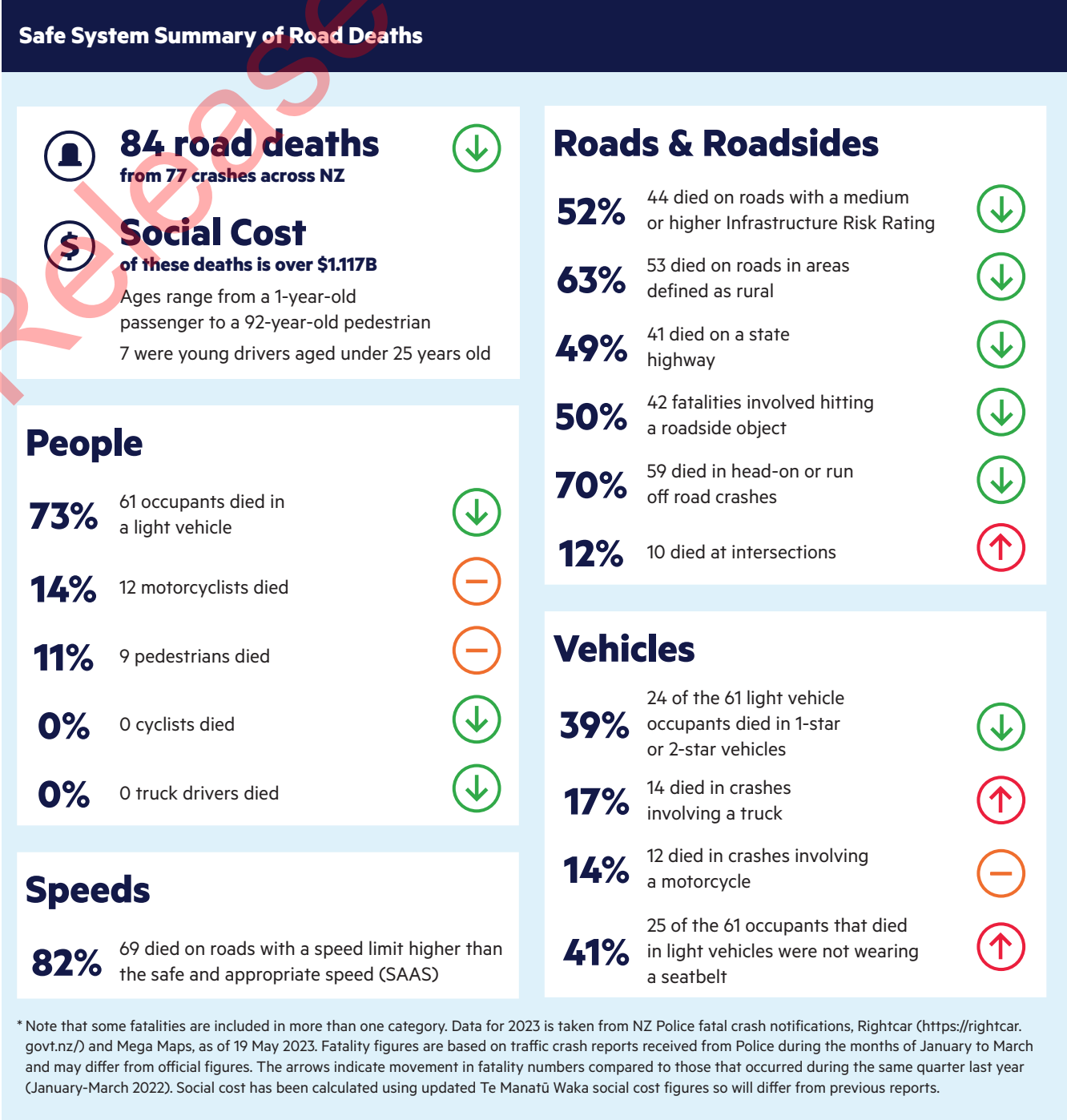
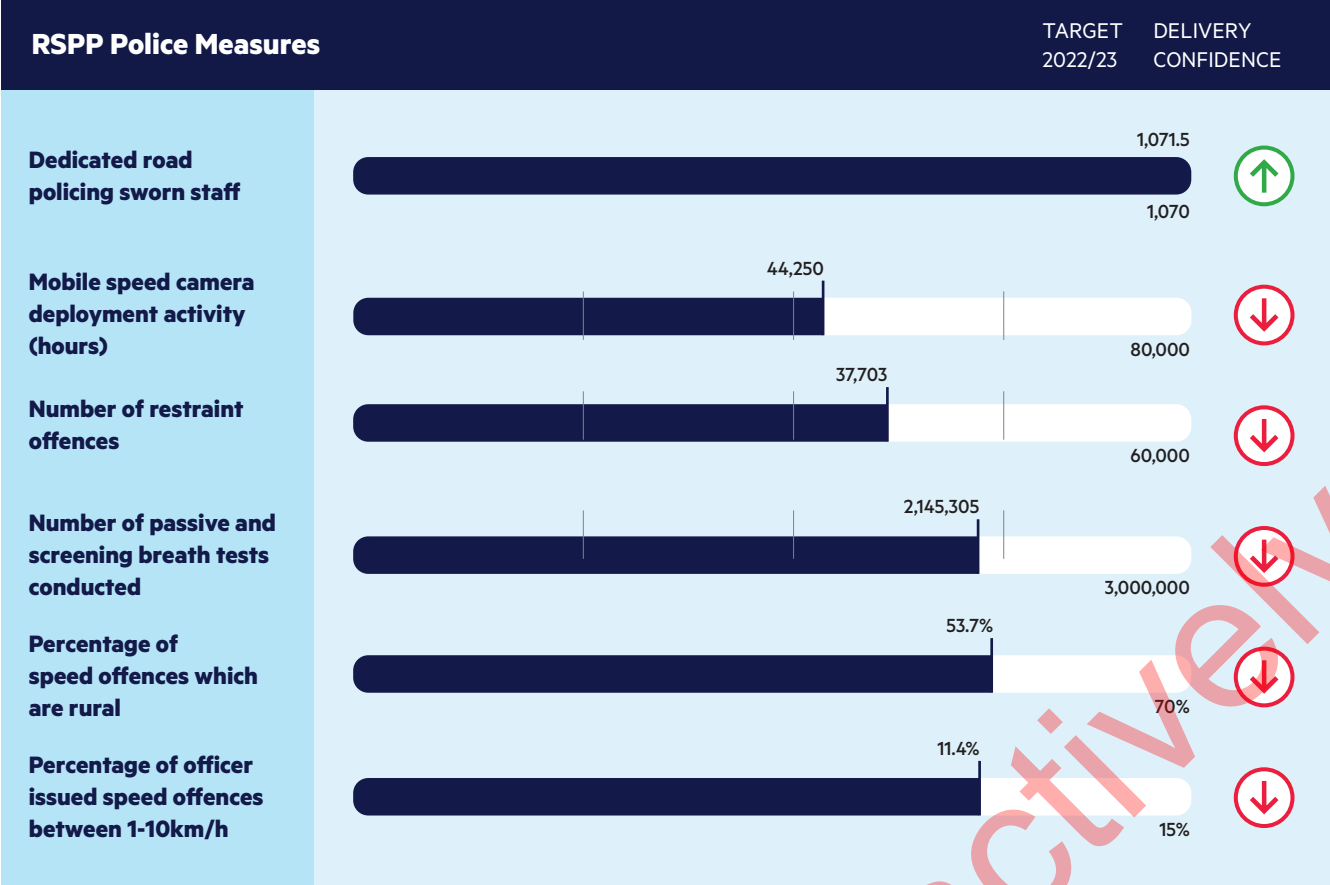
EXECUTIVE SUMMARY

for the Safety Camera System Programme was embedded in Q3 to support the focus on the expansion of the network. Engagement continued with Police and the Ministry of Justice to discuss and share programme planning updates, information and requirements to support the operational change, system design and transition management processes required for the Waka Kotahi Safety Camera System. Following successful engagement with the local iwi and hapū, the nine Redflex NK-7 spot speed camera sites in Tāmaki Makaurau continued construction in preparation for mounting camera poles and cameras in Q4, with Police preparing to support these nine cameras from Q1 2023/24.

The partners are continuing to work together to progress the recommendations from the Road Safety Investment and Delivery review. They have also begun collaborative work to develop the next RSPP for the 2024-27 period. This RSPP 2024-27 will need to be developed, approved and in place to begin on 1 July 2024, as the current RSPP expires at the end of June 2024.

RSPP SUMMARY

These are numbers as at the end of quarter 3 against the total annual desired activity level



Q3

Expenditure

Monthly financial performance of the Road Safety Appropriation

	Budget	Actual	Variance
January 2023	34,121,000	34,609,000	-488,000
February 2023	30,123,000	32,498,000	-2,375,000
March 2023	33,259,000	36,992,000	-3,734,000

FY2022/23 financial performance of each component of the Road Safety Appropriation

Mar '23 YTD Financial Performance							
Road Safety Appropriation Funding - Investment Cases	0%	YTD Spend	100%	YTD Budget	YTD Spent	Variance	FY Budget
Core Programme (Including NRPC)		\$306,981,850		\$304,825,359	101%	\$2,156,490	\$410,391,146
Change Initiatives Investment Plan Portfolio and Programme Funding (CIIP)		\$5,962,150		\$5,031,641	118%	\$930,510	\$12,008,854
Total Appropriation		\$312,944,000		\$309,857,000	100%	\$3,087,000	\$422,400,000

NRPC and Districts – Baseline Funding

The National Road Policing Centre (NRPC) had a BAU underspend of \$2.487m at the end of Q3. While there have been some significant cost increases—for instance, postage costs for the Police Infringement Bureau (PIB) due to increased numbers of infringements, and the cost of leasing equipment such as traffic safety cameras—these have been more than offset by an underspend on personnel.

Personnel costs are lower than expected due to the challenge to recruit and retain staff in the PIB while the Infringement Transformation Programme progresses. In addition, the actual cost of employee salaries has been less than budgeted salaries. This underspend is currently supporting national road policing initiatives such as the Deployment Dashboard, and the development of Police's internal Fleeing Driver policy.

At the end of the financial year, NRPC is expecting to have an underspend of \$2.0m - \$2.5m, which, along with an anticipated \$4.25m underspend in the NRPC Change

Initiatives Investment Plan (CIIP), will be used to fund the increase in district road policing costs.

The district overspend at the end of Q3 was \$4.643m. This is mainly due to salaries (i.e. general wage increases and allowance increases in the collective employment agreement), higher fuel costs, and other increased costs in road policing delivery. At the end of the financial year, the district overspend is expected to be \$6.25m to \$6.75m. For the full year, total RSPP expenditure (including CIIP) is expected to be close to the total appropriation.

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

The CIIP delivers Programmes and Projects, including Tyre Deflation Devices (TDDs), Mobile Camera Replacements, Infringements Transformation Programme (ITP), and the Impaired Driving programme.

A range of issues have been identified relating to the management and delivery of CIIP projects. This has caused project delays resulting in another expected financial year surplus. The partners are undertaking work to address these issues. Increased cost pressures are expected in the 2023/24 financial year as CIIP looks to wrap up those projects.

Three significant projects have experienced delays (two of these projects are managed outside of the programme):

- Waka Kotahi delays in the safety camera transition are impacting on the ability to progress the ITP to plan. Police is also experiencing delays in regard to the replacement of the end-of-life Police infringement processing system
- the resolution of legislative issues for the Impaired Driving Programme has resulted in procurement of OFT devices being postponed
- TDD project delivery delays are also adding to the underspend this fiscal year and cost pressures in the 2023/24 financial year.

With the expected CIIP underspend in the 2022/23 financial year, in February 2023, \$9m of the budget was transferred by Police from the CIIP to cover the Districts for cost pressures including the \$7.585m collective employment agreement funding shortfall.

CIIP underspend of approximately \$4.25 million is now anticipated in the 2022/23 financial year.

Core Activity Areas

The 2021-24 Road Safety Partnership Programme sets out 13 operational priority areas where both Waka Kotahi and Police undertake activities that contribute to supporting a safe roading system and reducing deaths and serious injuries (DSI). These operational priorities are directly linked to the *Road to Zero* areas of focus, ensuring that activity aligns to achieving the strategic outcomes of *Road to Zero*.

The 13 operational priorities (grouped below into core activity areas) and some key contributing activities undertaken by Police and Waka Kotahi during Q3 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 is 80,000 hours for the fiscal year. This is approximately 20,000 hours per quarter.

Police delivered 78% of the desired number of mobile camera hours in Q3, by achieving 15,742 hours. While still below the desired 20,000 hours for the quarter, this does represent an increase of almost 750 hours over the previous quarter.

Districts have been offered additional funding and are exploring the opportunity to add additional temporary traffic camera operator FTE to support this activity.

Police has continued to deliver an increasingly greater proportion of officer issued infringements for speed offences between 1 and 10 km/h above the posted speed limit over the last twelve months. While Police remains below the desired level of 15% of officer issued notices between 1 and 10km/h above the posted speed limit, the Q3 result of 11.9% is the most that has been achieved in the past two years, with March 2023 reaching 12.3%.

There was a small upward tick in the percentage of speed infringements issued on rural roads in Q3. The result of 55.3% is higher than the 53.4% result in the previous quarter.

The activity level of 70% of officer issued speed offences being detected on rural roads is difficult to measure, with a proxy measure being used (speed enforcement on roads with a speed limit of 80 km/h or more).

During Q2, Police launched a new national road safety operation called 'Operation Open Roads'. The operation seeks to have the predominately urban based traffic units redeployed onto the rural road network (that is any

undivided road with a posted speed limit of 80km/h or higher) to complement the existing highway patrol units. Operation Open Roads will increase the visibility and presence of Police where the risk of death and serious injury is greatest. It remains too early to definitively say whether the increase in performance during Q3 is a direct result of the operation.

Safety Camera Programmes

Infringements Transformation Programme

The Infringements Transformation Programme (ITP) has two connected but distinct workstreams: the implementation of a new officer-issued infringements (OII) management solution within Police, and Police work to support Waka Kotahi transitioning traffic safety cameras from Police (TSCT). Activities within control of ITP are on track.

• Officer Issued Infringements

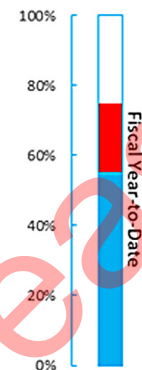
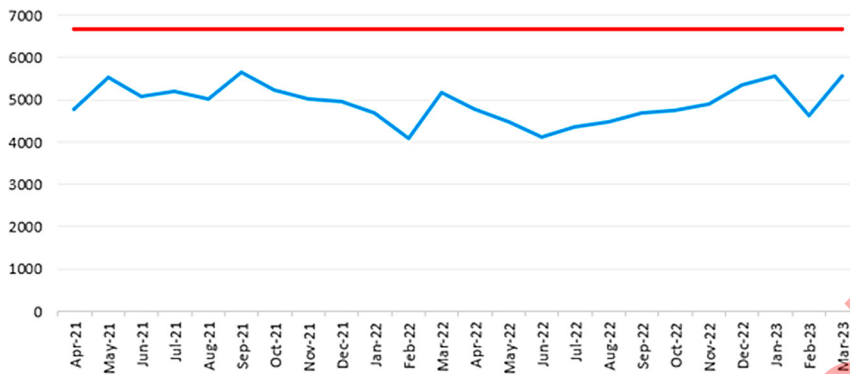
ITP and Police ICT have finalised the business requirements and have moved into developing requirements to inform the technology solution's high-level design and options. ICT has currently paused activity to complete the development of the solution requirements due to competing priorities. Procurement process outcomes will inform the timeframes and the scope of activities for replacing the current infringement processing system. In the interim, the existing end-of-life processing system poses some risks. Steps are being taken by Police ICT to manage those risks.

• Traffic Safety Camera Transition to Waka Kotahi

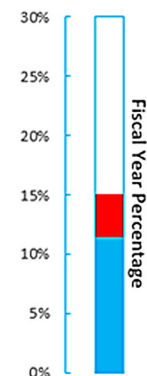
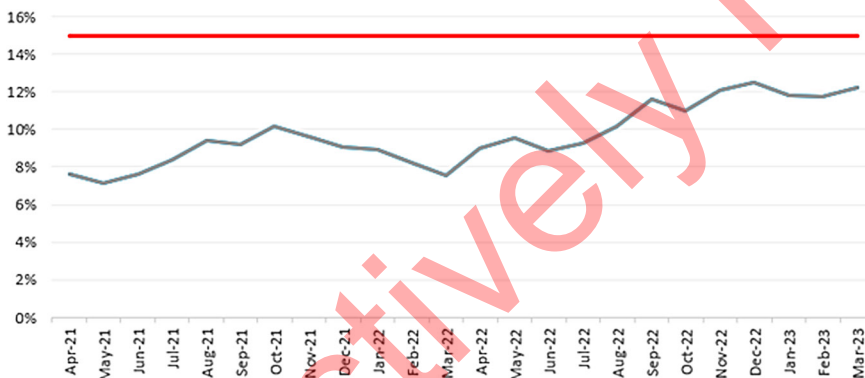
The ITP team continues to provide considerable Police support for the Waka Kotahi Safety Camera System Programme to help ensure a successful transition of traffic safety camera functions from Police by Waka Kotahi. Police is awaiting Waka Kotahi confirmation of essential dependencies that need to be in place ahead of the transition occurring. Police's supporting activities are on track. Police will continue

Q3

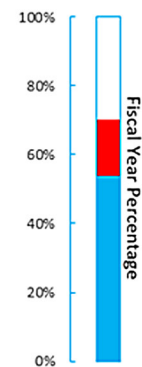
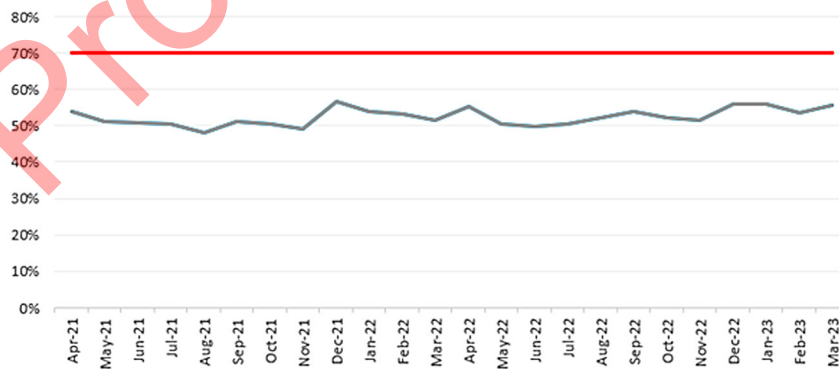
Mobile Speed Camera Deployment Hours



Speed Offences Detected with Excess between 1 and 10 km/h



Speed Offences Detected on Rural Roads



to undertake the traffic safety camera business functions for the existing camera fleet until Waka Kotahi is in a position to complete the transition.

Safety Camera System Programme

The new programme staged approach was embedded in Q3 to support the focus on the expansion of the network to support the reduction of deaths and serious injuries (DSI) on New Zealand's roads. In Q3, engagement continued with Police and the Ministry of Justice to discuss and share programme planning updates, information and requirements to support the operational change, system design and transition management processes required for the Waka Kotahi Safety Camera System.

At the end of Q3, a key Stage 1 milestone was reached through the successful prototype testing of new Redflex Halo camera technology and safety camera management system (SCMS) in a controlled environment at the Masterton Motorplex. All three test objectives were successfully met. The test results demonstrated a reliable connection between the camera hardware and the SCMS, a successful transfer of data from the cameras to SCMS and transmission of all data from SCMS to the Waka Kotahi information management system.

Additional testing was also completed to support the next phase of the Stage 2 approach, scheduled for Q4. This will involve the installation of the first Redflex Halo safety camera operating roadside to undertake field testing. No infringements or safety / advisory notices will be issued to drivers until Stage 3 in Q2 2023/24.

In Q3, following successful engagement with the local iwi and hapū, the nine Redflex NK-7 spot speed camera sites in Tāmaki Makaurau continued construction in preparation for mounting camera poles and cameras in Q4. Police is preparing to support these nine cameras from Q1 2023/24. In addition, nine average speed / point-to-point sites and two additional spot speed sites have been identified across Tāmaki Makaurau. Provisional construction plans have been completed, with the collection of speed survey data to inform final site acceptance scheduled for Q4. Engagement with local iwi and hapū will also start in Q4.

Road Works Safety Camera Trial

In Q4, a trial will begin to evaluate the operational feasibility of safely and effectively deploying safety cameras mounted on trailers at road works or construction sites. The aim is

to protect road users and road workers by encouraging people to travel at safe speeds through road works sites. The trial will take place over a sample of road construction zones, with cameras initially deployed on the Peka Peka to Ōtaki expressway to provide a controlled environment and determine if they are fit for purpose. The trial will not be publicised as there are no privacy implications to road users. No identification or enforcement (including safety / advisory notices) of any offences detected by the safety cameras will occur during the trial. Waka Kotahi will evaluate the findings of this trial to support decisions on future safety camera activity.

Speed Related Change Initiatives

The following change initiatives are underway to support Police's delivery of speed enforcement activities.

Mobile Camera Replacement Programme

Implementation has been completed. All mobile cameras operated by Police have been replaced and programme closure is underway.

Vehicle Speedometer Calibration

Police vehicles need to have a calibrated speedometer to allow pace-based speed checks. These checks support reductions in DSI caused by excess speed.

The project has repaired the existing rolling roads owned by Police, with Bay of Plenty still reliant on a private garage to calibrate vehicles. The original approach considered by the project has been identified to be no longer feasible, as the rolling roads' approach may not allow a long-term solution for calibrating modern vehicles. The project is exploring alternative vehicle calibration approaches.

Police Calibration Services Digitisation Project

The Calibration Services Digitisation Project has provided Police Calibration Services with a platform that enables electronic storage of, and access to calibration information. However, gaps have been identified in the technical solution that has been implemented. This has resulted in legal and regulatory compliance issues.

The required system changes have been identified, change controls process is being engaged to enable project delivery completion, and the project will progress to closure (estimated by 31 October 2023).

Speed and Infrastructure Programme

The Waka Kotahi speed and infrastructure activities are intended to contribute significantly towards achieving the *Road to Zero* target of a 40% reduction in DSI by 2030. Key activities that the Speed and Infrastructure Programme is aiming to deliver by 2030 include:

- 1000km of primary safe system interventions (including median barriers)
- 1,300 intersections upgraded with primary safe system treatments such as roundabouts and raised platforms
- 4,000km of secondary safe system treatments (including side barriers, rumble strips and wide centrelines)
- 10,000km of speed management on high-risk roads.

The speed and infrastructure activities are funded, governed and reported on separately from the RSPP. The Minister can find information on delivery and performance of the programme in the *Road to Zero* Ministerial Oversight Group reporting.

Speed Management

Interim State Highway Speed Management Plan

As a road controlling authority (RCA), Waka Kotahi is responsible for setting new speed limits on New Zealand's state highways. A new Land Transport Rule: Setting of Speed Limits 2022 came into effect in May 2022, requiring RCAs to develop speed management plans with a whole-of-network approach every three years, aligning with the National Land Transport Programme (NLTP) cycle.

As this legislation took effect during the current 2021-24 NLTP period, Waka Kotahi is taking a step towards the new approach by developing an Interim State Highway Speed Management Plan which includes remaining speed-related activities within the current NLTP.

Following the Government's announcement in March 2023 regarding policy changes to speed management, Waka Kotahi is reviewing processes and the Interim State Highway Speed Management Plan to successfully give effect to Cabinet's direction to focus on the top one percent most dangerous state highways.

Safe and appropriate speed limits on SH6 Blenheim to Nelson

Speed limit changes that took effect on 18 December 2020 on state highway (SH) 6 Blenheim to Nelson have reduced

deaths and serious injuries by approximately 80% in the first two years post-implementation whilst the average journey time has increased by approximately four minutes over the 110 km length (i.e. two seconds per kilometre).

Based on the existing injury rate prior to the speed limit change, it is estimated that at least 19 people have been saved from either death or serious injury in the two years since the speed limit changes were introduced.

SH2 Wairarapa Speed Review

The speed review decision for SH2 Wairarapa (Masterton to Featherston) was announced, with new permanent speed limits taking effect from Friday 27 January 2023.

Safety Infrastructure Highlights

SH30 Awakeri to Whakatāne safety improvements

Stakeholder engagement continued during Q3, and public information drop-in sessions were held on 30 and 31 March.

SH3 New Plymouth to Hāwera safety improvements

Public consultation is underway until 2 April 2023 on a proposed intersection speed zone at a busy intersection south of New Plymouth.

Te Ara Tūtuhu: SH3 Waitara to Bell Block safety improvements

The SH3/Princess Street roundabout is the first of four roundabouts being built as part of the Te Ara Tūtuhu: Waitara to Bell Block safety improvements project, which also includes median barrier and other safety improvements. Construction on the Princess Street roundabout and pedestrian underpass began in March 2023.

Speed Campaign Results

The new speed campaign from Waka Kotahi, 'Through My Eyes', was developed with input and support from Police. Launched in December 2022, the campaign aims to shift the acceptability of speeding amongst New Zealanders. Advertising tracking results show in the first quarter of the campaign running, there was 41 percent prompted awareness (people surveyed remembered the advertisement when prompted) and 63 percent of New Zealanders believe it is relevant and talks to people like them. More importantly, 70 percent of people surveyed believed that the advertisement raises important issues and over half said it will change their attitudes on road safety. This percentage rises to 58 percent for our key audience of males aged 20-35 years.

High-Risk Drivers

Police Activity- 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 Police's focus on the Specific Deterrence and Specialised Deterrence aspects of its Safe Roads Control Strategy, as part of Police's role in preventing harm on our roads.

Proceedings for Illegal Street Racing		Proceedings for Failing to Stop for Police	
Prosecution	833	Prosecution	2,875
Referral to Te Pae Oranga	54	Referral to Te Pae Oranga	46
Referral to Youth Aid	101	Referral to Youth Aid	244
Infringements	207	Warnings	18
Warnings	35		

Shows the number of proceedings lodged for offences which occurred between Jul 2022-Mar 2023, as of 26 April 2023.

Shows the number of proceedings lodged for offences which occurred between Jul 2022-Mar 2023, as of 26 April 2023.

Change Initiatives – Tyre Deflation Devices (TDD)

The project has recommenced the evaluation of tender responses and the road tests that were undertaken last year. The project has identified a preferred device. Further work is required to assess and understand support/maintenance and price elements. Once these activities are completed,

the procurement process can be closed out and findings contributed to the investment/ business case. Approval of the investment case is required before we can undertake large scale investment in TDD devices, training, maintenance, and fleet modification.

Impairment

Includes the following operational priorities:

- Alcohol
- Drugs
- Fatigue

Police Enforcement Activity – Breath Testing

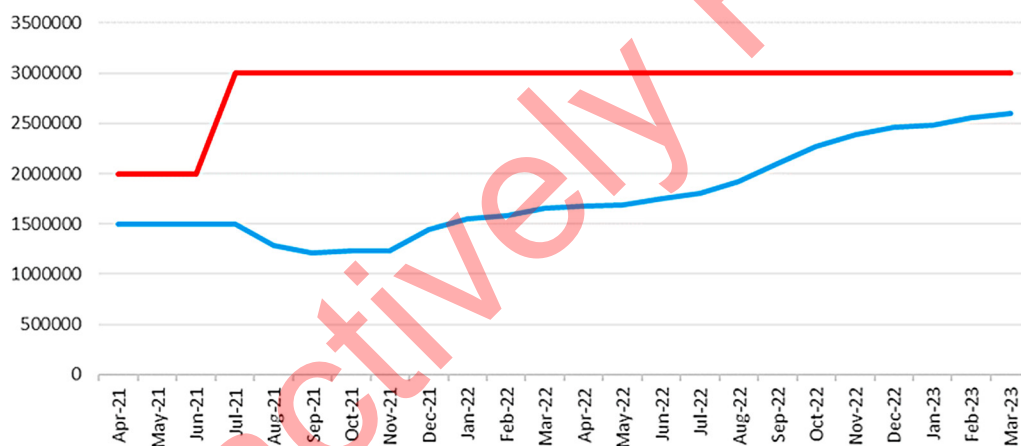
Roadside breath testing and high-volume alcohol checkpoints are standard general deterrence activity carried out regularly to keep our roads safe. To enable more real-time data to be used to monitor performance of this RSPP measure, Police has implemented a centralised platform to allow data to

be regularly downloaded from Dräger 7510 breath testing devices.

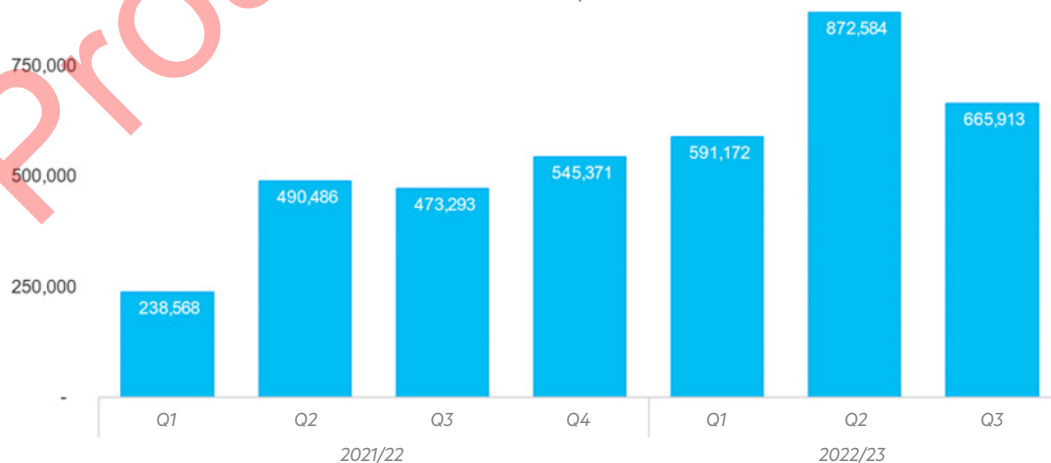
The desired activity level for breath tests conducted by Police is 3,000,000 tests annually. This is approximately 750,000 tests per quarter. Police undertook 665,913 breath tests during Q3, bringing the fiscal year to date total to 2,145,305 tests. This is more than 390,000 tests above what were conducted in the whole of the 2021/22 fiscal year.²

Over the rolling 12 months, Police has conducted over 2.6 million tests nationally.

Breath Tests Performed - 12 month Rolling Total by Test Month



Total Breath Tests Performed, by Test Quarter



² Breath Tests Performed - 12 month Rolling Total by Test Month. As of 9 May 2023

Impaired Driving Programme

The Land Transport (Drug Driving) Amendment Act 2022 (the Act) 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.

As part of the undertaking of the work to enable roadside drug driver testing, Police undertook due diligence activities within the procurement process of the oral fluid testing device which was completed in October 2022.

The procurement outcome identified implementation constraints of the current market device technology, meaning that OFT could not be introduced. More broadly, the constraints mean the commercially available devices do not meet the policy intent and requirements of the Act.

s 9(2)(g)(i)

s 9(2)(f)(iv)

Police successfully delivered Phase I as planned on 11 March 2023. Changes implemented in Phase I include the introduction on enhanced charges for high-risk offending, infringement offences for low level offending and medical defence for infringements which relate to prescription drugs where they are taken in accordance with settings, as identified within the legislation.

Change Initiative - Dräger download

To enable more real-time data to be used to monitor breath testing performance, Police has implemented a centralised platform to allow data to be regularly downloaded from Dräger 7510 breath testing devices.

Some technical issues were identified in ICT systems, and root causes have now been identified. This is being resolved, and once system updates are completed, the project will progress to closure.

Alcohol Campaign in Development

During Q3, a new drink-driving campaign, "Would You Rather", was developed by Waka Kotahi in consultation with Police. This campaign targets drink-drivers who do not see the traditional consequences of crashing or being caught by Police as likely. The focus is on what a drink driver experiences after losing their licence and how their decision affects those that are close to them. The core target audience is males aged 25-34 years, who in their eyes, do not view a few drinks over the limit as making them a drunk driver. The campaign is scheduled to go live on 28 May 2023. A wide range of executions will be used across audio visual, social, radio and outdoor advertising channels.

Vulnerable and Active Road Users

Includes the following operational priorities:

- **Active road users**
- **Inexperienced drivers**

Driver Licensing Improvement Programme

In Q3 2023, 394 restricted or full driver licence tests were completed by a Community Driver Testing Officer (CDTO) in 10 locations. The pass rate was 92% (363). This brings the total number of restricted or full driver licences gained since CDTOs were introduced in June 2022 to almost 1000 people. CDTOs provide dedicated Class 1 practical testing time for community programme participants to increase testing capacity.

There was considerable uplift in CDTO testing in Waipukurau, Napier and Hastings in March, and Gisborne has re-started testing following Cyclone Gabrielle.

Tairāwhiti Rural Education Activities Programme (REAP) students living in the East Cape who had previously travelled to Gisborne via SH35 for driver training were unable to consistently get to Gisborne following the Cyclone. Work was undertaken in March to stand up a test route in Ōpōtiki and provide driver training through Eastbay REAP, with a start date of 18 April.

s 9(2)(g)(i)

The recent testing reflects the steady demand for testing from students supported by community driver training providers.

Of the 363 people who passed their licence in Q3, 82 were rangatahi in the community-led driver licence trials run in partnership with Far North REAP and Tairāwhiti REAP. Both trials are likely to be extended for a further year (to 30 June 2024), to continue to provide improved access to driver licences in communities facing barriers.

Videos showcasing the impact of the trials, with students and their whānau talking about the transformative result of getting a licence, were made available in March³.

In Q3, eleven new roles funded from Vote Transport in Budget 2022 were designed to provide greater support for community driver education providers. The roles include

seven regionally based advisors, three Safer Driver Education Advisors, and a Testing Administrator for group bookings. Recruitment started in April 2023.

In December 2022, Employment, Education and Training Ministers confirmed targeted system change as the preferred option for the Driver Licensing Improvement Programme to take forward for engagement in early 2023.

In February and March engagement sessions were held on the preferred option with over 100 stakeholders. There was broad support for the preferred option from a wide range of stakeholders, including those representing the disability, migrant and refugee, ethnic, Pasifika, education, literacy, ex-offenders, and driver education communities. Focus groups and customer insight interviews also ran in March.

Work toward deeper engagement with Māori continued during the quarter.

The Programme continues to work closely with the Ministry of Social Development on delivering to Budget 2022 funding for programmes helping people who face barriers in getting a driver licence.

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 13,383 offences detected in Q3. While a decrease of 450 from Q2, it is still the second highest quarterly result since the offence was created in November 2009. It is a 41% increase on the same period in the previous year.

Police Enforcement Activity – Restraints

Police continues to identify and discourage restraint offences through general and specific deterrence activities. Staff use 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 detected in Q3 was 13,278 – a slight fall from the previous quarter result of 14,110. While the desired activity level is 15,000, this quarterly result was

³ Videos are available here: Tairāwhiti: https://www.youtube.com/watch?v=9W_iNNAZkuw, Te Tai Tokerau: <https://www.youtube.com/watch?v=tWDWQkXEaeE>

Q3

the second highest since the end of 2020. Police has seen marked increases in restraint detections across almost all districts over the past several months with most districts now above or tracking towards their desired activity levels.

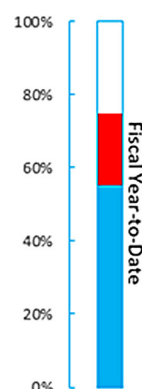
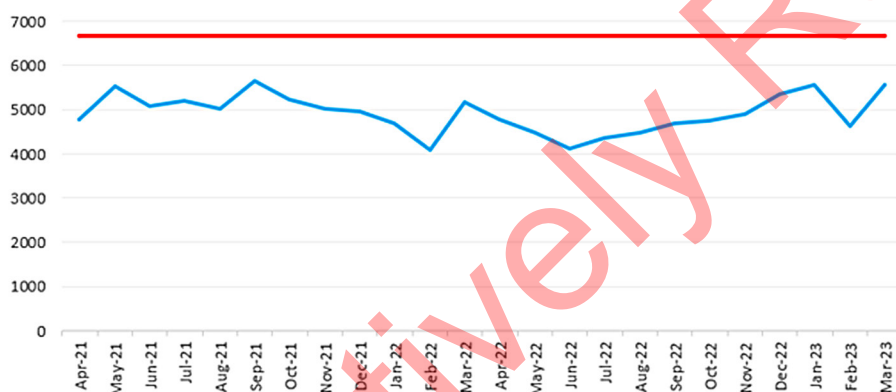
Mobile Phone and Seatbelt Detection Trial

The Waka Kotahi mobile phone and seatbelt detection trial was completed in Q2. The trial met its objective to determine the ability of safety cameras to accurately identify distracted driving behaviour (mobile phone use) and seatbelt wearing offences. The trial showed that across the three test sites over the six-month period, one in 42 drivers (2.4%) were

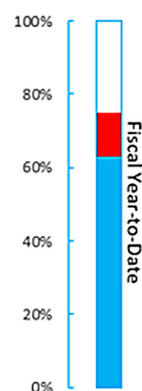
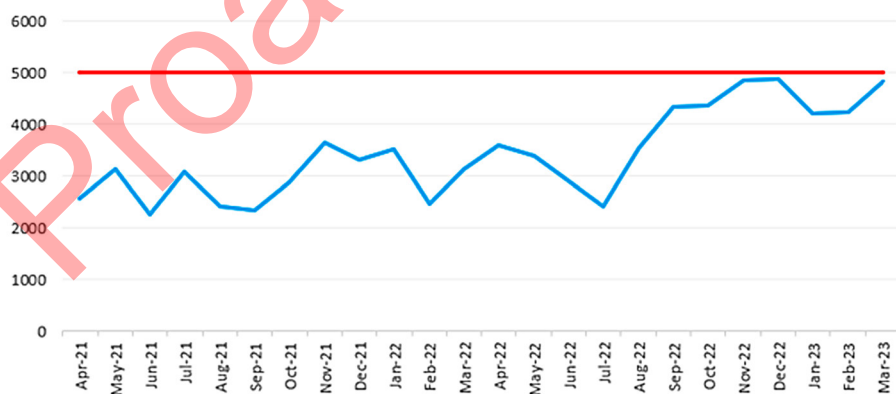
shown using mobile phones and one in 95 (1%) vehicles had occupants not wearing seatbelts. The total number of offences recorded over the full trial period was 242,959. A report on the trial will be published in Q4.

Te Manatū Waka is currently exploring options to enable the use of safety cameras to enforce mobile phone and seatbelt offences as this is not currently permitted under the Land Transport Act 1998. s9(2)(f)(iv)

Mobile Phone Offences Detected



Restraint Offences Detected



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 Commercial Vehicle Safety Programme (CVSP) 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.

In Q3, the Rakaia tender was accepted for the southbound site with work commencing in January 2023. The northbound Weigh in Motion (WIM) pavement works are complete, and construction of the southbound WIM pavement is underway as is construction of the southbound CVSC. The 2nd tender round for Ohakea and Mackay's sites physical works contract closed on 4 April. Tenders have been received and are being evaluated.

The Enhanced Screening Programme is progressing an implementation of an analytics platform to run the weight prediction algorithm built last quarter. The Revenue Assessment team has aspirations to use this information to detect non-payment of Road User Charges (RUC) with greater certainty. A range of enhancements were introduced to improve targeting of higher risk vehicles and Transport Service Licences (TSLs) at Commercial Vehicle Safety Centres (CVSCs). The business audited the potential work time breaches (WTB) identified by the WTB detection prototype. The audit confirmed we can detect breaches using vehicle sightings at CVSCs.

In the next quarter, the Rakaia southbound site will progress, tenders will be reviewed for Ohakea and Mackay's. Consenting documents for Bombay have been sent back for re-write as they are overly complicated.

The Enhanced Screening Programme will continue to deliver the analytics platform to run the algorithms being developed, will continue work on the worktime breach detection algorithm and, will implement features in the Vehicle

Screening System (VSS) to record vehicles that have driver change overs, which cause false positives for WTB detection.

Significant progress has been made on developing insights using CVSP data, exploring how this can be used by Safer Commercial Transport to target effective intervention as well as support the wider business. Another positive outcome is a significant decrease in overloading at CVSCs, which has dropped from 10% to just 1-2%.

Waka Kotahi Compliance Activity

Regional Compliance

Waka Kotahi compliance activities fall into two categories. The first is reactive, that is responding to a complaint that has been received. In this regard intelligence is received from 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. The second is where an emerging safety risk is identified and is responded to using a variety of tools including compliance activities to reduce that emerging risk.

During Q3, there were 277 investigations completed, 7 immediate suspensions, 9 revocations, and 0 disqualifications.

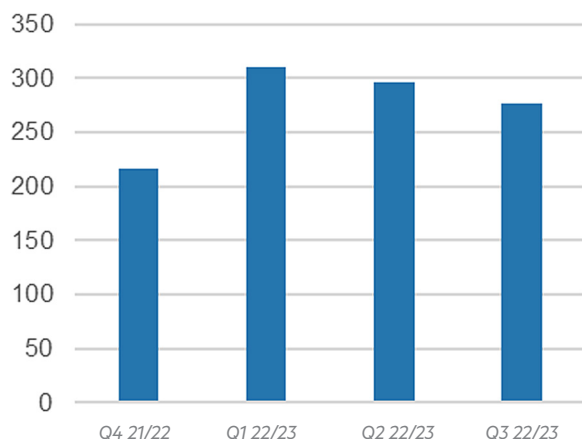
An investigation involves Waka Kotahi reviewing information about non-compliant activities attributed to a Transport Service Licence (TSL) holder. Depending on the severity of non-compliance and the impact on safety of other road users, Waka Kotahi will investigate and determine if enforcement action is warranted. In many instances the commercial operator will undertake remedial action to rectify the compliance issues identified. A safety improvement plan will be put in place that is followed up until fully implemented.

Immediate suspensions are where evidence suggests a person carrying passengers has been involved in inappropriate behaviour towards a passenger. In these instances, the driver will be immediately suspended pending an investigation. An immediate suspension is undertaken only where there is sufficient cause for concern that the behaviour may continue in the future and so the driver is suspended to safeguard future passengers.

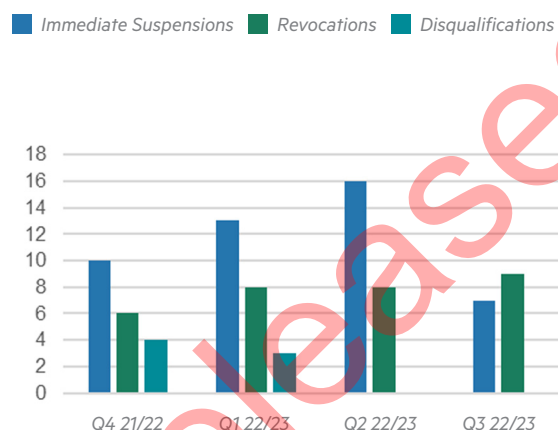
Disqualification is the removal of a driver's class 2-5 licence after an investigation for road safety breaches. Once the licence is revoked, they are unable to operate a business in the transport industry.

Q3

Regional Compliance - Investigations by Quarter



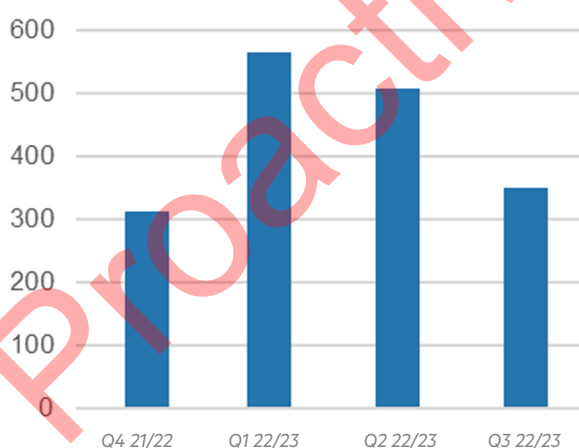
Regional Compliance - Activities by Quarter

**Commercial Drivers**

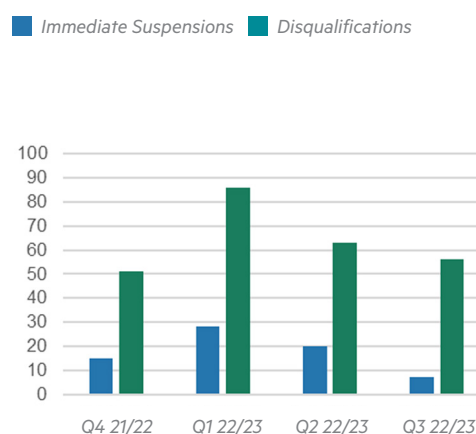
Commercial drivers hold a class 2-5 endorsement, which allows them to drive truck and trailer units. Waka Kotahi investigates commercial drivers who have incurred traffic offences that incur demerit points on any form of licence. If demerit points have been recently issued and are for safety-related infringements,

Waka Kotahi will, if warranted, immediately suspend their licence pending an in-depth investigation. The investigation may result in disqualifying them from driving heavy vehicles for a period.

During Q3, there were 350 investigations (cases completed), 7 immediate suspensions, 56 disqualifications, and 276 warning letters issued.

Commercial Drivers Investigations
(Cases Completed) by Quarter

Commercial Drivers - Activities by Quarter



Permitting Assessments

Type	Total
50 Max	2,159
Over Length	673
Over Dimension	1,741
Higher Mass	2,625

The 50MAX permits 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 Licencing

Where a company transports goods for hire or reward they are required to obtain a Transport Service Licence (TSL). These licences are divided into six categories which are for small passenger services (e.g. taxis), large passenger services (e.g. buses), goods services (e.g. transport freight), rental service (e.g. car hire), or vehicle recovery services (e.g. tow trucks). Most applications for a TSL are for the transport of goods or passenger services. A total of 1,018 TSL applications were granted this quarter, of which, 160 were issued with warnings.

Commercial Vehicle – Change Initiatives

Mobile Roller Brakes

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

Work continues to resolve the health and safety issues that arose in the last quarter in relation to stability issues with the trailers designated for roller brake machines. An independent engineer has undertaken a technical assessment of the trailers used to carry the brake machines. Testing is required under 'road' conditions before next steps can be presented. To ensure this can be done without risk to officers or the public, Police is working with the New Zealand Defence Force to use their facilities for this final test.

Commercial Vehicle Safety Team (CVST) Portable Scales

The project has delivered 160 Haenni portable scales for the CVST.

The project has been on hold as Police was waiting for Waka Kotahi to deliver remedial safety repairs to some sites. These dependencies have not been resolved, and the project will progress to closure shortly.

Supporting Activities

Change Initiative - Innovation Hub

The Road Safety Innovation Hub works with Police districts and partners to identify, build, test, and evaluate new ways of undertaking road policing and road safety using a collaborative, safe and fast paced “test & learn” environment. Concepts are trailed in a mix of operational and non-operational environments.

Currently eight Innovation Hub concepts are “Inflight” with four in the “Test” phase, one in the “Build” phase, two in the “Evaluation” phase and one pending final endorsement. An evaluation of the first Unmarked Motorcycle trial is underway, and the trial of the second Unmarked Motorcycle finishes in June 2023.

Police is currently concept testing a Handheld Speed Laser Camera with the ability to measure following distance. A Tyre Deflation Device (TDD) Location mapping application to aid in the safe deployment of TDDs and provide support to staff during fleeing driver incidents to bring these high-risk incidents to an end in the safest possible manner is also currently being concept tested.

Currently in the final “build” phase is the concept trial of new biometric technology via a handheld mobile device, with this proof of concept to be tested in a non-operational environment.

Also, currently in the final “explore” phase is a public dashcam portal that will allow trial participants to upload footage of adverse road safety activities easily and quickly for triage by Police.

Improving Road Safety with Māori

Whakahaumarū huarahi mō ngā iwi Māori Project

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.

Establishing authentic relationships and building trust takes time. It requires having cultural competency, many cups of tea, kanohi ke te kanohi (face to face, in person), listening first, mutual respect, and long-term commitment.

In Q3, two Whakahaumarū huarahi mō ngā iwi Māori Project Coordinators were recruited. They have started to align themselves with internal Waka Kotahi teams and regional opportunities, and are already engaging and forming trusted relationships with iwi and hapu in both pilot regions.

Communities within Tairāwhiti have been severely affected by Cyclone Gabrielle, therefore, the pilot in this region has needed to seek other opportunities for engagement and be very mindful of communities' priorities. The project also continues to face capacity and capability challenges with the recruitment of a new Project Manager.

In Te Tai Tokerau, work has continued with the Far North REAP and Muriwhenua. Phase 2 of this work is on-going with planned Deep Dive sessions. Phase 3 (co-designing road safety initiatives and partnering with Māori to support them to design and implement their own road safety initiatives) is projected to start in Q4. Following the completion of the Tai Tokerau road user behaviour report with at risk Māori males in Q2, learnings will be built on with hui to be held around what happens next.

A Ride for Life working group has been established with Mayor Moko Tepania, Kaikohe Community, Accident Compensation Corporation (ACC) and Waka Kotahi to address unsafe behaviours from motorcyclists and cyclists in the Kaikohe community. Involvement in this group provides an opportunity for the Whakahaumarū huarahi mō ngā iwi Māori Project to build relationships and work towards identifying safety solutions that can improve road safety outcomes for Māori.

Road safety partners (Police, ACC, and local, regional, and territorial authorities) in both rohe are keen to support culturally relevant road safety solutions with Māori from their communities. The two Project Coordinators are attending their Regional Transportation Alliance tri-monthly 'Road Safety Forum', engaging in fatigue stops, and any other road safety forums to gain insight, build relationships and connect.

Supporting Māori Road Safety Outcomes

The AWHI voluntary referral process continues to provide 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 continues 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



Supporting Activities

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.

The current Police leases of vehicles for He Tangata are due to expire in June 2023. This raises an opportunity to reflect on the development of the programme and our broader relationships. It also poses the opportunity of thinking about our partner organisations, who may be more aligned and available to support this work. Currently, there is collaboration and support for He Tangata providers during this transition of the vehicle leases. This time provides an opportunity to gain a better understanding of where the He Tangata programme is moving into the future.

Cross-Agency Marketing Communications Group

Waka Kotahi and Police continue to actively participate in this strategic cross-agency partner group, which aims to align our road safety narrative, key messages and initiatives. The communications group was set up during the development of the *Road to Zero* public information campaign. Members of the group are marketing and communications representatives from Waka Kotahi, Police, Te Manatū Waka, Accident Compensation Corporation (ACC), Auckland Transport and WorkSafe.

The cross-agency partners recognise that more can be achieved together than what any agency could achieve on its own. 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.



Strengthening the Partnership

Road Safety Investment and Delivery Review

In 2021, Martin Jenkins was commissioned by Te Manatū Waka to conduct an independent review of how road policing activities and safety infrastructure investments are prioritised, delivered and monitored. The report was publicly released as the Road Safety Investment and Delivery (RSID) Review.

Police and Waka Kotahi are responsible for delivering 12 recommendations from the Road Safety Investment and Delivery Review. Each agency is directly responsible for some recommendations, and there are four recommendations that the partnership needs to work on together to deliver. Progress towards these actions is tracked and reported on through the Road to Zero Ministerial Oversight Group. Some key updates on these actions are noted below.

RSPP Governance Model Review

Waka Kotahi worked with partners to review and implement a new governance framework for RSPP. The Senior Executive Group (SEG) and the Management and Performance Group (MAP) have met on several occasions, the SEG quarterly and the MAP monthly. The MAP Terms of Reference was recently updated to better reflect the outcomes sought and link to SEG.

Review of Police Activity Measures

Waka Kotahi and Te Manatū Waka are awaiting Police agreement following the Road Safety Partnership review of Police measures. A formal recommendation on revised measures will then be provided to the Waka Kotahi Board for consideration. The review of measures may impact the RSPP investment for the current NLTP period, or alternatively be reflected within the 2024-27 RSPP.

Create Defined Regional Activity Measures

Waka Kotahi has agreed to work with Police to further break down national road safety outcomes to more defined regional activity measures to enable more active monitoring of delivery performance against system outcomes.

This action will be informed by the review into RSPP measures. Once measures are agreed and confirmed the distribution of that activity and dosage will be assigned based on the characteristics of that region or district and the outcomes sought.

Establish District Level Road Safety Plans

Waka Kotahi is piloting road safety plans. The purpose of the plans are to provide a view of crash data, speed and infrastructure projects and delivery to identify risks, activity and treatment planned for the road network. This work will be an iterative process designed to incorporate both Police and Waka Kotahi data, providing specific information at the regional or district level sufficient to inform deployment of resources to greatest risk and general deterrence.

Activity Based Costing (ABC) Review

Police is undertaking an independent activity based costing review with Deloitte. The ABC review is the first step to better understanding the link between the funding, activities and resourcing that supports road policing delivery. The review will help Police to understand how to strengthen assurance over the allocation of the road policing appropriation. The draft model has been completed. Testing and validation work has commenced. The model will help to inform the upcoming RSPP negotiations regarding the cost of delivering road safety activities. It will also support the work to improve financial transparency.

Road Policing Deployment Dashboard

The Road Policing Deployment Dashboard was developed to support data informed and evidence-based road policing deployment decisions and to better align with general deterrence principles. The Dashboard supports the RSID review recommendation to support Police taking a more structured and formal approach to understanding the deployment of road policing resources.

The Dashboard was rolled out to all districts by December 2022. It is now being used to inform deployment planning across Districts. Continued follow up support remains available for districts. Additional training will be provided where needed. Work is underway to further embed the use of the Dashboard within some districts, to improve their deployment planning documentation.

Safe Roads Operating Model

The Safe Roads Operation Model (SROM) will sit alongside Our Business and the Safe Roads Control Strategy, which was launched in December 2021. The Safe Roads Operating Model will link to Road to Zero and the RSPP. It is a principle-based



Strengthening the Partnership

operating model, which provides a holistic view of how Police operates to deliver safe roads. It will ultimately support Police to deliver the RSID review recommendations and strategic alignment.

The SROM was presented to the Police Executive team for endorsement and feedback in January 2023, where it was received positively. The Police Executive team were able to make connections and suggested emphasis on certain aspects. The SROM will be launched once the senior leadership team feedback is incorporated. Work is continuing to integrate feedback into the model before completion.

Development of RSPP 2024-27

The current Road Safety Partnership Programme covering the 2021-24 period will expire at the end of June 2024. The new programme for the 2024-27 period (RSPP 2024-27) will need to be developed, approved and in place to begin on 1 July 2024. Given the timeframes required to gain approval of RSPP 2024-27, the RSPP Management and Performance Group agreed to begin work on developing the programme in March 2023. Police, Waka Kotahi and Te Manatū Waka are progressing this work in collaboration.

