

2015–18 Road Policing Programme

Incorporating variations for 2016–18

Table of contents

1	Introduction.....	3
2	Strategic context.....	4
2.1	Government Policy Statement on Land Transport Funding 2015/16 – 2024/25	4
2.2	NZ Transport Agency’s Road Policing Investment Framework – investing for outcomes	4
2.3	Safer Journeys Road Safety Strategy 2010–2020	5
2.4	<i>Policing Excellence: the Future</i>	5
3	Investment	6
3.1	Total investment.....	6
3.2	Components of 2015–18 RPP investment.....	6
3.3	Improvement programme	6
3.4	Long-term financial forecast.....	7
3.5	Investing for outcomes	7
3.6	Investment by road policing activity	8
4	Delivery of road policing activities.....	9
4.1	Overview	9
4.2	Operational models	9
5	Monitoring and reporting	11
5.1	Overview	11
5.2	Formal reporting requirements	11
5.3	Relationship of inputs, outputs and outcomes in terms of efficiency and effectiveness.....	11
6	RPP Work Programme.....	12

ISSN 2230–4002 (electronic)

In accordance with section 18 of the Land Transport Management Act 2003, this 2015–18 Road Policing Programme (RPP) was prepared by the Transport Agency in consultation with NZ Police and the Ministry of Transport, and approved by the Minister of Transport in consultation with the Minister of Police and the Minister of Finance.

1 Introduction

The 2015–18 Road Policing Programme (RPP), including its variation, has been prepared in accordance with sections 18 and 102 of the Land Transport Management Act 2003 (LTMA). It provides for three-year National Land Transport Fund (NLTF) investment, and the work programme of road policing activities to be delivered by NZ Police. The RPP work programme takes into consideration the findings of the NZ Police strategic change programme, *Policing Excellence: the Future*.

The 2015–18 RPP also contains an outline of the strategic context, and the investment, delivery, and monitoring and reporting arrangements.

The outcome investment approach has been used by the NZ Transport Agency and NZ Police to develop the RPP. In line with this approach, and the government's investment priorities for the transport sector, the 2015–18 RPP gives emphasis to the achievement of desired road safety and economic productivity outcomes, value for money and the efficient delivery of NZ Police activities.

The first variation to this programme focussed on enhancing the delivery of road policing for the 2016–18 years; and the *Policing Excellence: the Future* process and NZ Police's *Prevention First Strategy* are being applied to the RPP through the variation as outlined in section 2.4.

The second variation provided additional funding of \$10 million to enable the enhancements of the first variation to be fully delivered – see Tables 3.1 and 3.2 on page 6 and Table 3.4 on page 8.

2 Strategic context

2.1 Government Policy Statement on Land Transport Funding 2015/16 – 2024/25

The *Government Policy Statement on Land Transport Funding 2015/16 – 2024/25* (GPS 2015) sets out the government's expectations on what is to be achieved from its investment in land transport through the National Land Transport Fund (NLTF). The GPS 2015 also covers how land transport revenue will be raised, how much funding is available for investment and how the government's desired objectives and results will be achieved through investment in the National Land Transport Programme (NLTP). In this way the GPS 2015 influences decisions about how funding from the NLTF is to be invested through the NLTP activity classes.

The Transport Agency prioritises activities that advance the government's expectations of increasing economic growth and productivity, improving value for money and improving road safety.

While the GPS 2015 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 2015 while also taking regional land transport plans (RLTPs) into account.

The GPS 2015 supports the delivery of the *Safer Journeys* vision of a safe road system increasingly free of death and serious injury. It does this through proposed investment in activities which support *Safer Journeys* four pillars.

The Transport Agency uses its Investment Assessment Framework (IAF) as an investment decision-making tool to help it give effect to the GPS. The

IAF uses strategic fit, effectiveness and benefit-cost appraisal assessment criteria to help prioritise the bids and proposals received for investment from the NLTF for inclusion in the NLTP. In this way the IAF assessment criteria help ensure best value for money from the investment.

The GPS 2015 investment ranges for road policing over the 10-year period and the Transport Agency investment allocations are detailed in section 3.5 of this document on page 7.

2.2 NZ Transport Agency's Road Policing Investment Framework – investing for outcomes

The RPP is a programme based on NZ Police's response to the Transport Agency's 2015–18 Road Policing Investment Framework. The Framework has provided NZ Police with clear investment signals and expectations, the desired outcomes to which road policing activities should contribute, and the assessment criteria the Transport Agency applies to the RPP.

This approach aligns with the Transport Agency's broader vision of streamlining its investment process towards an outcomes investment approach. Applying the approach to the RPP means the Transport Agency's investment focus is directed towards influencing the achievement of the government's desired transport results.

The desired sector results or outcomes and intermediate results or outcomes to which NZ Police makes a significant contribution are summarised in the RPP work programme in section 6.1. Section 6.2 lists NZ Police RPP activities, along with delivery, progress and investment information against each activity.

When applied to the RPP, key components of the outcomes investment approach include:

- identifying clear road safety outcomes to which NZ Police contributes, and the associated road policing activities that achieve value for money

- providing NZ Police with greater operational flexibility and enabling road policing activities to be better targeted towards road safety risk
- ensuring accountability is maintained by NZ Police owning and accounting for the delivery of operational solutions
- basing road policing interventions on strategic and tactical evidence, at national, district and area levels in accordance with *Intervention Logic Mapping*.

2.3 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 *Safer Journeys* strategy identifies 12 areas of concern where current road safety performance needs to be strengthened over the period 2010–20. The areas of high concern are impaired drivers, young drivers, safe roads and roadsides, safe speeds and motorcyclists; the areas of medium concern are light vehicle safety, walking and cycling, heavy vehicle safety, fatigued and distracted drivers and high-risk drivers; and the areas of continued and emerging focus are restraints and older New Zealanders.

The implementation of the strategy is supported by a series of action plans, the first of which was released for 2011/12, the second for 2013–15, and the third and final Safer Journeys Action Plan for 2016–20. The focus of the action plans is on initiatives that will have the greatest impact in reducing crashes and trauma. These are areas of *Safer Journeys* high and medium

concern, with most of the actions assigned to the four core road safety partner agencies, namely the Ministry of Transport, NZ Transport Agency, NZ Police and ACC.

NZ Police actions identified in these plans, together with the Safe System approach and the priority areas of road safety concern, have informed and will continue to inform NZ Police road policing delivery over the term of the 2015–18 RPP. Further information about *Safer Journeys* is available at <http://www.saferjourneys.govt.nz/>.

2.4 Policing Excellence: the Future and Prevention First Strategy

NZ Police has been developing the next phase of its strategic transformation – known as Policing Excellence: the Future. It builds on the success of Policing Excellence and, in accordance with the improvement programme listed on pages 6 and 7, the process has been applied to the preparation of the RPP variation for 2016–18.

NZ Police's Prevention First strategy is also being applied to the RPP. It changes the way Police deploy staff so that its workforce is more flexible and better placed to respond to what's happening on New Zealand's roads. It also provides a framework for understanding and responding more strategically to issues.

Together Policing Excellence: the Future and Prevention First are enhancing road policing in terms of:

- evidence based deployment
- partners and collaboration
- sourcing and shared services
- processes and technology
- accesses to police and points of presence.

3 Investment

3.1 Total investment

The total investment approved from the NLTF for 2015–18 RPP expenditure is listed in table 3.1.

Table 3.1: Approved NLTF investment for the 2015–18 RPP

	3-year total (2015–18)
Approved NLTF investment	\$970 million ^[1]

The 2015–18 RPP provides for three-year NLTF investment and the work programme of road policing activities to be delivered by NZ Police. The RPP work programme takes into consideration the findings of the NZ Police strategic change programme, *Policing Excellence the Future*.

3.2 Components of 2015–18 RPP investment

The components of NLTF investment for the 2015–18 RPP, including the portion which is ring-fenced for improvement initiatives, are listed in table 3.2. The \$8 million for static cameras was carried over from 2014/15. The investment estimates for each of the six road policing activities, which include the improvement initiatives and the investment programme, are listed in table 3.4 on page 8. For further detail about the improvement programme see page 7, and for road policing activities see tables 6.1 and 6.2 on pages 13 to 20.

^[1] During 2015–18, no revenue, applicable to RPP activities, is expected to be received by the Commissioner from sources other than the NLTF.

Table 3.2: Components of 2015–18 RPP investment

RPP investment levels	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
Base investment levels for road policing activities – inclusive of ring fenced improvement initiatives – are detailed below. See table 3.1 for detail of road policing activities investment levels.	\$314.7	\$331.2	\$324.1
Total for 2015–18	\$970 million		
Ring fenced improvement initiatives included in base investment levels listed above:			
Committed improvement initiatives			
Static camera supply lease costs (carried over from 2012–15)	\$4.0	\$4.0	
Mobility programme (SMART to mobility, and Traffic Crash Reporting)	\$2.3	\$3.2	\$3.2
Critical improvement initiatives			
NZ Police Infringement Processing System replacement options project	\$0.5		
Operating an efficient and effective speed camera network		\$4.7	
Other improvement initiatives	\$0.4	\$1.7	\$1.7
Total ring-fenced improvement initiatives	\$7.2	\$13.6	\$4.9

3.3 Improvement programme

The improvement programme includes business improvements, along with the improvement initiatives listed in table 3.2 above. Implementation progress will be reported quarterly as documented on page 11:

- Applying the *Policing Excellence: the Future* process to road policing
- Applying the NZ Police *Prevention First* strategy to road policing

- Developing the *Road Policing Strategy to 2020* to reflect key developments across the sector. The strategy will align with the *Safer Journeys* strategy, and draw on international evidence regarding effective and efficient road policing delivery. The strategy for commercial vehicle enforcement will form part of the overall strategy
- Developing and applying further the *Road Policing Intervention Logic Mapping*. Performance will be benchmarked, by NZ Police districts, which will improve transparency around NZ Police decision-making processes and support the continuous review of road policing activities. Benchmarking will also enable an improved understanding of cost drivers and provide a quality assurance tool for reviewing the efficiency of NZ Police delivery
- Completing the implementation of the expanded camera programme, together with multi-agency investigations into options for expanding the use of red light cameras, automatic number plate recognition cameras and point-to-point cameras
- Auditing of road policing systems, procedures and results
- Developing NZ Police Infringement Processing System replacement options
- Implementing the NZ Police mobility SMART programme
- Implementing the traffic crash reporting programme
- Purchasing and using a range of operating equipment
- Exploring ways of demonstrating targeting to risk at high-risk times and locations
- Developing a framework for partnership development
- Further demonstrating the value for money of the programme.

3.4 Long-term financial forecast

The long-term financial forecast for the RPP is as stipulated in the GPS 2015 and recorded in table 3.3:

Table 3.3: GPS funding range 2015/16 – 2024/25 for the Road Policing Activity Class

Investment range (\$million)					
2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
280–320	285–325	290–330	295–340	300–345	305–350
Forecast investment range (\$million)					
2021/22	2022/23	2023/24	2024/25		
310–360	315–365	320–375	320–380		

3.5 Investing for outcomes

The majority of road policing investment is directed towards maintaining and improving the achievement of safety-related outcomes, and ultimately a reduction in deaths and serious injuries, and trauma. Direct economic growth and productivity benefits are largely attributable to vehicle dimension and mass compliance, economic and commercial vehicle operator enforcement, and traffic management.

Road policing activities encompass a broad range of interventions designed to improve the safety, efficiency and reliability of New Zealand’s roading network, thereby helping New Zealanders to thrive.

Table 6.1 *Sector framework mapped to RPP activities*, on pages 13 to 16, lists the strategic areas, sector areas of concern, desired sector outcomes, and the intermediate outcomes or results to which NZ Police significantly contributes, and maps these to NZ Police RPP activities.

The desired sector outcomes that road policing activities will contribute to are in line with *Safer Journeys* and GPS 2015 priorities, and the key results

to which NZ Police will significantly contribute are used for monitoring and reporting the NZ Police contribution to sector outcomes.

Table 6.2 *Police RPP work programme* on pages 17 to 20 lists, for each of the eight NZ Police RPP activities, key performance indicators or what NZ Police will achieve, how NZ Police will deliver, how NZ Police will track progress (internally) and the indicative annual cost.

3.6 Investment by road policing activity

Estimated road policing activity investment levels for the 2015–18 Programme are provided in table 3.4. The estimated levels are based on a number of factors, including the size of the problem the road policing activity is addressing and the value to the sector of road policing addressing the problem. This approach reflects the fact that more than 70% of NZ Police costs relate to personnel.

These estimates are indicative only, with actual expenditure subject to change over the course of the year. This is because, under the investing for outcomes approach, NZ Police has flexibility to adjust the level of activities and reallocate resources over the course of the investment period in order to make the optimal contribution to desired road policing outcomes.

Investment estimates for road policing activities, which include the improvement initiatives listed in table 3.2 on page 6 and the improvement programme listed on page 7, are listed in table 3.4.

Table 3.4: Indicative* investment levels for road policing activities

Road policing activity	Indicative NLTF 2015/16 investment (\$m)	Indicative NLTF 2016/17 investment (\$m)	Indicative NLTF 2017/18 investment (\$m)
Speed	\$85.3	\$88.2	\$88.1
Impaired drivers	\$62.0	\$62.5	\$63.3
Distractions and restraints	\$18.9	\$24.5	\$21.1
Other high-risk behaviours	\$64.3	\$67.3	\$65.6
Vulnerable road users	\$20.3	\$20.5	\$20.7
Network maintenance and efficiency	\$63.9	\$68.2	\$65.3
Annual Totals	\$314.7	\$331.2	\$324.1
2015–18 Overall Total	\$970 million		
* Sections 3.5 and 3.6 explain investing for outcomes and the indicative nature of allocations to Police activities given the need for flexibility of delivery to achieve outcomes.			

For further information about road policing activities, see tables 6.1 and 6.2 on pages 13 to 20 of this RPP.

4 Delivery of road policing activities

4.1 Overview

Effective road policing has the potential to save many lives every year, to reduce the number and extent of injuries sustained and trauma suffered by road users, and to improve the efficiency and reliability of travel on New Zealand's roading network.

The road toll has been generally trending down over time, despite increases in the population, vehicle fleet and travel. Compared with 2001, by 2014 vehicles were up 29%, population up 17% and travel up 22%, but the road toll was down 38%.

NZ Police has contributed to this outcome by:

- focusing on a general deterrence¹ approach to road safety
- increasing the focus on high-priority road policing activities such as deterring high-risk driving/riding and reducing excessive speeds in line with the government's road safety priorities identified in *Safer Journeys*
- influencing and changing driver/rider behaviour
- working with communities.

¹ General deterrence is when road users and the public are deterred from offending by the perceived risk of detection without the actual experience of apprehension and sanction, eg the effect of a Stop Bus carrying out compulsory breath testing. Specific deterrence is when road users are deterred from offending by their experiences of enforcement. General deterrence is more cost effective than specific deterrence in that it results in more people behaving safely, although the combination of specific and general deterrence has internationally been recognised as the most effective enforcement method to reduce road trauma.

However, to achieve *Safer Journey's* vision of a safe road system increasingly free of death and serious injury and to deliver against economic productivity outcomes, further sustained efforts need to be made. In alignment with the Transport Agency's investment priorities, NZ Police plans to deliver improved results in each of the eight road policing activities by:

- increasing the efficiency and effectiveness of its workforce by ensuring staff are undertaking the right activities at the right times to help prevent road trauma
- lifting productivity by automating some activities and using technology to streamline processes, thus freeing up staff to focus on other high-priority road policing activities
- continuously improving its understanding of the road policing environment, leading to enhanced effectiveness and accountability
- consolidating the Safe System approach in road policing.

4.2 Operational models

Key NZ Police operational models that will support the delivery of the RPP work programme and the achievement of these objectives, are the NZ Police strategic change programme *Policing Excellence: the Future*, along with its *Prevention First* strategy and *Road Policing Intervention Logic Mapping*.

In response to current challenges, NZ Police initiated the second stage of its transformational programme *Policing Excellence: the Future*. It is designed to evaluate NZ Police's cost and value drivers and to provide choices about future strategic alignment and priorities, and will look to refine and optimise NZ Police service delivery as a whole.

Prevention First is NZ Police's national operating strategy, which recognises a strong focus on prevention is required to achieve a sustainable reduction in road trauma, crime and anti-social behaviour. It is a holistic approach to

policing that puts prevention at the forefront of all policing activities, and is a cornerstone of NZ Police's commitment to *Safer Journeys*.

A number of organisation-wide initiatives are geared towards the adoption of the *Prevention First* strategy and are being driven by the *Policing Excellence: the Future* programme. This collection of wider organisational improvement processes will improve the delivery of road policing by:

- improving NZ Police resource efficiency
- focusing on high-priority road policing activities
- targeting NZ Police resources to road safety risk
- working with other agencies to provide complementary road safety activities.

Road Policing Intervention Logic Mapping is a road policing programme evaluation which appraises activities against outcomes to identify the best ways to achieve desired results. It identifies the characteristics interventions must have to achieve the effects, and the conditions required for implementation to produce the effects. It also provides for the prioritisation of activities and how best to deliver them so as to maximise the application of resource, targeting delivery to risk and achieving outcomes.

Intervention Logic Mapping provides NZ Police with a clear understanding of where it is best to direct efforts for the greatest impact on reducing death and injury using interventions including:

- directed patrols using laser/radar speed detection devices
- mobile speed camera deployments
- fixed speed cameras
- mobile breath tests
- compulsory breath tests at small and large checkpoints

- hand-held mobile phone enforcement for distracted driving, and
- directed patrols for restraint compliance.

NZ Police activities invested in through this programme have been prioritised in accordance with, and have high alignment with, its *Intervention Logic Mapping* improvement initiatives

5 Monitoring and reporting

5.1 Overview

The monitoring and reporting framework for the 2015–18 RPP is designed to:

- maintain investment confidence in NZ Police by demonstrating the delivery of activities that maximise the contribution to desired road policing outcomes and provide value for money
- enable monitoring of the efficiency and effectiveness of the NLTF investment in the RPP over time
- improve future delivery of road policing outcomes through a robust evaluation of NZ Police performance
- address auditing of road policing systems, procedures and results
- include internal benchmarking of performance by Police District.

The framework is structured around a number of formal reporting requirements, together with a joint agency senior management forum that maintains strategic oversight and provides direction across the RPP. In addition, a number of informal mechanisms provide both parties with the opportunity to assess the delivery of road policing activities and to provide feedback about what is working, what is not and what needs to change.

These formal and informal mechanisms are supported by a number of internal NZ Police systems and processes that monitor NZ Police delivery of RPP activities.

5.2 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 2015–18 RPP. To support this process, NZ Police provides a quarterly performance report to the Transport Agency and other stakeholders.

The quarterly reports of both agencies 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.

In addition, the quarterly reports of both agencies address progress against the RPP improvement programme listed on page 7, and an overall assessment of performance.

5.3 Relationship of inputs, outputs and outcomes in terms of efficiency and effectiveness

The intermediate outcomes to which NZ Police contributes are key in the context of the RPP, because they have a significant influence on the final results of deaths and injuries, and resulting social cost. They are therefore at the centre of the monitoring and reporting on NZ Police delivery of the RPP.

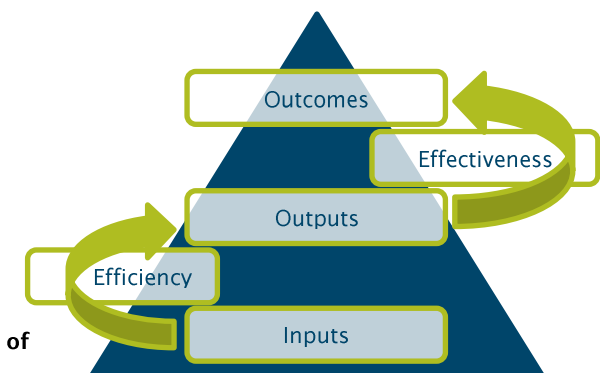


Figure 6.1: RPP relationship of inputs or resources, outputs or activities and outcomes or results in terms of efficiency and effectiveness.

6 RPP Work Programme

The 2015–18 RPP provides for a three-year NLTF investment envelope and the work programme of road policing activities to be delivered by NZ Police.

Table 6.1 *Sector framework mapped to RPP activities*, on pages 13 to 16, lists strategic areas, sector areas of concern, desired sector outcomes and the intermediate outcomes or results to which NZ Police significantly contributes; and maps these to NZ Police RPP activities.

Table 6.2 *Police RPP work programme*, on pages 17 to 20, lists NZ Police RPP activities, key performance indicators or what NZ Police will achieve, how NZ Police will deliver, how NZ Police will track progress (internally) and the indicative annual cost for each of the eight RPP activities.

The tables link with each other through NZ Police RPP activities which are listed in each table. Table 6.1 maps the sector framework and outcomes to Police RPP activities, and Table 6.2 focuses on NZ Police RPP activities and their delivery and achievement.

Table 6.1: Sector framework mapped to RPP activities

Strategic area	Areas of concern	OUTCOMES Desired sector outcomes	RESULTS Results to which NZ Police significantly contributes	Police RPP activities					
				Speed	Distractions/restraints (in-car behaviour)	Impaired drivers	Vulnerable road users	Other high risk behaviour	Network maintenance and efficiency
Economic growth and productivity	Vehicle dimension and mass compliance	Vehicles comply with VDAM and bylaws that modify VDAM or apply to the VDAM regime	<ul style="list-style-type: none"> Increased percentage of vehicles inspected by CVIU found to be in breach of VDAM rules 						
	Economic enforcement	All users pay their fair share of levies for road usage	<ul style="list-style-type: none"> Reduction in RUC evasion rates 						
	Commercial vehicle operators	Operators comply with all vehicle, licensing and permitting regulations	<ul style="list-style-type: none"> Improved reporting of emerging areas of risk 						
			<ul style="list-style-type: none"> Improved compliance levels for passenger transport, heavy vehicles and fleet operators 						
	Traffic management	Travelling on New Zealand's road network is more efficient with predictable and reliable travel times	<ul style="list-style-type: none"> Decrease in time to reinstate traffic flow after road or carriageway closure or crash 						
			<ul style="list-style-type: none"> Improved attendance and reporting of unplanned events 						
			<ul style="list-style-type: none"> Improved impact of policing activity on congestion 						
			<ul style="list-style-type: none"> Improved engagement with road controlling authorities 						
Safer Journeys: safe speeds	Speed	More vehicles are travelling at the appropriate speeds	<ul style="list-style-type: none"> Increased percentage of vehicles complying with speed limits 						
			<ul style="list-style-type: none"> Reduced percentage of vehicles exceeding speed limits by 1–10km/h 						
			<ul style="list-style-type: none"> Reduced percentage of heavy vehicles exceeding 90km/h on open road 						
			<ul style="list-style-type: none"> Reduced number of repeat speeding offenders (currently x000 with 3+ offences) 						
			<ul style="list-style-type: none"> Improved public attitudes to enforcement and speed limits 						
			<i>which contribute to</i> Decrease in deaths and serious injuries where excessive speed is a factor						

Strategic area	Areas of concern	OUTCOMES Desired sector outcomes	RESULTS Results to which NZ Police significantly contributes	Police RPP activities					
				Speed	Distractions/restraints (in-car behaviour)	Impaired drivers	Vulnerable road users	Other high risk behaviour	Network maintenance and efficiency
Safer Journeys: safe road use	High-risk drivers	Fewer high-risk drivers, with less impact on the road toll	<ul style="list-style-type: none"> Decreased percentage of drivers driving while disqualified 						
			<ul style="list-style-type: none"> Decreased percentage of drivers detected for 3rd or subsequent drink/drugged driving offences 						
			<ul style="list-style-type: none"> Decreased percentage of unlicensed or incorrectly licensed drivers 						
			<i>which contribute to</i> Reduction in the number of disqualified, unlicensed, fleeing or racing drivers in fatal and serious injury crashes						
	Young drivers	More young people are driving within their licence conditions	<ul style="list-style-type: none"> Increased youth expectation of being stopped and checked for alcohol/speed /correct licence class 						
			<i>which contributes to</i> Reduction in the number of young drivers on GDL at fault in fatal and serious injury crashes						
	Motorcyclists	Fewer risks for motorcyclists and fewer risks taken by motorcyclists	<ul style="list-style-type: none"> Increased detection of speeding, unsafe lane-changing, alcohol and drug-impaired driving, and helmet wearing offences by motorcyclists 						
			<i>which contributes to</i> Reduction in number of ACC entitlement claims for motorcyclists injured in crashes						
	Alcohol/drug-impaired driving	Fewer people are driving under the influence of alcohol and drugs	<ul style="list-style-type: none"> Increased compliance with the zero youth and 50/250 adult alcohol limits 						
			<ul style="list-style-type: none"> Decreased percentage driving over 80mg/100ml or 400 micrograms per litre 						
			<ul style="list-style-type: none"> Increased public expectation of being stopped and checked 						
			<i>which contribute to</i> Decrease in the number of fatal and serious injury crashes where alcohol and/or drugs are a factor						
	Restraints	More use of restraints	<ul style="list-style-type: none"> Improved restraint usage in low-use areas and times 						
			<i>which contributes to</i> Decrease in the number of deaths and serious injuries where a restraint device is not worn						

Strategic area	Areas of concern	OUTCOMES Desired sector outcomes	RESULTS Results to which NZ Police significantly contributes	Police RPP activities					
				Speed	Distractions/restraints (in-car behaviour)	Impaired drivers	Vulnerable road users	Other high risk behaviour	Network maintenance and efficiency
	Commercial vehicle operators	Good operators are encouraged and poor operators are discouraged	<ul style="list-style-type: none"> Decreased percentage of non-compliant operators OR increased percentage of compliant commercial operators <i>which contributes to</i> Decrease in the number of fatal and serious crashes where the heavy vehicle (driver) is at fault						
	Walking and cycling	Reduced risk for pedestrians and cyclists	<ul style="list-style-type: none"> Increased percentage of vehicles complying with urban speed limits Increased safe behaviour by motorists, pedestrians and cyclists <i>which contribute to</i> Reduction in the number of pedestrians/cyclists killed or hospitalised for longer than one day per 100,000 population						
	Fatigue and distraction	More people are aware of the risks of driving while fatigued or distracted	<ul style="list-style-type: none"> Decreases in cell phone use while driving, and in distracting roadside furniture <i>which contribute to</i> Reduction in fatalities and serious injuries in fatigue and/or distraction crashes						
	Older road users	Safer environment for older road users	<ul style="list-style-type: none"> Decreased risky behaviours by all road users at times and places of greatest risk to older users <i>which contributes to</i> Reduction in fatalities and serious injuries to older road users per 100,000 population						
Safer Journeys: safe roads & roadsides	Roads and roadsides	Road controlling authorities are informed about unsafe roads or roadside features	<ul style="list-style-type: none"> Improved NZ Police reporting to encourage improved RCA response times <i>which contributes to</i> Reduction in fatalities and serious injuries in crashes with road conditions as contributing factors						

Strategic area	Areas of concern	OUTCOMES Desired sector outcomes	RESULTS Results to which NZ Police significantly contributes	Police RPP activities					
				Speed	Distractions/restraints (in-car behaviour)	Impaired drivers	Vulnerable road users	Other high risk behaviour	Network maintenance and efficiency
Safer Journeys: safe vehicles	Motorcycles	Fewer risks for motorcyclists and fewer risks taken by motorcyclists	<ul style="list-style-type: none"> Decreased percentage of motorcycles on the road in unsafe condition or without a current WoF/CoF <i>which contributes to</i> Reduction in number of ACC entitlement claims for motorcyclists injured in crashes						
	Heavy vehicles	The heavy vehicle fleet is safer	<ul style="list-style-type: none"> Increased detection of levels 3, 5 and 6 and out-of-service order in the Roadside Inspection Database <i>which contributes to</i> Decrease in number of crashes involving heavy vehicles in breach of VDAM rules						
	Light vehicles	The light vehicle fleet is newer and safer	<ul style="list-style-type: none"> Decreased percentage of vehicles on the road in unsafe condition or without a current WoF/CoF <i>which contributes to</i> Decrease in percentage of fatal and serious injuries in crashes with vehicle faults as a contributing factor in the crash						
Crash attendance and reporting	Crash attendance and reporting	Timely response to incidents and emergencies notified to NZ Police	<ul style="list-style-type: none"> All crashes attended by NZ Police reported 						
			<ul style="list-style-type: none"> All crashes reported on prescribed forms 						
			<ul style="list-style-type: none"> Increase in NZ Police activities targeted to high-risk rural roads as identified using KiwiRAP and other tools 						
			<ul style="list-style-type: none"> Increase in timeliness and accuracy of traffic crash reports 						
			<ul style="list-style-type: none"> Accurate reporting of road, vehicle and environmental factors 						

Table 6.2: NZ Police RPP work programme

NZ Police RPP activities	KEY PERFORMANCE INDICATORS What NZ Police will achieve	DELIVERY How NZ Police will deliver	PROGRESS How NZ Police will track progress (internally)	INVESTMENT Indicative annual cost (\$m)	
				2016/17	2017/18
Speed	<ul style="list-style-type: none"> Increased public perception of being caught speeding Increased compliance with posted speed limits 	<ul style="list-style-type: none"> Reduce inappropriate speeds (including inappropriate speed for conditions) by targeting activities to high-risk sites and high-risk user groups (eg motorcyclists, young drivers) Prioritise speed enforcement to address speeds up to 15km/h above posted speed limits, having regard for tolerance levels Inform road controlling authorities where posted speed limits are inappropriate for the road segment (eg via road safety action planning) Reduce speed tolerance on holiday weekends and other high-risk periods Each NZ Police district's risk assessment profile includes intelligence information on speed Speed detection devices (cameras, manual) will be deployed to high-risk sites Districts will engage in interventions around inappropriate speed limits 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Number of speeding motorcyclists Number and percentage of vehicles detected speeding by mobile and fixed cameras in 100km/h zones Percentage of vehicles complying with the speed limit in 100km/h zones Number and percentage of vehicles detected speeding by mobile and fixed cameras in 50km/h zones Percentage of vehicles complying with the speed limit in 50km/h zones Percentage of IONs issued by mobile and fixed cameras for speeds 1–10km/h and 11–15km/h over the limit, compared with IONs issued for speeds >15km/h over the limit Percentage of IONs issued officers for speeds 1–10km/h and 11–15km/h over the limit, compared with IONs issued for speeds >15km/h over the limit Percentage of speed offences detected by speed cameras Number of officer issued HMV speeding notices detected by all staff Number and percentage of HMV speeding notices in the 6 to 10km/hr excess range Number and percentage of HMV speeding notices in the 6 to 20km/hr excess range 	\$88.2	\$88.1

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Impaired drivers – alcohol/drugs/fatigue	<ul style="list-style-type: none"> Increased public perceptions of being caught while impaired by alcohol and other drugs Increased compliance with drink-drive limits 	<ul style="list-style-type: none"> Deter alcohol and drug-driving/riding by delivering alcohol and drug-impairment tests Target alcohol and drug road policing activities and interventions to localities, communities, routes and times of greatest risk Work with and coordinate activities and operations with relevant national, regional and local partners (eg national/community advertising) Each NZ Police district's risk assessment profile includes intelligence information on impaired driving Discourage fatigued and distracted driving by patrolling high-risk routes and at high-risk times 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Number of breath passive and screening tests conducted year to date Number of EBA offences Number of CITs samples received by ESR for drug analysis Number of offences for alcohol (>50 and >80)⁴ Number of adult alcohol > 80 as a percentage of combined (>50 and >80) Number of offences for drug-impaired driving⁴ Number of under 20 alcohol infringements(<.30) Number of under 20 offences (>30 & <80) Number of under 20 offences >80 and percentage of adult >.80 offences Number of drug and alcohol offences detected by CVIU Number of HMTV and other commercial vehicle fleet (eg taxis) work-time and logbook offences 	\$62.5	\$63.4
Distractions/restraints	<ul style="list-style-type: none"> Increased public perceptions of being caught while not complying with restraint requirements Increased appropriate use of restraints 	<ul style="list-style-type: none"> Target communities where usage is low to improve use of restraints and motor/bicycle helmets Work with industry and road safety partners to improve restraint use by commercial drivers Each NZ Police district's risk assessment includes intelligence information on restraint risks, including at-risk groups (eg young drivers, communities) 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Number of mobile phone offences Number of following too close offences Number of careless driving offences Number of child 7 or under restraint offences Number of child 8–14 restraint offences Total number of restraint offences Number of motorcycle helmet offences Number of cycle helmet offences Percentage of cycle helmet offences to all offences detected (excluding speed cameras) 	\$20.7	\$21.1

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Other high-risk behaviours	<ul style="list-style-type: none"> Reduction in high-risk driving behaviours 	<ul style="list-style-type: none"> Reduce opportunities to offend by preventing disqualified and unlicensed driving (eg motorcyclists without the correct licence) Target high-risk driver activities and interventions to localities, communities, routes and times of greatest risk Work with road safety partners and wider justice sector to coordinate interventions to reduce the impact and prevalence of high-risk drivers Each NZ Police district's risk assessment includes intelligence information on high risk driving behaviours Reduce HMV crash risk and encourage good operators by using risk-targeting tools (eg Operator Rating System) to stop and inspect commercial vehicles and operators 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Number of high risk driving offences Number of licence offences detected (disqualified, suspended, unlicensed, expired) Number and percentage of 3+ drink/drugged driving offences to all drink drive offences Total number of dangerous driving offences <ul style="list-style-type: none"> Number of intersection offences Number of illegal street racing offences Number of centreline offences Number of lane compliance offences Number of pursuits recorded Number of dangerous goods offences Number of insecure load offences Number of overloading offences 	\$64.9	\$65.7
Vulnerable road users	<ul style="list-style-type: none"> Decrease in GDLS breaches Decrease in offences against pedestrians and cyclists 	<ul style="list-style-type: none"> Target vulnerable road user activities and interventions to localities, communities, routes and times of greatest risk Work with road safety partners, wider justice sector and communities to coordinate interventions to reduce the impact and prevalence of vulnerable road users Each NZ Police district's risk assessment includes intelligence information on high vulnerable road users 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Speed offences in school zones Child restraint offences GDLS breaches Total number of offences against pedestrians Total number of offences against cyclists Number of wheeled pedestrian offences Number of motorcycle WOF offences Number of all motorcycle offences Percentage of motorcycle officer issued IONs of all IONs Percentage of offences for those >75 to the number of >75 driver licences. Number of under 20 alcohol infringements(<.30) Number of under 20 offences (>30 & <80) 	\$20.5	\$20.7

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Network maintenance/ Efficiency	<ul style="list-style-type: none"> Increased compliance of commercial driver-specific regulatory requirements Timely response to and resolution of traffic incidents and emergencies notified to NZ Police Timely response to crashes notified to NZ Police Accurate reporting of all attended crashes 	<ul style="list-style-type: none"> Work with national, regional and local partners to ensure operations are targeted to risk, jointly implemented where applicable, and to minimise the interruption of efficient operation of freight Enforce the RUC and High Productivity Motor Vehicle (Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010) provisions for commercial vehicles Efficiently manage incidents to reduce congestion Assist with traffic flow management Inform road controlling authorities and road safety action planning groups by reporting unsafe roads and roadsides Attend and report all fatal road crashes Accurately complete and send traffic crash reports in a timely manner incorporating a Safe System approach to crash information 	<p>NZ Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Number of WoF/COF offences Percentage of WoF and CoF offences to all offences detected (excl speed camera) RUC offences detected by all staff Total number of crashes attended and reported to the Transport Agency, by crash severity Timeliness and accuracy of TCRs Number of P1 urban and rural traffic events Urban and rural median response times to emergency P1 events Number of Traffic Incidents attended Number of blockages and breakdowns attended Vehicle licensing offences VDAM offences 	\$64.4	\$65.3