

# ROAD SAFETY PARTNERSHIP PROGRAMME

## Minister's Quarterly Performance Report

Quarter 4: April – June 2023

Te Kāwanatanga o Aotearoa

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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 several operational priorities that contribute to road safety, as well as performance measures and funding for key road policing activities. The RSPP contributes to the *Road to Zero* target of a 40% reduction in road deaths and serious injuries (DSI) by 2030.

The April to June (Q4) period marked the end of the second year of the current Road Safety Partnership Programme. During the quarter, 91 people were killed on our road network, lower than the 106 deaths in the same quarter in the previous year<sup>1</sup>.

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

While Police did not meet any of the desired activity levels for the road policing measures set out in the RSPP, there has been a notable lift in performance throughout the financial year, as well as an improvement across all measures compared to the previous year.

In the 2022/23 fiscal year:

- 61,028 camera deployment hours were achieved against an annual desired activity level of 80,000 hours. This is an increase of 4.5% from the previous year, and consistent with delivery over the last five years.
- 11.8% of officer issued speed notices were issued between 1 and 10km over the speed limit, compared to 9% in the previous year. Q4 alone delivered 12.7% of officer issued speed notices in this range.
- 54.6% of officer issued speed offences were issued on rural roads, higher than the 51.8% result in the previous fiscal year.
- 2,610,385 passive and breath screening tests were undertaken, against an annual desired activity level of 3 million tests. This is more than 900,000 tests above what were conducted in the whole of the 2021/22 fiscal year.
- 49,238 restraints offences were issued compared to the desired activity level of 60,000 offences. This is the highest yearly number of restraint offences detected since 2015/16.

Both Police and Waka Kotahi continued to progress key pieces of work throughout Q4 aimed at reducing DSI on our road network. 'Operation Open Roads', the Police road safety operation, continued throughout the quarter with an end point of 30 June 2023, aiming to increase the visibility and presence of Police on the rural road network where the risk of death and serious injury is greatest; 60% of fatalities during Q4 occurred on rural roads.

Speed continues to be a significant contributor to fatalities. During Q4, 80% of fatalities occurred on roads with a speed limit higher than the safe and appropriate speed. Waka Kotahi has incorporated the 1% highest risk roads into the Interim State Highway Speed Management Plan, and the plan documents have been submitted for review to the newly formed Speed Management Committee.

The Waka Kotahi Safety Camera System programme reached the Stage 2 milestone, with the successful construction of nine camera sites in Tāmaki Makaurau Auckland to support the expansion of the new safety camera network, and the installation of seven of the nine cameras. Police will continue to undertake the traffic safety camera business functions for the existing traffic safety cameras, and support Waka Kotahi with calibration and offence processing for the nine new speed cameras in Tamaki Makaurau, until Waka Kotahi is in a position to complete transition of the cameras and related business functions.

The partners have continued to implement the recommendations from the MartinJenkins Road Safety Investment and Delivery Review. Agreement on the revised road policing measures for the final year of this RSPP period has been reached and will soon be ratified by the Waka Kotahi Board. Following this, a recommendation to Ministers will be made to amend the measures for the final year of the 2021-24 RSPP. Furthermore, Police's Safe Roads Operating Model (SROM) was launched in July 2023.

A significant focus for the partners over the coming financial year will be working collaboratively to develop the next Road Safety Partnership Programme for the 2024-27 period. The RSPP 2024-27 will need to be developed, approved and in place to begin on 1 July 2024.

<sup>1</sup> 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.

RSPP SUMMARY



## Expenditure

Shows the monthly financial performance of the Road Safety Appropriation

	Budget	Actual	Variance
April 2023	33,470,000	35,674,000	-2,204,000
May 2023	37,184,000	36,414,000	770,000
June 2023	41,889,000	29,436,000	12,453,000

Shows FY22/23 financial performance of each component of the Road Safety Appropriation

### Jun '23 Full year Financial Performance

Road Safety Appropriation Funding - Investment Cases	0%	Total Spend	100%	Total Budget	Total Spend %	Variance	FY Budget
Core Programme (NRPC)		\$42,607,611		\$44,956,354	95%	\$2,348,739	\$44,956,354
Core Programme (Districts)		\$364,236,068		\$365,434,792	100%	\$1,198,724	\$365,434,792
Change Initiatives Investment Plan Portfolio and Programme Funding (CIIP)		\$7,624,316		\$12,008,854	63%	\$4,384,538	\$12,008,854
<b>Total Appropriation</b>		<b>\$414,468,000</b>		<b>\$422,400,000</b>	<b>98%</b>	<b>\$7,932,000</b>	<b>\$422,400,000</b>

### NRPC and Districts – Baseline Funding

At the end of financial year (Q4), the National Road Policing Centre (NRPC) was \$2.349m underspent. While there have been some significant cost increases (for instance, postage costs for the Police Infringement Bureau (PIB) due to lower speed tolerances/more infringements, allowances and travel), Personnel costs are lower than expected due to the challenge to recruit and retain staff in the PIB while the Infringement Transformation Programme progresses, and the actual cost of employee salaries being less than budgeted salaries. This underspend has supported the delivery of national Road Policing initiatives such as the Deployment Dashboard, and the development of the Fleeing Driver Policy.

At the end of financial year (Q4), Districts are \$1.198m underspent against a budget of \$365m.

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

The CIIP delivers Programmes and Projects, including Tyre Deflation Devices (TDDs), Mobile Camera Replacement, Infringements Transformation Programme (ITP), and the Impaired Driving programme. Recovery of some of the projects was initiated in the 2022/23 financial year, and the Sub-Portfolio continues with the finalisation and delivery of

these within the current RSPP investment period. Increased cost pressures have been observed in the 2023/24 financial year, as CIIP looks to conclude those projects. Sub-Portfolio re-prioritisation has been completed to ensure key priorities are delivered within the available funding.

Three significant CIIP programmes are experiencing delays:

- The Waka Kotahi safety camera transition schedule revision is impacting ITP delivery timeframes. Police is also experiencing delays regarding the replacement of the end-of-life Police infringement processing system.
- The requirement to resolve legislative issues related to Impaired Driving has resulted in the procurement of Oral Fluid Testing devices being postponed.
- Tyre Deflation Device project delivery has also experienced delays, which has added to cost pressures in the 2023/24 financial year. The project delivery approach is being revisited.

In February 2023, \$9m of the budget was transferred by Police from the CIIP to alleviate cost pressures within police Districts, including the \$7.585m collective employment agreement funding shortfall. CIIP underspend was approximately \$4.4 million for 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 Q4 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 84% of the desired number of mobile camera hours in Q4, by achieving 16,778 hours. While still below the desired 20,000 hours for the quarter, this does represent an increase of over 1,000 hours over the previous quarter. The result for the entire 2022/23 fiscal year was 61,028 hours. This is 76% of the 80,000 hours target; however, this was an increase of 2,620 hours, or 4.5%, from the previous fiscal year.

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

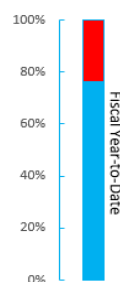
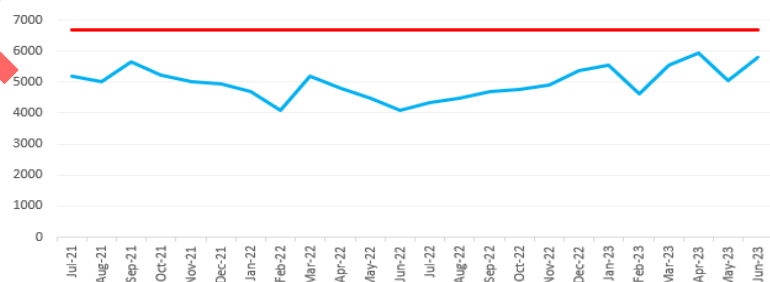
Police has continued to deliver an increasingly greater proportion of officer issued infringements for speed offences between 1 and 10 km/h above the posted speed limit over the last twelve months. While Police remains below the desired level of 15% of officer issued notices between 1 and 10km/h

above the posted speed limit, the Q4 result of 12.7% is the most that has been achieved in the past two years, with June 2023 reaching 13.5%. This lifted the annual result to 11.8%, well above the 9.0% recorded in 2021/22.

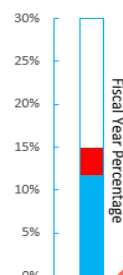
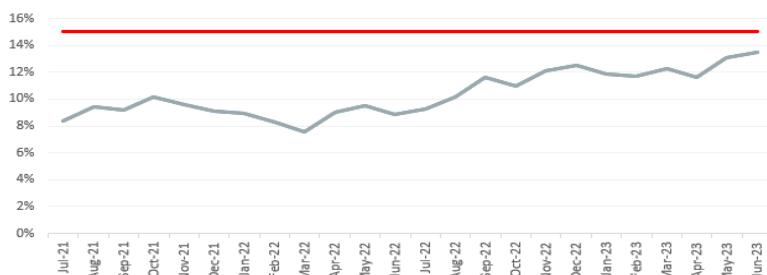
There was a small increase in the percentage of speed infringements issued on rural roads in Q4. The result of 57.3% is higher than the 55.3% result in the previous quarter. The result for the whole of the fiscal year was 54.6%, an improvement from the 51.8% result in the previous fiscal year. The activity 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) which does not capture highly visible, rural, deployment that does not result in a speed infringement.

The national road safety operation 'Operation Open Roads' continued throughout the quarter with an end point of 31 June 2023. 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 aims to increase the visibility and presence of Police where the risk of death and serious injury is greatest.

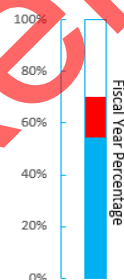
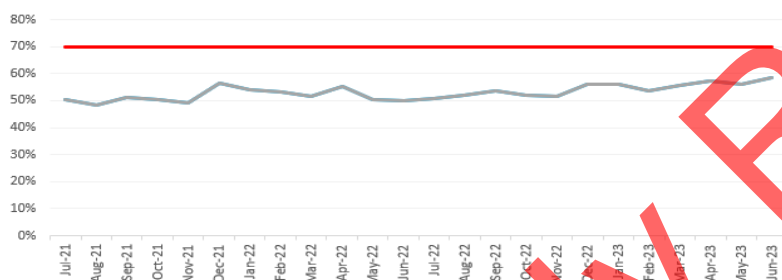
Mobile Speed Camera Deployment Hours



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



Speed Offences Detected on Rural Roads



## 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).

#### • Officer Issued Infringements

With high-level business requirements complete, ITP and the Police Information, Communication and Technology group (ICT) commenced the development of more detailed requirements to inform the technology solution's high-level design and options and detailed business case. ICT has paused activities relating to the replacement of the Police Infringement Processing System (PIPS), with a focus on managing the stabilisation of the existing end-of-life PIPS.

#### • Traffic Safety Camera Transition to Waka Kotahi

The ITP team continues to provide considerable Police support to the Waka Kotahi Safety Camera System Programme on two fronts, the first being ongoing information requests and the second being developing a plan for moving into a period of co-existence from July 2024.

Police is awaiting Waka Kotahi confirmation of its detailed operating model design that will inform the approach Police need to take in managing the transfer or decommissioning of all impacted individuals and teams across Districts, the Police Calibrations Service and the Police Infringements Bureau. Police will continue to undertake the traffic safety camera business functions for the existing traffic safety cameras, and support Waka Kotahi with calibration and offence processing for the nine new speed cameras in Tamaki Makaurau, until Waka Kotahi is in a position to complete transition of the cameras and related business functions.

### Safety Camera System Programme

The programme has made significant progress over Q4 and has reached the Stage 2 milestone. This included the successful construction of nine camera sites in Tāmaki Makaurau Auckland to support the expansion of the new safety camera network. Seven of the nine Verra Mobility (Redflex) NK-7 fixed speed cameras have been installed with the remaining two cameras scheduled to complete field testing later in Q1 2023/24. In Q4, the first three tested cameras successfully completed calibration and validation testing by Police and are ready for Police to start issuing infringement notices in Q1 2023/24. In addition, the installation of a new generation Verra Mobility Halo

camera on SH1 near Kawakawa Te Tai Tokerau Northland was completed at the end of Q4. This camera uses automated number plate recognition (ANPR) and will undergo connectivity and integration testing for the Waka Kotahi back-office system in Q1 2023/24, prior to starting enforcement later in the year.

In Q4, the safety camera rollout was supported by an extensive communication campaign with residents, and where appropriate, Local Boards in partnership with Auckland Transport (AT). Waka Kotahi undertook this transparent approach in partnership with Police, road controlling authorities, iwi/hapū and local communities to improve road safety. Key regional and national stakeholders were also updated on the progress of the camera rollout. A Privacy Impact Assessment (PIA) was also completed and published on the Waka Kotahi website.

The next tranche of sites to be used for average speed / point to point incident detection will be assessed in Q1 2023/24, subject to passage of the Land Transport (Road Safety) Amendment Bill. Finalisation of the site construction plans for these sites will continue into Q1 2023/24. Planning for an additional average speed corridor located outside Tamaki Makaurau Auckland is also scheduled for Q1 2023/24.

In Q4, collaborative engagement with local iwi and hapū started on a fortnightly basis and will continue throughout Q1 2023/24 and beyond. Regular engagement continues with the Police to progress the transition process to establish the Waka Kotahi Safety Camera System.

#### **Road Works Safety Camera Trial**

The Road Works Safety Camera Trial aims to protect road users and road workers by encouraging people to travel at safe speeds through road works sites.

In Q4, the planned trial to evaluate the operational feasibility of safely and effectively deploying safety cameras mounted on trailers at road works or construction sites was delayed to complete security clearance processes. The trial will resume when clearance has been received.

### **Speed Related Change Initiatives**

#### **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.

Alternative vehicle calibration approaches need to be explored. Police is proposing that alternative options are assessed within the upcoming RSPP 24-27 investment period.

#### **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. Gaps have been identified in the technical solution that has been implemented. The required system changes have been identified and a change controls process is being engaged to enable project delivery completion. The project is finalising implementation and will progress to closure 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.

### **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.

The top 1% highest risk roads has been incorporated into the Interim State Highway Speed Management Plan that has already been consulted on.

The State Highway Interim Speed Management Plan documents (plan and supporting consultation summary report) were submitted for review to the newly formed Speed Management Committee on 13 July. The Speed Management Committee will be reviewing the plan and providing a recommendation to the Director of Land Transport for certification.

### Safety Infrastructure Highlights

#### **SH30 Awakeri to Whakatāne safety improvements**

Successful public information drop-in sessions were held 30 and 31 March 2023, with 180 people attending four sessions.

#### **SH1 Ōtaki to Ohau safety improvements**

The first phase of Ōtaki to Ohau safety improvement work is now underway, including three turnaround areas, median and side barriers between Ōtaki and Manakau.

#### **SH2 College Road to Silverstream**

The installation of median barriers was completed in May 2023. This is the last safety improvement to be made as part of this project following the completion of works on the southbound lane in December 2022.

#### **SH1 Levin to Foxton safety improvements**

The updated design for safety improvements was announced on 27 June 2023, following the completion of detailed design. A drop-in session is scheduled for 23 July 2023, providing an opportunity for members of the community to come along and speak to the project team about the planned improvements.

#### **SH1 Timaru to St Andrews**

Public consultation on plans to install median barrier closed on 28 May 2023.

### Speed Campaign Results

The speed campaign from Waka Kotahi, 'Through My Eyes', was developed with input and support from Police, and results show it has performed well in its first two quarters. Launched in December 2022, the campaign aims to shift the acceptability of speeding amongst New Zealanders. Advertising tracking results show after its first two quarters there was 51% prompted awareness (people surveyed remembered the advertisement when prompted), 55% of New Zealanders believe it is relevant and talks to people like them, 68% of people surveyed believed that the advertisement raises important issues, and over half said it will change their attitudes on road safety.

## 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 Shows the number of proceedings lodged for offences which occurred between Jul 2022-Jun 2023, as of 3 August 2023.

Prosecution	864
Referral to Te Pae Oranga	55
Referral to Youth Aid	114
Infringements	207
Warnings	38

#### Proceedings for Failing to Stop for Police shows the number of proceedings lodged for offences which occurred between Jul 2022-Jun 2023, as of 3 August 2023.

Prosecution	3,691
Referral to Te Pae Oranga	58
Referral to Youth Aid	364
Warnings	22

### 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 business case is required before we can undertake large scale investment in TDD devices, training, maintenance, and fleet modification.

A Business Case Light is underway to propose a pilot approach and perform the required tests in the 2023/24 financial year.

## Impairment

Includes the following operational priorities:

- Alcohol
- Drugs
- Fatigue

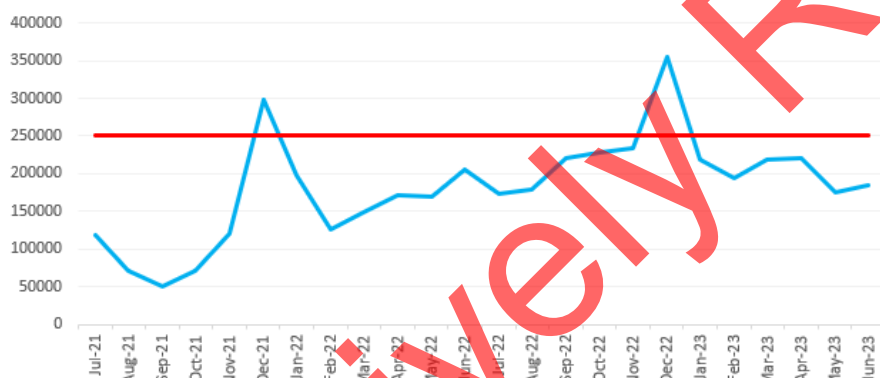
### Police Enforcement Activity – Breath Testing

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 750,000 tests per quarter. Police undertook 590,479 breath tests during Q4, bringing the fiscal year to date total to 2,610,385 tests. This is more than 900,000 tests above what were conducted in the whole of the 2021/22 fiscal year.

Breath Tests Performed - 12 month Rolling Total by Test Month



Total Breath Tests Performed, by Test Quarter



### Impaired Driving Programme

Following direction from Ministers, Police and Te Manatū Waka developed options to enable delivery of a random roadside Oral Fluid Testing (OFT) regime. A Cabinet paper proposing legislative amendments has been considered and approved by Cabinet. Drafting instructions have been prepared for Parliamentary Counsel but drafting has not yet commenced due to resource limitations and the fact that the proposed Bill has not been given priority for consideration before the House rises ahead of the 2023 October Election.

### 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, which is in operation. Implementation of the final reporting-related improvements is underway, and the project will progress to closure by 31 October 2023.

### Drink-driving Campaign Results

The new alcohol campaign from Waka Kotahi, 'Would you Rather', was developed with support from Police (along with Te Whatu Ora, the Mental Health Foundation of New Zealand and Victim Support). Launched in May 2023, the campaign asks our audience to consider the consequences of drinking and driving, outside of crashing or losing your licence, by showing different personal and social scenarios people could face after being caught drinking and driving. Very early results show a prompted awareness of 27% (people surveyed remembered the advertisement when prompted) and this raises to 38% in our key audience of males 20-34 years. 64% believe it raises important issues, and 43% said it will change their attitude on road safety.

## Vulnerable and Active Road Users

Includes the following operational priorities:

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

### Driver Licensing Improvement Programme (DLIP)

In the final quarter of 2022/23 (April to June 2023), 749 restricted or full driver licence tests were completed by a Community Driver Testing Officer (CDTO) in 10 locations. The pass rate was 92% (692). This total includes 84 tests in Ōpōtiki, where a new test route was established in April 2023 for Tairāwhiti Rural Education Activities Programme (REAP) students on a driver licensing course.

In Q4, 76% of people tested were Māori, with Pasifika at 3.7%. Over 53% of applicants were aged 16–24. The next biggest cohort (18%) were 25–30-year-olds.

Of the 692 people who passed their licence in Q4, 233 were rangatahi from Te Tai Tokerau or Tairāwhiti driver licensing trials. Both trials have been extended for a further year (to 30 June 2024) to continue to provide improved access to driver licences in communities facing barriers and gather more evidence and data on social outcomes from a driver licence.

In Q4, six of the seven new Regional Advisor roles were filled, with a start date of 17 July 2023. The roles, funded from Vote Transport in Budget 2022, were designed to provide greater support for community driver education providers. Three Safer Driver Education Advisors, and a Testing Administrator for group bookings, will be recruited in Q1 and Q2, 2023/24.

Three online hui were run with iwi Māori in May 2023, with useful feedback gained into Māori perspectives on the key shifts required to improve the driver licensing system of the future.

A Programme Business Case (PBC) for the Driver Licensing Improvement Programme has now been finalised and recommends a preferred investment for 'Targeted System Change'. The PBC shows a positive benefit-cost ratio with benefits attributed across several dimensions including social (social connections, public safety and improved wellbeing) and economic (increased employment opportunities, reduced recidivism, improved access to education). In August 2023, Employment, Education and Training Ministers considered the DLIP Programme Business Case, that included six options

for consideration, and Ministerial endorsement was received for the programme to proceed with targeted system change.

The PBC represents a cross-agency view and has been developed in collaboration with the agencies in DLIP; Ministry of Social Development, Te Manatū Waka, Police, Te Puni Kōkiri and Accident Compensation Corporation. The programme also has support from the Ministry of Justice, Ministry of Education and Driving Change Network.

The cross-agency working group has recently been extended to include Immigration NZ's Refugees and Migrants team and a member from Kānoa, Ministry of Business, Innovation and Employment.

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

In the year to 30 June 2023:

- New test routes were established in Matamata, Upper Hutt, Waipukurau, Wairoa, Dargaville, Kaikohe and Ōpōtiki<sup>2</sup>
- 1541 tests were completed and 1385 people gained their restricted or full driver licence through CDTO testing in some of New Zealand's most remote communities.
- This is a pass rate of 89.8%, compared to the national average of 60.2% over the same period.

### School Training Videos

Working with the Police Education Team, Waka Kotahi ran a survey with Police School Community Officers to assess the effectiveness of the School Traffic Safety Team training videos. These videos are the best practice education resource those officers use when they train school and kura safety patrol teams. 68 out of 88 officers responded to the survey and the majority felt that they are still a great resource and fit-for-purpose. They also showed support for videos in te reo Māori, which Waka Kotahi is now including in the work programme.

<sup>2</sup> Ōpōtiki test route opens to the public in September 2023.



## 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 13,655 offences detected in Q4. This brought the fiscal year result to 53,093. This is 12,602 more offences than the 2022/23 fiscal year and equates to a 31% increase.

### Police Enforcement Activity – Restraints

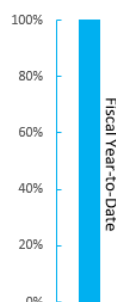
Police continues to identify and discourage restraint offences through general and specific deterrence activities. Staff use spot-and-stop activities for seatbelt offences as well as planned operations including checking for appropriate use of child restraints.

The number of restraint offences detected in Q4 was 11,576 – a slight fall from the previous quarter result of 13,298. The fiscal year result for 2022/23 was 49,238, this is the highest number of restraint offences detected since 2015/16.

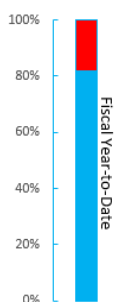
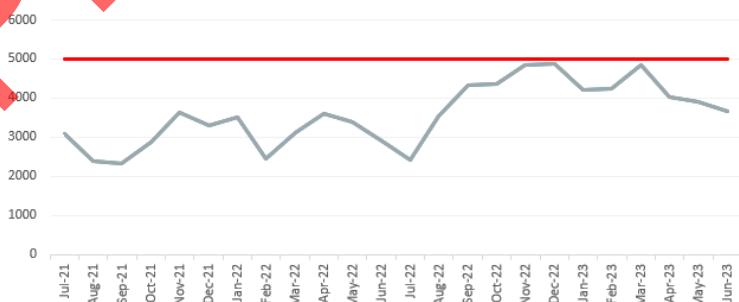
### Mobile Phone and Seatbelt Detection Trial

The Waka Kotahi mobile phone and seatbelt detection trial was completed in Q2, with the final report now scheduled to be released on the Waka Kotahi website in Q1 2023/24. All key national stakeholders and partners will be informed prior to the publication of the report. In Q1 2023/24, a media release will also be issued and is expected to generate high levels of interest.

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 Q4, work commenced on the southbound Rakaia CVSC, with the Weigh in Motion (WIM) pavement works complete. The second tender round for Ohakea and Mackay's sites physical works contract closed and have been evaluated, and the recommendation to award is being finalised.

The Enhanced Screening Programme implementation of an analytics platform to run the weight prediction algorithm and Work Time Breach (WTB) Detection Algorithms is in the final stages of implementation. Development is continuing on the Work Time Breach Detection Algorithm. Features to provide inputs into the algorithm have been developed and a review of the regulatory approach to using the WTB insights is in progress.

In the next quarter, the Rakaia southbound site will progress and tenders will be awarded for Ohakea and Mackay's. Consenting documents for Bombay will be ready for consent submission.

The Enhanced Screening Programme will prepare for the analytics platform to go live. Development of the worktime breach detection algorithm and supporting processes required for optimal operation will continue.

The main programme benefits which have been realised across both sites that are in operation include a decrease in overloading at CVSC's, which has dropped from 6.9% baseline to just 1%.

Along with these benefits, the two operational sites are generating data that is providing real-time awareness on non-compliant behaviour and creating new insights. In June 2023, over 89,000 heavy vehicles were screened. Operators who were breaching work time rules were detected, which showed correlation between work time breaches and higher crash rates. The Safer Commercial Transport team are developing a regulatory response. CVSP data will also be used to identify and recover more road user charges (RUC).

### Waka Kotahi Compliance Activity

#### Regional Compliance

The work that Waka Kotahi undertakes to manage compliance in the commercial transport sector falls into two categories.

The first is reactive, that is responding to intelligence that is received about safety events. This information comes from a range of sources including from our road safety partners such as Police as well as other road users and commercial transport companies. This information identifies a company that is alleged to have undertaken a non-compliant activity that may pose a risk to other road users e.g., excessive speed, operating over approved weight, or vehicles identified as having safety failures. Receipt of this information will be followed by investigating the company and if they undertook a non-compliant action.

The second is where an emerging safety risk is identified, such as an increasing number of crashes related to drivers exceeding work time rules. Data that identifies an increase in this type of event would be used to determine how we will respond and what regulatory tools will be best used to reduce this emerging risk.

During Q4, there were 346 investigations completed, 2 immediate suspensions, 11 revocations, and 1 disqualification.

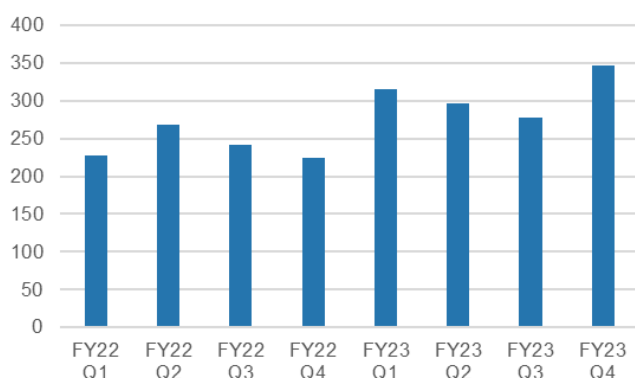
An investigation is undertaken by Waka Kotahi in cases where a Transport Service Licence (TSL) holder is suspected of being non-compliant and the impact of that non-compliance may reduce the safety of other road users. Waka Kotahi will investigate and determine if enforcement action is warranted. In 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 with the operator until fully implemented.

Immediate suspensions are an enforcement action used where evidence suggests a person carrying passengers

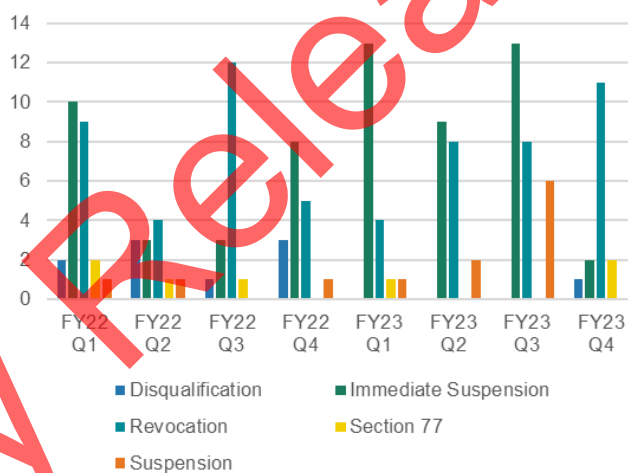
has been involved in inappropriate behaviour towards a passenger. In these instances, the driver will be immediately suspended pending an investigation. An immediate suspension is undertaken only where there is sufficient cause for concern that the behaviour may continue in the future.

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

Regional Compliance - Investigations by Quarter



Regional Compliance - Activities by Quarter



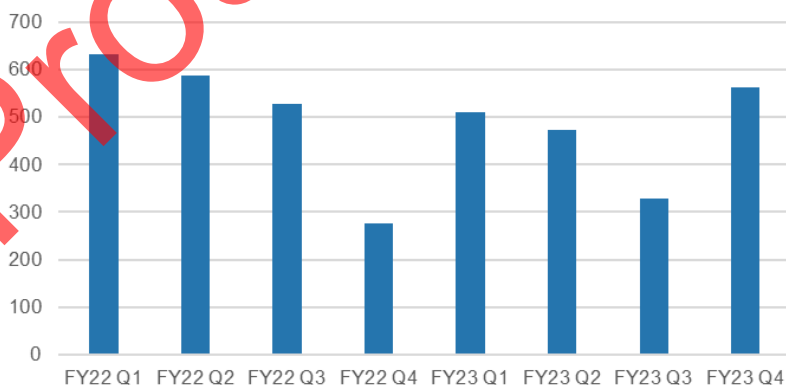
### Commercial Drivers

Commercial drivers hold a class 2-5 endorsement on their licence, which allows them to drive truck and trailer units. Waka Kotahi investigates commercial drivers who have incurred traffic offences when driving any type of vehicle which result in demerit points. If demerit points have been recently issued and are for safety-related infringements Waka Kotahi will, where there is concern that their driving may

impact the safety of other users, immediately suspend their licence (for driving class 2-5 vehicles) pending an in-depth investigation. The investigation may result in disqualifying them from driving heavy vehicles for a period.

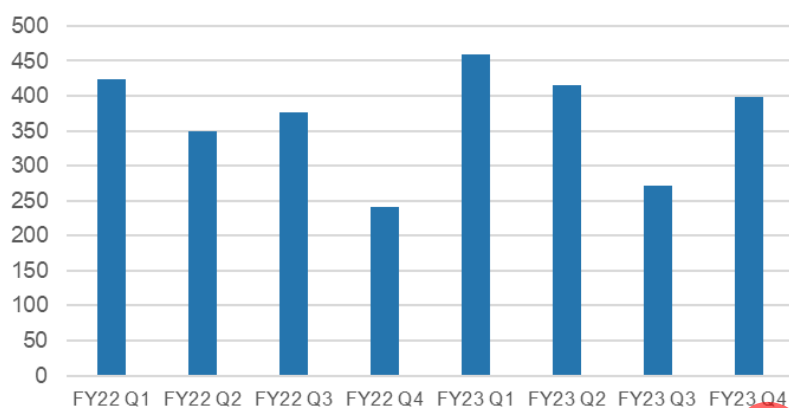
During Q4, there were 563 investigations (cases completed), 114 revocations, 14 immediate suspensions, 114 disqualifications, and 399 warning letters issued.

Commercial Drivers - Cases Completed

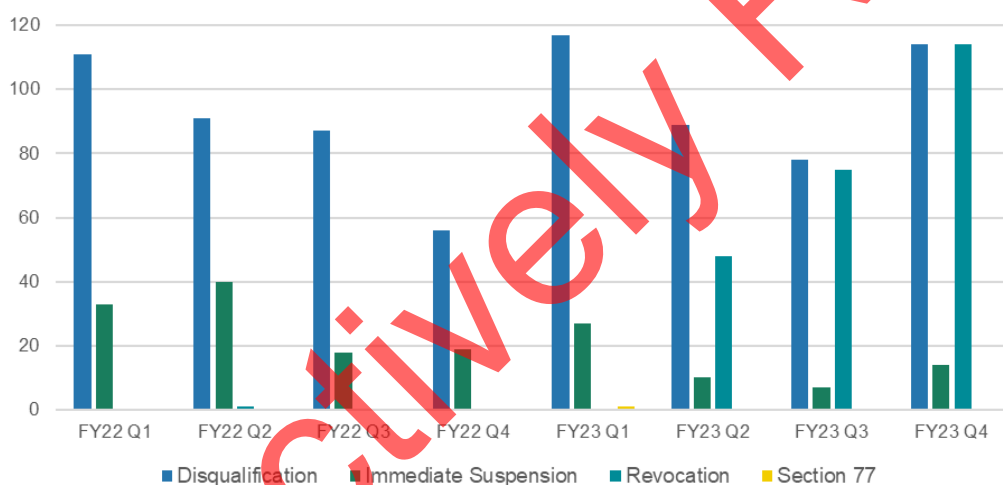


Q4

Commercial Drivers - Warning Letters Issued



Commercial Drivers - Activities by Quarter



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.

Permitting Assessments

Type	Total
50 Max	1,980
Over Length	1,091
Over Dimension	1,818
Higher Mass	2,440

### 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 being 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 861 TSL applications were granted during Q4, of which, 150 were issued with warnings.

## Commercial Vehicle Safety Team

The Commercial Vehicle Safety Team (CVST) continue to apply focus on vehicle inspections / commercial vehicle inspection reports (CVIRs) and restraints, impairment, distraction and speed (RIDS) activity across the motu. CVIRs have shown a 5% increase compared with the 2021-2022 financial year, and a total of 44,534 Breath Screening Tests for 2022/23 to end June.

Alongside critical business as usual, the CVST Leadership Team have been working closely with Waka Kotahi and WorkSafe to develop a refreshed CVST Strategy including outcomes, objectives and key result areas to guide CVST activities for the period of 2023-2028. Further details of the key result areas and strategy plan will be communicated in later reports.

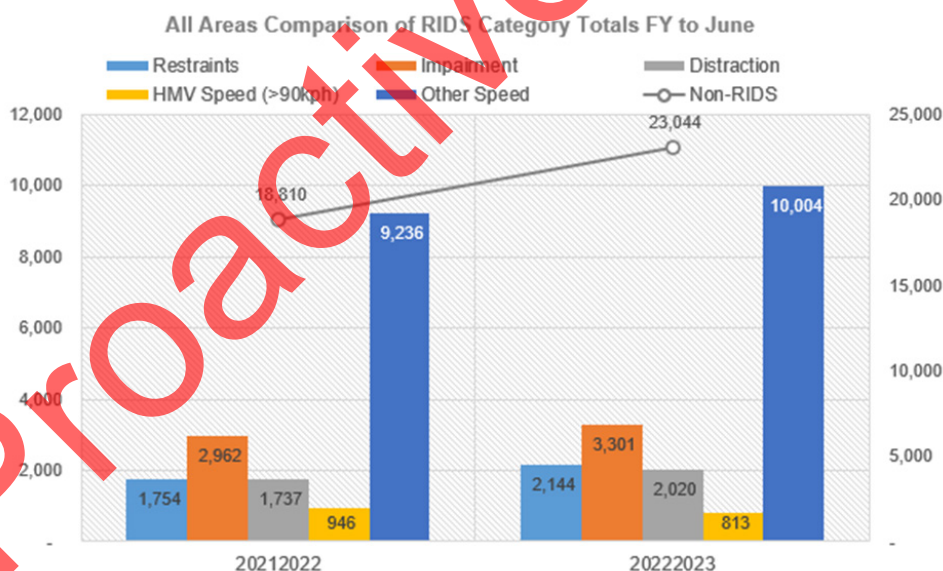
CVST are developing a joint Tasking and Coordination plan with the Waka Kotahi Safer Commercial Transport team. This mahi will result in a shared action plan with clear roles and responsibilities, underpinned by shared intelligence to support a risk-based approach.

Alongside working with Waka Kotahi to refresh existing weigh pits to ensure continued network coverage in critical regions and locations, CVST continue to work closely with the Waka Kotahi CVS Programme team to support delivery of the planned Commercial Vehicle Safety Centres.

Total RIDS for 2022/23 up to June  
compared with figures for 2021/22

2021 - 2022	2022 - 2023
42,990	45,127

Total CVIRs for 2022 - 2023 up to June, compared with 2021-2022 figures





## Commercial Vehicle – Change Initiatives

### **Mobile Roller Brakes**

Six mobile roller brake machines have been 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 on road 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. Police is liaising with the Vendor to rectify the issues related to trailer performance, and the project will progress to closure as soon as the solution is operationalised.

### **Commercial Vehicle Safety Team (CVST) Portable Scales**

The project has delivered 160 Haenni portable scales for the CVST. The project has been on hold from Police perspective, as Waka Kotahi was delivering remedial safety repairs to some sites. These dependencies were unable to be 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 trialed in operational or non-operational environments depending on constraints and risks identified to test the idea.

Currently three Innovation Hub concepts are “Inflight”. Police is currently concept testing a Handheld Speed Laser Camera with the ability to measure following distance and 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.

The handheld biometric mobile device has been delivered by the supplier for testing and final preparations for non-operational closed testing workshops are underway. All other concept ideas are on hold while the Innovation Hub changes funding streams and undergoes a period of reflective review to ensure that the operating model is fit for purpose and aligns to the transition of the PMO function from NRPC to enterprise.

### 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 Taiāwhiti and Te Tai Tokerau.

During Q4, a new Project Manager was recruited for the Whakahaumarū huarahi mō ngā iwi Māori Project.

A new Ride for Life Moerewa team was established, bringing together Accident Compensation Corporation (ACC), Moerewa Drivers Licensing and Waka Kotahi. This group will ensure that whānau in the communities have the appropriate access, funding, and support to attain their motorbike licensing from learners through to full. It aims to provide a safe space for people to learn and practice, gain safety tips and tools for their kete and most important, ride legally. For some individuals, this might be their only form of transport, and so providing the necessary support to gain their licence can prevent them being faced with fines or court sentences. An event is scheduled to take place on 2 September 2023

during Motorcycle awareness month. 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.

The project has started to align itself with internal Waka Kotahi teams and regional opportunities, and are engaging and forming trusted relationships. Working collaboratively with other project teams who are also working with Māori in the same rohe where this project operates will provide a better (and preferred) experience for iwi and hapu and should streamline and potentially save on duplication of resources.

The Te Tai Tokerau Seat Belt Report was discussed with Northland Road Safety Trust, ACC, Far North Rural Education Activities Programme (REAP), Northland Transport Alliance, and Waka Kotahi internal teams during Q4, and all parties are keen to take the learnings forward in their work, including wider Waka Kotahi education and marketing teams.

#### Supporting Māori Road Safety Outcomes

The Police leases of vehicles for the driver licensing referral programme He Tangata have expired and many of the providers have taken on the lease themselves. Support was provided and welcomed by providers as the transition occurred with trust and confidence enhanced. Phase 2 of the new approach has begun with internal liaison between Iwi and Communities and Road Policing. This new approach will see an inclusive approach that will weave Te Tiriti principles into the development of the programme. We have already found and fixed gaps in referrals and look forward to moving with a sense of purpose in the partnership.

We will shortly be in a position to promote new external groups and partners from both government and non-governmental groups to aid the increase in driver licence training and the flow into other areas of community.

### Education and Marketing

#### Road Safety Week

This year Waka Kotahi and Police worked with the charity Brake to make sure Road Safety Week (15-21 May 2023) was front of mind for many across the motu. The theme was ‘Be a road safety hero’, and almost 1,100 organisations, kura/schools, and community groups participated- the most we’ve ever had involved. Initiatives included:

- over 100 kura/schools participating in a superhero themed school patrol crossing their peers to and from school

- working with Hayden Paddon (NZ rally car driver) to develop road safety messaging to be run on his social media channels
- launching the new Safe Speeds Around Schools education plan<sup>3</sup>
- visits to 15 schools where road safety projects or disaster recovery work was underway to discuss how we all have a part to play in being 'road safety heroes'.

Waka Kotahi and Police collaborated with the Automobile Association (AA) on a short video<sup>4</sup> about school patrols and the important work they do, and worked together on joint media releases and internal communication activities.

#### **Cross-agency stand at National Fieldays**

For the first time Waka Kotahi and Police partnered with Te Manatū Waka, Auckland Transport, WorkSafe and ACC on a joint road safety themed stand at the National Fieldays on 14-17 June 2023. We presented a unified voice on road safety. Highlights included:

- being joined by road safety co-ordinators from local councils to help staff the stand
- Acting Transport Minister McAnulty visiting us and checking his own car's safety rating
- car manufacturers present at the Fieldays displaying safety ratings on their vehicles
- 2,000 number plate searches on the Rightcar website to check safety ratings
- 5,000 tyre tread checkers given to visitors.

Results from the visitor satisfaction survey were positive, with 61% who said their impression of the road safety partners had improved after visiting our stand, 65% who felt differently about road safety after visiting, and 97% who had a positive or extremely positive experience at our stand.

Discussions are now underway about future collaborations and a joint stand at the National Fieldays in 2024.

<sup>3</sup> <https://education.nzta.govt.nz/teacher-resources/primary-curriculum-resources/safe-speeds-around-schools/>

<sup>4</sup> <https://www.youtube.com/watch?v=aWGHp43RPuE>



## 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.

#### Review of Police Activity Measures

Agreement on the measures for the final year of this RSPP period has been reached and will soon be ratified by the Waka Kotahi Board. A recommendation to Ministers will be made shortly thereafter. Discussions on measures for the 2024-27 RSPP will commence this quarter.

#### Create Defined Regional Activity Measures

Police have defined activity and dosage (of agreed measures) based on the characteristics of that district and the outcomes sought.

#### Establish District Level Road Safety Plans

This work will be an iterative process designed to incorporate both agencies' data providing specific information at the regional or district level sufficient to inform stakeholder collaboration and mobilisation of resources to address local road safety risks.

#### Activity Based Costing (ABC) Review

Police are undertaking an exploratory piece of work with Deloitte, to produce a draft ABC model that can estimate what it costs to deliver each type of road safety activity and to better understand the link between the funding, activities and resourcing that supports road policing

delivery. The draft model has been completed, testing and validation work has commenced. The next phase is to utilise the model to assess the resource and subsequent cost to deliver the revised RSPP measures. This will help inform the upcoming RSPP negotiations regarding cost of delivering road safety activities and support the work to improve financial transparency.

#### 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 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.

Feedback from the Police Executive was integrated into the product in June 2023 and the SROM was launched in July 2023.

#### Development of RSPP 2024-27

The current Road Safety Partnership Programme (RSPP) 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.

The partners continued to work collaboratively over Q4 to move forward with the development of the next programme.

