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# 2018/2019 Road Safety Partnership Programme

26 April 2018

VERSION 0.7

Working together to improve road safety

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ROAD SAFETY PARTNERSHIP

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Published April 2018

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency  
Private Bag 6995  
Wellington 6141

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## INTRODUCTION

The 2018/19 Road Safety Partnership Programme (the programme) has been prepared in accordance with section 18I of the Land Transport Management Act 2003 (LTMA). The programme provides for an indicative three-year National Land Transport Fund (NLTF) investment, and the investment and work programme of road policing activities to be delivered by NZ Police for the first 2018/19 year. The final investment and work programme for the 2019/20 and 2020/21 years will be put in place during 2018/19 in accordance with section 18M of the LTMA and will take into consideration:

- the findings of the Road Policing Programme Review and the work of the Road Safety Partnership
- the second stage Government Policy Statement on Land Transport
- the development of a new road safety strategy for New Zealand

The programme explains the Road Safety Partnership and provides an outline of the 18/19 programmes strategic context, the investment levels, delivery and monitoring and reporting arrangements.

An outcomes investment approach has been used by the partners to develop the programme. In line with this approach and the Government's investment priorities for the transport sector, the programme focuses on achieving desired road safety and access outcomes, value for money and the efficient delivery of NZ Police activities.

## ROAD SAFETY PARTNERSHIP

The Police, the Transport Agency and the Ministry of Transport have established a Road Safety Partnership (Partnership) to develop and implement a new operating model and investment approach for road policing. While the Transport Agency, Police and the Ministry of Transport all have individual accountabilities and responsibilities, they are also all stewards of road safety and are collectively responsible for achieving improved outcomes. Preliminary work by all three agencies has found that by working more closely together we can maximise collective expertise.

The establishment of the Partnership and the transition towards a broader Road Safety Partnership Programme acknowledges that Road Policing alone cannot achieve significant reduction in deaths and serious injuries.

The Partnership provides the mechanism to achieve awareness of all of NZTA, Ministry of Transport's and Police's road safety interventions, enables joined up research, innovation, planning and delivery that will optimise the outcomes of investment in road safety.

The vision for the next iteration of the Road Safety Partnership Programme is that the Programme will include a series of commitments towards progressing each element of the safe system in line with the GPS and the emerging Road Safety Strategy e.g. the Safe Speed Commitment would have an awareness and link to planned NZTA and NZ Police activities to achieve safe speeds and deliver to targeted strategic outcomes.

The contribution of each partner would be outlined within the programme and the programme would link to shared targets, monitoring and reporting with openness and transparency.

The 18/19 Road Safety Partnership Programme has been developed during the early development phase of the new Partnership and therefore signals the changes to come, but is largely aligned with pre-partnership practices.

At this stage of transition towards a broader Road Safety Partnership Programme, the 18/19 programme deals largely with the activity of NZ Police. In future years, it is intended that the programme will align with the range of each partner's activities that will be undertaken to achieve targeted road safety outcomes.

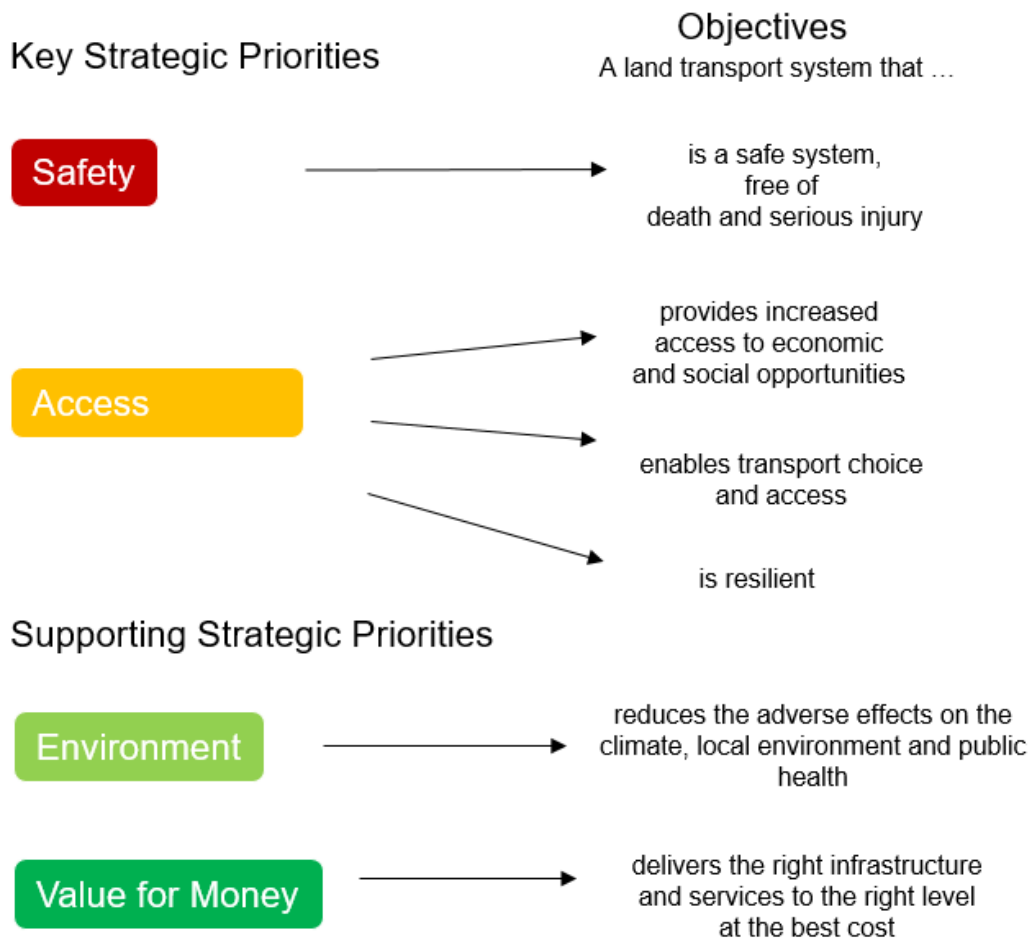
## STRATEGIC CONTEXT

### Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) sets out the Government's priorities for land transport and guides investment from the National Land Transport Fund (NLTF). The GPS also covers how land transport revenue will be raised, how much funding is available for investment and how the government's strategic priorities, themes and objectives will be achieved through investment in the National Land Transport Programme (NLTP).

The draft GPS 2018 was released for sector engagement by the Ministry of Transport in April 2018. The strategic direction of the draft GPS 2018 is set out in the graphic below.

## GPS 2018 – Strategic Direction



- For the priority of safety, GPS 2018:
  - reflects a significant increase in the level of ambition for delivering a land transport free of death and serious injury
  - outlines a commitment to deliver a new road safety strategy for New Zealand
  - signals a greater focus on investing in safety improvements on high risk state highways and local roads across the network, including speed management and primary safe system treatments
  - drives improvements in safety outcomes for all road users, including increased investment in footpaths and cycleways to support access to and uptake of active travel modes.
- For the priority of access, GPS 2018:

- has a new focus that prioritises improving New Zealanders' access to opportunities and markets. The increased focus includes:
  - urban centres that are liveable
  - regional development that supports thriving regions, for example through the Provincial Growth Fund
  - a continued focus on resilience of the land transport system, but places greater focus on resilience to climate change impacts.
- the increased focus on urban centres is on ensuring that transport and land use planning reduces the need to travel by private motor vehicle by:
  - transport and land use planning that improves access by reducing the need to travel long distances to access opportunities like employment, education and recreation
  - supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport
  - recognises the importance of urban form for creating liveable cities that value public space and improve access.
- For the priority of environment, GPS 2018:
  - supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles)
  - links to the wider environmental targets of the Government, such as achieving the Paris Agreement target of reducing greenhouse gas emissions to 30 percent below 2005 levels by 2030, and meeting the Government's commitment to net zero emissions by 2050
  - recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.
- For the priority of value for money, GPS 2018:
  - increases the emphasis on value for money to maximise the impact of money spent to achieve the Government's outcomes
  - indicates that decision makers should take into account the full range of benefits and costs over the whole life of investments, and to be cognisant of possible future changes and uncertainty of the future, so that investment can be made in options that perform best across a wide range of different scenarios
  - places greater emphasis on transparent investment decision-making and on enhanced reporting on the outcomes achieved by investment.

While the GPS provides a high level, national picture of land transport funding, the Transport Agency has responsibility for deciding the allocation of funds to activity classes within GPS funding ranges, how activity class funding is invested, and for making investment allocations to specific activities. In doing this the Transport Agency is required to give effect to the GPS while also taking regional land transport plans (RLTPs) into account.

The Transport Agency uses its Investment Assessment Framework (IAF) as an investment decision-making framework to give effect to the GPS priorities and expectations. Entry into the IAF investment decision making framework is through the assessment of the business case, where proposals are assessed for evidence to identify the strategic case for investment. Proposals that pass the

assessment of the business case 'gateway' are then assessed against the two IAF factors – results alignment and cost benefit analysis.

- Results alignment is an assessment of investment proposals against the outcomes sought from the GPS in terms of safety, access and environment. Assessment is at an activity class level and considers criteria that align to the GPS results, rating the alignment from low to very high.
- The main cost–benefit appraisal methodology for assessing continuous programmes such as Road Safety Partnership Programme as a whole is cost efficiency benchmarking. Levels of service performance comparisons are set against required customer levels of service and trend analysis (past and future costs and demands). Continuous programmes are given a Medium, or High rating for Cost–Benefit Appraisal based on their relative cost effectiveness established through peer group and sector benchmarking comparisons.

In this way the IAF is used to prioritise investment and help ensure best value for money from the investment.

## Safer Journeys Road Safety Strategy 2010 – 2020

*Safer Journeys* is the government's strategy to guide improvements in road safety over the period 2010–20. The strategy's vision is a safe road system increasingly free of death and serious injury and it is based on the Safe System approach to road safety.

The Safe System recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes do not result in loss of life or limb. Mistakes are inevitable – deaths and serious injuries from road crashes are not.

The Safe System approach acknowledges:

- people make mistakes and crashes are therefore inevitable
- the body has limited ability to withstand crash forces
- system designers and system users must all share responsibility for managing crash forces to a level that does not result in death or serious injury
- it will take a system–wide approach – safe roads and roadsides, vehicles, speeds and road users – to improve road safety in New Zealand.

The Government has signalled that it will develop a new, medium to long–term, road safety strategy and action plan for 2020 onwards that supports a significant and sustained improvement in road safety outcomes. It will also investigate adopting the 'Vision Zero' approach to road safety.

Early signals indicate that the new strategy and action plan will:

- be broader in scope than Safer Journeys, with a focus on all road transport users, including those walking and cycling;
- take into account more than safety and focus on the full range of benefits and harms created by transport, such as the health–related impacts of emissions, noise pollution and physical inactivity;
- pull together the evidence base around road harms, build an understanding of what has worked in New Zealand and internationally, and ensure the evidence base is shared and understood so



there can be effective prioritisation and investment in initiatives that will make the biggest impact; and

- involve comprehensive engagement throughout the strategy development process, to build a shared vision, targets, outcomes and outputs that not only Government agencies but other influencers can own.

## Prevention First Strategy

The Police Prevention First National Operating Model supports a way of thinking that applies to all Police and informs everything they do.

It is designed to support and enhance the delivery of the Police's key outcomes:

- prevent crime and victimisation
- target and catch offenders
- deliver a more responsive Police service.

It puts all people – victims, offenders and staff – at the centre of everything Police do:

- building strong partnerships and relationships of trust and confidence
- deploying to beat demand by being prepared with evidence-based information, as well as being flexible
- targeting the drivers of police demand (alcohol, youth/rangatahi, families/whānau, roads, organised crime and drugs, mental health)
- having the right mind-set of taking every opportunity to prevent harm.

By taking every opportunity to prevent harm, Police are looking to deliver on its intent of making New Zealand the safest country in the world.

Police are increasingly applying Prevention First to road safety, where interventions have a preventative orientation and general and specific deterrence are key strategies.

## The Safest Country – Policing 2021 (P21)

'The Safest Country – Policing 2021' (P21) is Police's transformation programme. Through it Police are undertaking a range of initiatives during the next four years to modernise and transform their business; and support a future of evidence-based, technologically-enabled policing.

That's a future where there are fewer crimes and victims, less reoffending, fewer crashes, and stronger partnerships with iwi, the community, partner agencies and NGOs.

It's also a future where members of the public can more readily access Police services, contact Police more effectively to report non-emergencies, and where criminals can expect there to be more Police on the street and in the air to assist in the detection and prevention of crime.

This forward-thinking approach is underpinned through values and a high-performing culture, both of which support and enable Police to be the best they can be and drive toward being the safest country. Importantly, many of the ideas that shape P21 come directly from the frontline.

P21 draws together and drives forward key elements from Policing Excellence the Future (PEtF) and the Police High Performance Framework (PHPF).

There are five P21 work streams, delivering specific initiatives and projects as follows:

#### 1. Safer Whānau

Safer Whānau aims to reduce the harm associated with all family violence and sexual violence episodes and targets the most vulnerable and disadvantaged communities. This involves improving Police's practice and by working in partnership with Iwi, partner agencies, NGOs and the community.

#### 2. Iwi and community partnerships

Building strong relationships of trust and confidence with Iwi Māori, Māori urban authorities, providers, communities, and our partner agencies will enable the delivery of real solutions guided by Te Ao Māori to increase the number of Māori who currently experience waiora (total wellbeing for the individual and family).

Māori are best placed to design and deliver services that can successfully foster protective factors that will support Māori waiora. Working in partnership to co-design services and provide opportunities to do things differently, will contribute to improving justice outcomes for Māori. Initiatives include Iwi Community Panels and alternative resolutions.

#### 3. Evidence-based policing

Ensuring understanding of what works, what counts and what matters in making our communities safer and deploying our resources for the best outcomes possible. An Evidence-based Policing Centre with key partners will improve research capability, influence future policing decisions using evidence and insights gained from research.

#### 4. Service delivery and modernising Police business

Ensuring Police operate in the most efficient and effective way. This involves embracing new technology to increase responsiveness and being more mobile and accessible to the public as part of the 'more street than station' approach. This includes extending operating hours for the Eagle helicopter and developing online crime reporting channels and a single non-emergency number.

#### 5. Police High Performance Framework (PHPF)

Police need to be a high performing organisation. This means enabling people and the organisation to be the best they can possibly be. The high performance framework gives the structure to do that.

## INVESTMENT

### Investing for outcomes

Effective road policing has the potential to save lives and reduce road trauma, as well as contribute to the economic growth and productivity of New Zealand.

Overall, road travel in New Zealand has become safer in the last 25 years. Road deaths have followed a downward trend, from a peak of 795 deaths in 1987 to a low of 253 deaths in 2013. This can largely be attributed to improvements in road infrastructure, the vehicle fleet, and driver behaviour.<sup>1</sup>

However, since 2013 the number of road deaths in New Zealand has been rising. In 2016 there were 327 road deaths and in 2017 there were 380 – 53 more deaths than the previous year. There were also thousands of serious injuries on the road network – in 2016 there were 4,410<sup>2</sup>.

The Partnership has considered a range of outcomes for road policing activities based on the direction in the draft GPS 2018, the Safer Journeys strategy and the Road Policing Intervention Logic Mapping work. This enabled the identification of high value investment and deployment areas to reduce deaths and serious injuries on our roads.

The areas identified for investment are:

- Restraints including seatbelts, child restraints and helmets
- Impairment including alcohol, drug and fatigue related impairment
- Speed including a speed management programme with a mix of manual and automated enforcement and intervention
- High Risk Drivers including recidivist, high end risk taking behaviours
- Vulnerable and active Road Users including the elderly, children, pedestrians, cyclists and motorcyclists
- Distractions including mobile phone use, careless use and distracting behaviours; and
- Vehicle Safety including regulatory compliance of commercial vehicles and driving
- Network Maintenance and Efficiency through effective crash investigation practices.

In addition to these areas of activity a number of specific improvement initiatives have also been identified, including:

- Purchase of additional Dragar Sensor (alcohol testing) devices to increase the reach and effectiveness of impaired driving activity
- Fit out of replacement Booze Buses
- Acquisition of calibration rollers to enable efficient and reliable Police vehicle speed calibration
- Mobility application improvements to provide access to real-time information at road side and to streamline administrative processes
- Introduction of crash mapping drones to enable rapid, accurate and efficient recording of serious crashes
- Replacement of old weighing equipment to better enable spot checks on commercial vehicle weight at any safe location on the network

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<sup>1</sup> Infometrics *Econometric Analysis of the Downward Trend in Road Fatalities since 1990* (July 2013).

<sup>2</sup> Ministry of Transport, Social cost of Road Crashes 2017, <https://www.transport.govt.nz/research/roadcrashstatistics/thesocialcostofroadcrashesandinjuries/>

## Total investment

The total indicative investment from the NLTF for 2018–2021 is listed in Table 5.1 below.

**Table 5.1: Indicative NLTF investment for the 2018–2021 Road Safety Partnership Programme**

3-year total (2018–2021) (\$m)	
Indicative NLTF investment	1,045

The investment for 2018/19 approved from the NLTF is listed in Table 5.2 below.

**Table 5.2 Approved NLTF investment for the 2018/19 Road Safety Partnership Programme**

2018/19 (\$m)	
Approved NLTF investment	352.7

Table 5.3 provides an indication of how the 2018/19 investment will be spread over the areas of Police activity showing the relative weighting of each of the areas.

**Table 5.3 Proposed 2018/19 Investment Levels by Road Policing Area of Activity**

Road Policing Area of Activity	Core Programme 2018/19 (\$m)	Special Projects 2018/19 (\$m)	Proposed total Investment 2018/19 (\$m)	RSPP Total (%)
Speed including a speed management programme with a mix of manual and automated enforcement and intervention	84.9	1.5	86.4	24.9
High Risk Drivers including recidivist and high end risk taking behaviours	67.5	1.1	68.6	19.8
Impairment including alcohol, drug and fatigue related impairment	62.4	6.5	68.9	18.3
Restraints including seatbelts, child restraints and helmets	19.8	0.3	20.1	5.8
Vulnerable and Active Road Users including the elderly, children, pedestrians, cyclists and motorcyclists	20.1	0.3	20.4	5.9

Distractions including mobile phone use, careless use and distracting behaviours	19.4	0.3	19.8	5.7
Network Maintenance and Efficiency through effective crash investigation practices and Vehicle Safety and compliance including regulatory compliance of commercial vehicles and driving	66.9	1.6	68.4	19.6
<b>Total</b>	<b>341.1</b>	<b>11.6</b>	<b>352.7</b>	<b>100</b>

## Long term financial forecast

The long term financial forecast for the programme is as stipulated in the draft GPS 2018 and recorded in table 5.3 below.

**Table 5.3: GPS funding ranges for the Road Policing Activity Class**

Investment range (\$million)									
2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
320-360	330-370	330-380	340-380	350-390	350-400	360-410	370-420	370-420	380-430

## TARGETING OUTCOMES

In line with the increased level of ambition signalled in the draft GPS 2018 to support improved road safety outcomes, Police have adopted an ambitious operational target that will set clear internal expectations around road safety and galvanise Police delivery. This target will sit alongside Police's other delivery targets.

Police's internal targets are:

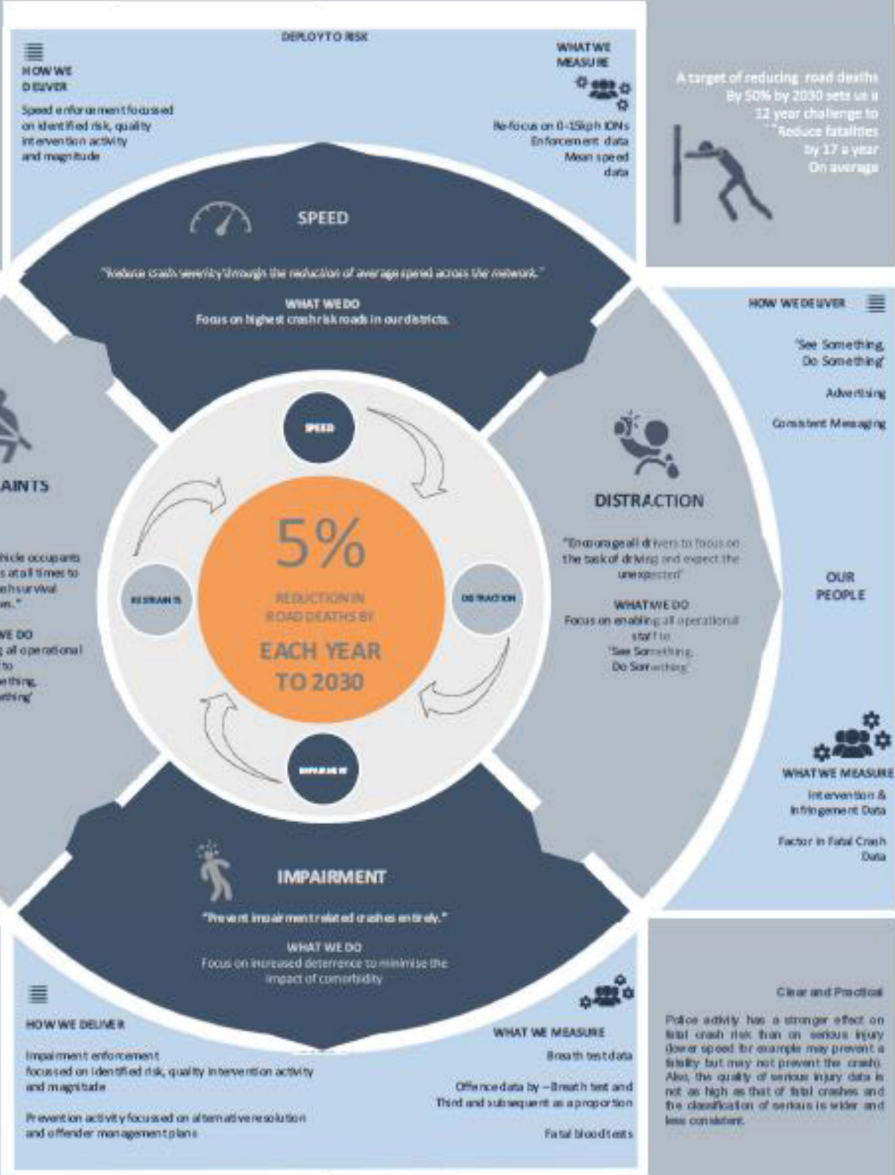
- 5% reduction in road deaths each year to 2030
- 10,000 fewer serious crime victimisations
- 25% reduction in reoffending by Māori by 2025
- 90% high or very high trust and confidence and citizen satisfaction by 2021

# OUR COMMITMENT TO A 50% REDUCTION IN ROAD DEATHS BY 2030

KA OATINGIA E TĀTOU, KA WHAKAPĀKUTIA I TE MATE I NGĀ HUARAHI I TE WHAWHATI HEI TE TAU 2030

The ambitious target commits Police and the road safety partners to reduce fatalities to 190 by 2030 at a consistent rate of 5% a year from a starting point of 380 (2017). It represents sustained effort to reverse the current trend and a challenge for action.

Currently road deaths have been trending up for four years since 2014 (annual of 380 (2017) up from the historical low of 253 in 2013).



Best practice  
Norway is currently the safest OECD country in terms of fatality rate and in 2010 set the target to reduce their road deaths by 50% by 2020. They are currently 8 years in and well on track to achieve it.

A 50% reduction by 2030 would align well with a vision zero, should this be adopted in New Zealand. Leading jurisdictions are also setting interim goals to work towards their vision zero, like Sweden's vision for zero by 2030.

Expectations  
Loss of life should not come at a cost of mobility, focus on a single target is not only more succinct, but also clearly demonstrates function.

## DELIVERY OF ROAD POLICING OUTCOMES

This programme outlines robust, evidence-based enforcement activities and an effective preventative education programme and is based on the best international and local evidence, intelligence, and methodology. It targets activity to areas of high risk. Police believes that the operational delivery of activities in the right place, at the right time will help to achieve their internal target, reduce road deaths and serious injuries as well as reduce related socioeconomic costs, to achieve a more productive and safe road environment.

Police's operational planning is informed by the best evidence available, including international best practice, including:

- **The Road Policing Intervention Logic Mapping (ILM)** evaluation that identifies the characteristics that interventions must have in order to be effective.
- **The World Health Organisation's Save LIVES technical package** that provides internationally researched and practiced enforcement interventions presented in a framework to give best effect to road safety. The framework supports a programme of highly visible police roadside activity in combination with effective education and prevention to save lives on the road.

The following tables show the areas of high risk where activity and investment is targeted. They set out the outcomes sought and how Police and partners will achieve these outcomes.

### Speed

Including a speed management programme with a mix of manual and automated enforcement and intervention.

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>• Reduce crash severity through the reduction of average speed across the network</li> <li>• Driving public are aware of the implications of speed on crashes and the majority are compliant</li> <li>• Drivers drive at a safe and appropriate speed within the posted speed limit</li> <li>• Reducing occurrence of extreme high speeds, and inadvertent moderate excess speed</li> </ul>	<ul style="list-style-type: none"> <li>• Focus on highest crash risk roads</li> <li>• Research driven static camera expansion programme; and mobile camera programme</li> <li>• Intel informed risk targeting including radar and hand held speed detection devices</li> <li>• Holiday campaign messaging delivered together with partner agencies</li> <li>• Research and development of automated enforcement (Partners)</li> </ul>	<ul style="list-style-type: none"> <li>• 0-15kph Infringement Offence Notices</li> <li>• Enforcement data to indicate delivery of infringement notices and written traffic warnings</li> <li>• Mean speed data to indicate the impact of intervention and enforcement activity</li> <li>• Social media reach, interactions and shares during targeted national campaigns</li> <li>• Speed enforcement</li> </ul>

	<ul style="list-style-type: none"> <li>Enforcement and prevention activities targeted to risk and supported by policy development, legislation and processing of infringements.</li> </ul>	<ul style="list-style-type: none"> <li>activity including mobile camera deployment activity</li> <li>Number of risk based intelligence products, operation orders and evaluations provided to districts</li> </ul>
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## High Risk Drivers

Including recidivist drink drivers, disqualified drivers, fleeing drivers and dangerous and reckless drivers.

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>New Zealand drivers are well informed about road rules and risks and less likely to take opportunistic risks on the road;</li> <li>Reasonable expectation of being caught taking risks along with effective sanctions provides effective deterrence;</li> <li>Operators research and ensure compliance with dangerous goods regulations;</li> <li>Public are intolerant of fleeing drivers;</li> </ul>	<ul style="list-style-type: none"> <li>Intelligence informed targeting to risk, tactical deployment employed</li> <li>Identification of and early intervention with serious and persistent young offenders</li> <li>Effective investigation and prosecution of high risk behaviours followed up by consistent sanctioning</li> <li>High profile advertising and consistent messaging through media and at the roadside</li> </ul>	<ul style="list-style-type: none"> <li>Number of risk based intelligence products, operation orders and evaluations provided to districts</li> <li>Number of Youth Justice referrals for traffic related offences</li> <li>Volume of 3<sup>rd</sup> + subsequent traffic offending</li> <li>Social media reach during targeted national campaigns</li> <li>Ministry of Transport Attitude Surveys</li> </ul>

## Restraints

Including seatbelts, child restraints and helmets

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>All vehicle occupants wear restraints at all times to</li> </ul>	<ul style="list-style-type: none"> <li>Focus on enabling all operational staff to "See</li> </ul>	<ul style="list-style-type: none"> <li>Intervention and infringement data</li> </ul>



<p>maximise crash survival chances</p> <ul style="list-style-type: none"> <li>• Restraint use is common and an unconscious natural part of travelling</li> <li>• Use of child restraints is common and an unconscious natural part of travelling and is supported by alternative resolution that facilitates better access.</li> <li>• Motorcycle and bicycle helmet use is common</li> </ul>	<p>something, Do something”</p> <ul style="list-style-type: none"> <li>• Developing an alternative resolution application to support referrals and access to child restraints; (significant new initiative)</li> <li>• Using targeted enforcement and tactical deployment of directed patrols towards the non-compliant demographic</li> <li>• Some promotion of child restraint use both on the roadside and through education programmes</li> <li>• Use of media to highlight risks of deaths and serious injuries where restraints are not worn or used</li> </ul>	<ul style="list-style-type: none"> <li>• Factors in fatal crashes</li> <li>• Social media reach, interactions and shares during targeted national campaigns</li> <li>• Ministry of Transport restraint survey</li> </ul>
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## Impairment

Including alcohol, drug and fatigue related impairment

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>• No deaths or serious injuries result from impaired driving</li> <li>• New Zealanders are well educated about the effects of impaired driving leading to a shift in attitude to an expectation of being caught</li> <li>• Improved use of technology to increase efficiency</li> <li>• Improved partnerships with partner agencies and treatment providers</li> <li>• Improved access to treatment programmes and individuals are encouraged to seek them</li> </ul>	<ul style="list-style-type: none"> <li>• Focus on increased deterrence</li> <li>• Enforcement focussed on identified risk, quality intervention activity and magnitude</li> <li>• Intelligence based targeting to risk including focus on drug impairment</li> <li>• Develop bespoke, more agile fleet for district drink and drug testing processes</li> <li>• Collective advertising with partner agencies, include fatigue messaging</li> <li>• Enhanced education</li> </ul>	<ul style="list-style-type: none"> <li>• Breath test data</li> <li>• Offence data by breath test and third and subsequent as a proportion</li> <li>• Fatal blood tests</li> <li>• Social media reach during targeted national campaigns</li> <li>• Introduction of offender management plans for recidivist drink drivers</li> <li>• Ministry of Transport Attitude Surveys</li> </ul>

	<p>programmes to include formalized driver and road user safety components within curricula</p> <ul style="list-style-type: none"> <li>Identifying opportunities to engage local government and communities to reduce the impact of alcohol</li> <li>Investment in relationship with partner agencies to explore treatment programmes beyond assessment only</li> <li>Prevention opportunities across government and non-government</li> </ul>	
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## Vulnerable and Active Road Users

Including the elderly, children, pedestrians, cyclists and motorcyclists.

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>No deaths and serious injuries among vulnerable and active users</li> <li>Empathy / understanding of vulnerable and active road users reflected in driving behaviour</li> <li>Higher number of graduated drivers on the road</li> <li>Cyclists and motorcyclists are visible on the network</li> <li>well- informed driving population is aware of the needs of vulnerable and active users</li> </ul>	<ul style="list-style-type: none"> <li>Enforcement of temporary speed limits at school zones and road work areas</li> <li>Identify prevention opportunities and referral process to address graduated driver licences; (Significant new initiatives – licensing and alternative resolutions)</li> <li>Identify prevention opportunities and referral process to have motorcyclists referred to “Ride forever” courses</li> <li>Variety of educational opportunities within school community to provide early intervention and highlight safe road use</li> </ul>	<ul style="list-style-type: none"> <li>Number of alternative resolutions for licence breaches</li> <li>Establishment of driver licencing support within each district</li> </ul>

## Distractions

Including mobile phone use, careless use and distracting behaviours.

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>All drivers focus on the task of driving and expect the unexpected</li> <li>Greater public understanding of dangers of distractions</li> <li>Reduction in the inappropriate use of hand held mobile phones whilst driving</li> <li>Increasing social pressure to drive attentively.</li> </ul>	<ul style="list-style-type: none"> <li>Focus on enabling all operational staff to “See something, Do something”</li> <li>Enforcement and prevention activities supported by policy development, legislation and processing of infringements</li> <li>Strong internal and external messaging aligned with increased education programmes</li> <li>Preventative enforcement activities, working with partner agencies towards community engagement</li> </ul>	<ul style="list-style-type: none"> <li>Intervention and infringement data</li> <li>Factor in fatal crash data</li> <li>Social media reach, interactions and shares during targeted national campaigns</li> </ul>

## Vehicle Safety and Compliance

Including regulatory compliance of commercial vehicles and driving

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>Major heavy vehicle operators are safe and compliant</li> <li>Individual drivers have some awareness of compliance requirements</li> <li></li> </ul>	<ul style="list-style-type: none"> <li>Investigation and prevention initiatives to support good operators achieving higher Operator Rating System (safety) rating</li> <li>Intelligence informed risk targeted deployment and</li> </ul>	<ul style="list-style-type: none"> <li>Reduced proportion of vehicles/drivers/operators inspected are non-compliant</li> </ul>

	<p>routine monitoring</p> <ul style="list-style-type: none"> <li>• Day to day enforcement of traffic regulations and licensing (economic)</li> <li>• Communication and collaboration with network partners (economic)</li> <li>• Introduction of incentive schemes to raise compliance levels</li> </ul>	
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## Network Maintenance and Efficiency

Through effective crash investigation practices

Outcomes	How Police and Partners can achieve it	What we measure
<ul style="list-style-type: none"> <li>• Road network is generally free flowing</li> <li>• Some disruptions due to crashes, events</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Timely Attendance, investigation and efficient clearing of crash scenes (safety &amp; economic);</li> <li>• Communication and collaboration with network partners (economic).</li> </ul>	<ul style="list-style-type: none"> <li>• Timeliness of response to urban and rural Priority 1 traffic events</li> <li>• Timeliness of fatal notification submission</li> </ul>

## MONITORING AND REPORTING

### Overview

The monitoring and reporting framework for the Road Safety Partnership programme will:

- maintain investment confidence by demonstrating the delivery of activities that maximise the contribution to desired road safety outcomes and provide value for money
- enable monitoring of the efficiency and effectiveness of the NLTF investment in the programme over time
- improve future delivery of road policing outcomes through a robust evaluation of performance
- address assurance requirements
- include appropriate internal and external benchmarking of performance.

The framework will be structured around a number of formal reporting requirements and a number of mechanisms that enable honest and open internal review of performance in relation to the activities of the Road Safety Partnership as a whole.

## Formal reporting requirements

As part of its overall reporting in accordance with the LTMA, the Transport Agency reports quarterly to the Minister of Transport on the performance of NZ Police in delivering the Police activities in the Road Safety Partnership programme.

To support this process, NZ Police provides a quarterly performance report to the Transport Agency and other stakeholders.

The quarterly reports will include an assessment of NZ Police delivery in the context of:

- targeting to risk and outcome trends (delivery rationale)
- road policing activities delivered
- expenditure against the approved programme.

The National Road Safety Committee also reports on progress against Safer Journeys which includes commentary about how all road safety partners programmes have contributed to achieving the outcomes of the strategy.