

22 February 2019

Ben Strang  
[ben.strang@rnz.co.nz](mailto:ben.strang@rnz.co.nz)

REF: OIA-4565

Dear Ben

**Request made under the Official Information Act 1982**

Thank you for your email of 7 January 2019 requesting the following information under the Official Information Act 1982 (the Act):

*Under the Official Information Act, I'd like details on the NZTA's annual funding provided to the New Zealand Police.*

*Are NZTA given a detailed breakdown on how the money is spent? If so, I would like that detailed breakdown for the most recent financial year.*

*Do NZTA seek assurances as to how the money is spent, ensuring it's used to make transport areas safer?*

*I would like any and all communication between NZTA officials and the police regarding this funding.*

*I would like any communications between NZTA officials and the police regarding the road toll.*

Further to your request, you clarified that you would like communication between NZ Transport Agency officials and the NZ Police for the 2018 calendar year.

Please find your specific questions and my response to each below:

1. *I'd like details on the NZTA's annual funding provided to the New Zealand Police.*

Since 2011 the Transport Agency have applied an outcome based model to road policing, prioritising investment in activities that are targeted to risk (localities, communities, people, routes and times).

Through this approach the road safety partners (the Transport Agency, NZ Police, and the Ministry of Transport) jointly develop the programme in a way that collectively responds to road safety and network management risks, and aligns to the desired results of the 2018 Government Policy Statement on Land Transport (GPS).

The partners consider a range of outcomes for road policing activities based on the direction in the GPS, the Safer Journeys Strategy, and the Road Policing Intervention Logic Model. This enabled the identification of high value investment and deployment areas to reduce deaths and serious injuries on our roads.

The annual investment in NZ Police for the 2018/19 financial year is \$352.7m. Investment levels for the 2019–21 period are currently being agreed.

2. *Are NZTA given a detailed breakdown on how the money is spent?*

There are seven areas identified for investment in the 2018/19 programme. The Transport Agency are provided with an indication of how the total investment will be spent across the seven component programmes. This is shown below:

Road Policing component programme	Proposed total Investment 2018/19 (\$m)
Speed (including a speed management programme with a mix of manual and automated enforcement and intervention)	\$86.4
High Risk Drivers (including recidivist and high end risk taking behaviours)	\$68.6
Impairment (including alcohol, drug and fatigue related impairment)	\$68.9
Restraints (including seatbelts, child restraints and helmets)	\$20.1
Vulnerable and Active Road Users (including the elderly, children, pedestrians, cyclists and motorcyclists)	\$20.4
Distractions including (mobile phone use, careless use and distracting behaviours)	\$19.8
Network Maintenance and Efficiency (through effective crash investigation practices and Vehicle Safety and compliance including regulatory compliance of commercial vehicles and driving)	\$68.4
<b>Total</b>	<b>\$352.7</b>

3. *If so, I would like that detailed breakdown for the most recent financial year.*

Refer to the table above.

4. *Do NZTA seek assurances as to how the money is spent, ensuring it is used to make transport areas safer?*

Delivery of the programme is reported quarterly by the Transport Agency through a series of intermediate outcome indicators linked to the seven areas above.

The reporting framework is designed to:

- fulfil the requirements of the Land Transport Management Act,
- check progress of the programme against agreed intermediate outcomes,
- provide assurance that NZ Police and the Transport Agency are maintaining a partnership approach to achieve agreed intermediate outcomes,
- provide assurance that NZ Police are delivering activities and services that demonstrate value for money, efficiency and effectiveness,
- highlight opportunities for improving future programmes and their delivery.

5. *I would like any and all communication between NZTA officials and the police regarding this funding.*

The process for developing the programme of NZ Police activities is outlined below:

- NZTA develop a 'Road Policing Investment Framework' (RPIF), which outlines the desired outcomes from the programme, and this is issued to NZ Police
- NZ Police develop a 'Road Policing Investment Proposal' (RPIP) which responds to the framework, and details options for investment
- NZTA assess the RPIP and work with NZ Police and the Ministry of Transport to agree and recommend the Road Safety Partnership Programme (RSPP)
- letters are issued between the Transport Agency Board Chair and the Ministers of Transport, and then between the Minister of Transport and the Minister of Police, Finance, and the Commissioner of Police relating to the agreed programme.

We have interpreted your request to include any correspondence between the Transport Agency and NZ Police in the 2018 calendar year relating to the exchange of the final documents listed above.

There was no correspondence in the 2018 calendar year between the Transport Agency and the NZ Police relating to the exchange of the final documents above. I am therefore refusing this request under section 18(e) of the Act as the information requested does not exist.

6. *I would like any communications between NZTA officials and the police regarding the road toll.*

We have interpreted your request to include any correspondence between the Transport Agency and NZ Police in the 2018 calendar year regarding reducing the road toll.

The following documents fall within the scope of your request and are enclosed:

- Attachment 1: various emails between NZ Police and the Transport Agency regarding reducing the road toll

Certain information has been withheld under section 9(2)(a) of the Act. This section allows for the withholding of information to protect the privacy of natural persons.

Other information has been withheld under section 9(2)(g)(i) of the Act. This section allows for the withholding of information to maintain the free and frank expression of opinions. Some of the information that has been withheld included proposed options and was part of the discussion process between the Transport Agency and NZ Police. As it had not been through senior management sign off, a decision has been made to withhold this information.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with the Transport Agency, please contact Andy Knackstedt, Senior Manager, Media, by email to [andrew.knackstedt@nzta.govt.nz](mailto:andrew.knackstedt@nzta.govt.nz) or by phone on (04) 894 6285.

Yours sincerely

A handwritten signature in blue ink that reads "Niclas Johansen". The signature is written in a cursive style with a large initial 'N'.

**Niclas Johansen**

Senior Manager, Internal Practice, Safety and Environment