

Q2



ROAD SAFETY PARTNERSHIP PROGRAMME

Minister's Quarterly Performance Report

Quarter 2: October – December 2023

Te Kāwanatanga o Aotearoa
New Zealand Government

CONTENTS

Document Owners – Sign Off	2
Executive Summary	3
RSPP Overview	4
Expenditure	5
Core Activity Areas	6
Impairment	6
Distractions and Restraints	6
High-Risk Drivers	7
Driver Licensing	8
Speed and Infrastructure	9
Network Maintenance/Efficiency	12
Supporting Activities	16
Strengthening the Partnership	18

DOCUMENT OWNERS *Sign Off*

New Zealand Police

Supt. Steve Greally

Director:
Road Policing

D/C Jevon McSkimming

Deputy Commissioner:
Operational Services and Road Policing

D/C Tania Kura

Deputy Commissioner:
Frontline Operations

NZ Transport Agency Waka Kotahi

Fabian Marsh

Senior Manager
Road Safety

Chris Bunny

Group General Manager
Systems Leadership

Karen Jones

Group General Manager
Engagement and Partnership

EXECUTIVE Summary

The Road Safety Partnership Programme (RSPP) was established to develop and implement a new operating model and investment approach for road policing. The establishment of the Partnership marks the transition towards a collective responsibility for achieving improved road safety outcomes and acknowledges that road policing alone cannot achieve a step change reduction in deaths and serious injuries.

The 2021-24 programme sets road safety operational priorities, funding, and performance measures for key road policing activities. (Focused on key areas of road safety risk: restraints, impairment, distraction, and speed – RIDS). Collaboration continues on the evolution and negotiation of the RSPP towards the new programme for 2024-27.

In Q2 2023/24, 98 people were killed on our road network, 16 fewer than the 114 fatalities in the same quarter in the previous year¹. Maintaining a Police presence on rural roads continues to be a priority, this focus is supported by the fact 84% of fatalities in Q2 occurred on rural roads.

Over this time, Police delivered the following road policing activities (measures):

- 959,751 breath tests, which is 28% higher than the quarterly desired activity level (750,000) and about 205,000 more than in Q1. The annual desired activity level for breath testing is 3,000,000 tests.
- 17,711 mobile phone offences, which is 77% higher than the quarterly desired activity level (10,000) and 2,500 more than in the previous quarter. The expectation for offence detection is 40,000 offences annually and it is almost certain that this desired level of activity will be exceeded.
- the number of officer-issued speed infringements within 1 to 10km over the speed limit increased to 15.7%, exceeding the desired activity level of 15%.
- the 113,973 officer issued speed notices was 62.7% ahead of the target. The annual desired activity level is 280,000 offences.

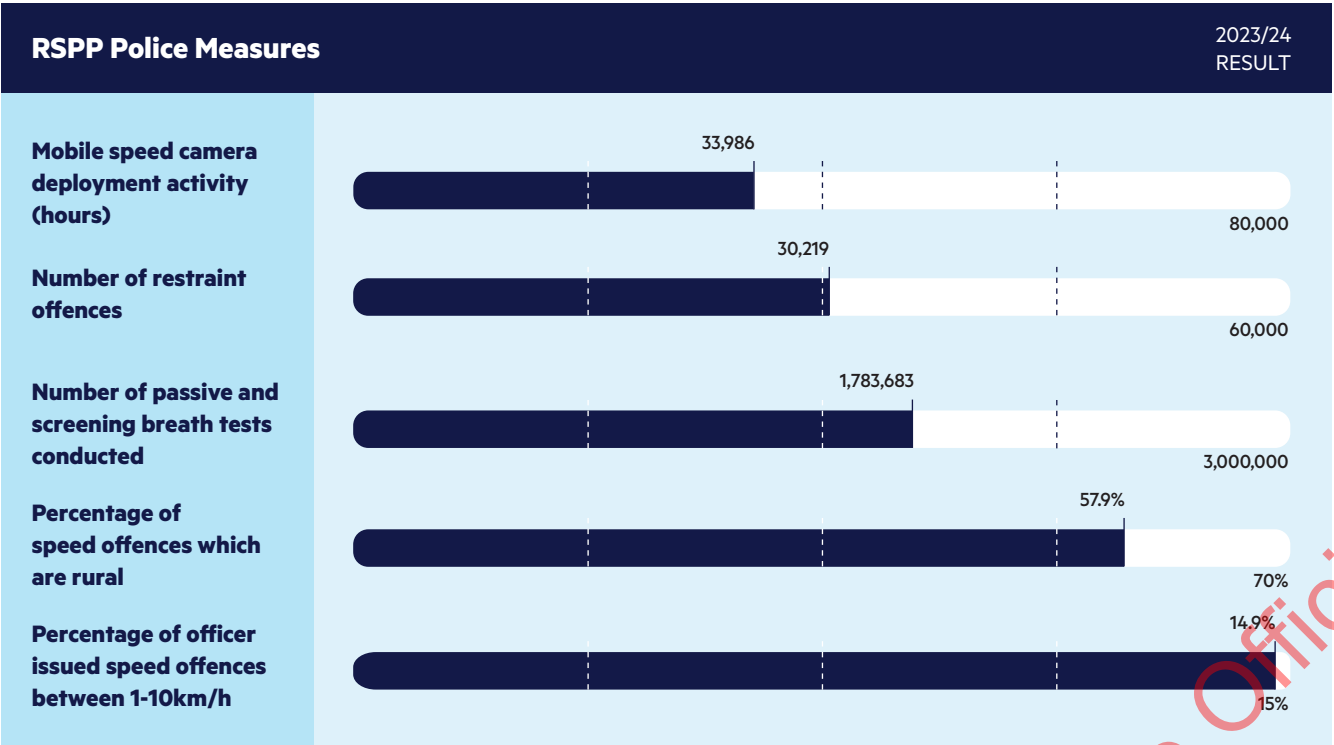
Compliance with road safety laws makes our roads safer for everyone. This is especially relevant for those people who are particularly vulnerable when involved in a crash (including active road users, wheelchair and mobility scooter users, and motorcyclists) or fragile (such as the elderly and children). It is also particularly relevant for young and inexperienced drivers who are more likely to take risks, travel in lower safety rated vehicles, and be less familiar with driving.

While the emphasis is on high-risk and high trauma impacting behaviours, there is also the need to acknowledge and recognise that other policing services are undertaken on the roads to make them safe for all people. Enforcement of offences which are associated with manner of driving, dangerous driving, and other behaviours (e.g., failing to give way or stop, driving in a dangerous manner or speed, unsafe passing) are essential for influencing behavioural changes to promote safer driving attitudes.

Police, Local Government and NZTA are collaborating on the *Better Together* initiative, aiming to leverage the impacts of road policing activity with road safety advertising and education through a coordinated focus on harmful behaviours. The first round of *Better Together* took place in November 2023 in the Canterbury Police District and successfully increased visibility and awareness of road safety messages and road policing activities. By supporting the initiative, the Canterbury Road Policing team delivered their highest activity levels to date.

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

RSPP Overview









Safe System Summary of Road Deaths

 **98 Road Deaths**
from 92 crashes across NZ


 **Social Cost \$1.3B**
of these deaths is over
Ages range from a 4-year-old passenger to a 88-year-old Cyclist


People

 **47%** 46 were drivers of light vehicles
- 31 drivers were aged 25+
- 15 were young drivers aged <25yrs (5 full licence, 4 restricted, 1 learner, 1 overseas, 1 unlicensed, 3 unknown)


-  **19%** 19 passengers died in a light vehicle
-  **21%** 21 motorcyclists died
-  **7%** 7 pedestrians died
-  **3%** 3 truck drivers died
-  **2%** 2 cyclists died

Impairment


 **54%** 53 died where alcohol and/or drugs were a contributor


 **3%** 3 died where fatigue was a contributor


Speeds


 **77%** 75 died on roads with a speed limit higher than the Safe and Appropriate Speed (SAAS)


Roads & Roadsides


 **53%** 52 died on roads with a medium or higher IRR


 **84%** 82 died on roads in areas defined as rural

 **58%** 57 died on a state highway


 **52%** 51 fatalities involved hitting a roadside object


 **45%** 44 died in single vehicle crashes


 **70%** 69 died in head-on or run off road crashes (14 head-on, 13 run-off road)


 **11%** 11 died at intersections


Vehicles

 **21%** 21 that died were occupants of 1-star or 2-star light vehicles

 **16%** 16 died in crashes involving a truck

 **24%** 24 died in crashes involving a motorcycle

 **20%** 20 died in light vehicles not wearing a seatbelt

 **31%** 20 of the 65 occupants that died in light vehicles were not wearing a seatbelt

* Note that some fatalities are included in more than one category. Fatality count as at 31/12/2023. The arrows indicate movement in fatality numbers compared to those that occurred during the same quarter last year (October - December 2022)

Q2

Expenditure

Shows the monthly financial performance of the Road Safety Appropriation

	Budget	Actual	Variance
October 2023	34,693,000	33,999,000	694,000
November 2023	35,372,000	38,742,000	-3,370,000
December 2023	33,649,000	34,124,000	-475,000

Shows FY23/24 financial performance of each component of the Road Safety Appropriation

Road Safety Appropriation Funding - Investment Cases	0%	YTD Spend	100%	YTD Budget	YTD Spent	Variance	FY Budget
Core Programme (NRPC)		\$22,499,860		\$22,403,063	100%	\$96,797	\$45,153,804
District and Service Groups		\$186,488,956		\$180,793,390	103%	\$5,695,567	\$371,816,865
Change Initiatives Investment Plan Portfolio and Programme Funding (CIIP) ²		\$2,537,184		\$4,355,548	58%	\$1,818,364	\$9,959,331
Total Appropriation		\$211,526,000		\$207,552,000	100%	\$3,974,000	\$426,930,000

At the end of Q2, both the National Road Policing Centre (NRPC) and Districts (including Service Groups) are overspent. As at the end of Q1 the Change Initiatives Investment Plan (CIIP) was underspent.

NRPC is \$96.8k overspent. Of note is a \$1.1m ESR blood test cost pressure because of increased fees resulting from legislative changes to determine how blood is assessed when drugs are present. The cost pressure is largely offset by vacancies.

Districts are \$5.7m overspent YTD (a 3% overspend). There are a range of cost pressures impacting frontline and service groups, notably the Collective Employment Agreement and motor vehicle cost pressures. Police is working to identify funding sources to support the funding gap, including cost savings related to through Fiscal Sustainability and Budget 24.

CIIP funding was established to improve operational efficiency and support transformational changes. Funded programmes and projects which have been delivered include replacing mobile cameras to restore operational capacity, and introducing new technology for heavy vehicle brake testing and weight testing.

The CIIP work programme has been revisited and substantially reprioritised to ensure critical delivery priorities

are met and costs optimised in recognition of the current fiscal environment. Programmes and projects which continue to be supported (or were initiated) include:

- CIIP funded programmes and projects delivered replacement mobile cameras allowing to restore operational capacity; introducing new technology for heavy vehicle brake testing and weight testing, and other priorities.
- piloting remote controlled Tyre Deflation Devices,
- the Infringements Transformation Programme, and
- the Police Infringement Processing System stabilisation project, which will address technology related business continuity risks, and extend the life of the existing processing system by up to five years.
- A new project initiated with urgency to support implementation of changes to the Land Transport (Amendment) Act, which from 1 March will enable Enforcement Officers to impound vehicles for 6 months for a Fleeing Driver incident.

² YTD underspend in the Change Initiatives Investment Programme (CIIP) reflects the trend from the previous two years of investment.

Q2

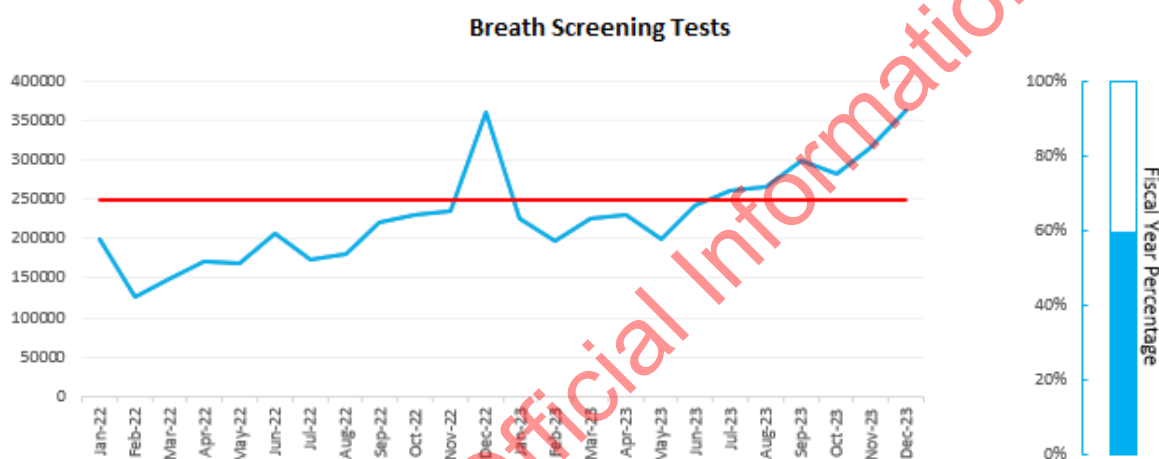
Core Activity Areas

Impairment

Breath screening tests

The desired activity level for breath tests conducted by Police is 3,000,000 tests annually, or 750,000 tests per quarter. Police undertook 959,791 breath tests during Q2.

BST activity has increased to levels not seen in nearly a decade, and it is likely that the fiscal year target will be reached.

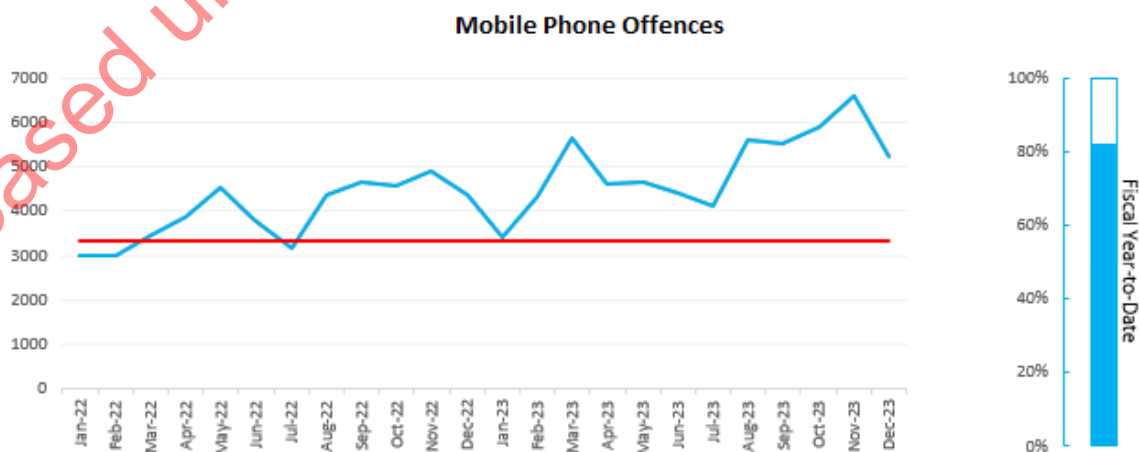


Distractions and Restraints

Mobile Phone offences

The 2023/24 desired activity level for mobile phone offence detection is 40,000 offences for the year, or 20,000 at the end of Q2. There were 33,910 offences detected by the end of

Q2. This is 165% of the year-to-date target and the fiscal year goal is likely to be exceeded.

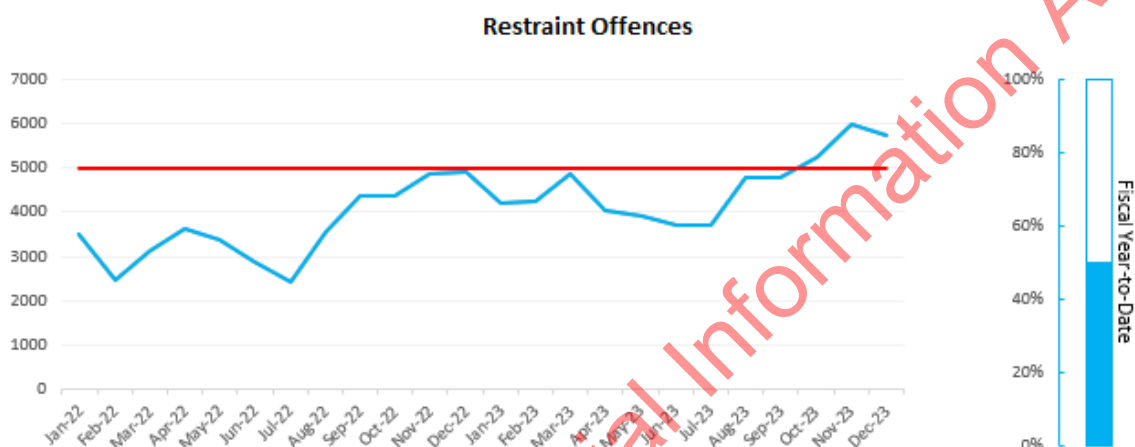


Q2

Restraint offences

The number of restraint offences detected in Q2 was 16,968 – an increase from the previous quarter result of 15,119. The fiscal year target for 2023/24 is 60,000, or 15,000 per quarter.

Restraint enforcement has increased to levels not seen in nearly a decade, and it is likely that the fiscal year target will be reached.



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. The NRPC intelligence team is enabling Districts to identify and engage with high-risk drivers by creating intelligence profiles with insights into the ongoing high-risk driving behaviours of specific individuals. These intelligence profiles enable Districts to understand specific risks posed by individuals and look for opportunities to engage with them from a prevention first approach.

Illegal street racing	
Prosecution	565
Referral to Te Pae Oranga	29
Written Warning	7
Referral to Youth Aid	89

Failing to stop for police	
Prosecution	1,954
Referral to Te Pae Oranga	55
Written Warning	8
Referral to Youth Aid	183

Driver Licensing

Driver Licensing Improvement Programme

The Driver Licensing Improvement Programme (DLIP) is a collaborative programme providing targeted interventions to increase the number of people who are fully licensed drivers, particularly in rural and remote areas where public transport and its alternatives are non-existent. The Driver Licensing Improvement Programme continues to work closely with the Ministry of Social Development (MSD) on programmes helping people facing barriers in getting a driver licence.

A driver licence is now needed for over 70% of jobs, but also advance opportunities for education, training, connections with others and access to healthcare. The New Zealand public benefits from increased employment and associated economic activity, fewer road crash death and serious injuries (DSI), and reduced driver-related offending and justice costs.

Community-based driver testing officers (CDOs) help increase the number of people who can benefit from a driving licence in rural areas some distance from a testing location. CDOs provide practical testing for participants in selected community driver licensing programmes. They are employed from their local communities, providing a familiar, friendly

face, which is helpful for people sitting their driver test who might face anxiety and other hurdles in getting there. With a new CDO starting in December 2023 in Kerikeri, there are now 16 CDOs across Northland, Hawkes Bay, Gisborne, and Bay of Plenty.

During Q2 CDOs conducted 1,001 restricted and full driver licence tests across 11 locations. Over 53% of applicants were aged between 16 and 24. The next biggest cohort were aged between 31 and 40 (17%). The pass rate for these tests (86% or 859) continues to track well above the national average (59%) due to the pastoral support provided to students.

From when CDOs were introduced in June 2022 to the end of 2023, 2,892 people who were otherwise deemed unlikely to have sat their restricted or full driver licence have obtained a Class 1 driver licence.

Referrals to Driving and Licensing Programmes

Officers identify and engage with non-licensed and inexperienced drivers to refer them (where appropriate) to one or more of a wide range of available driving programmes which aim to help those drivers become safe and legal road users. Our officers increasingly use referral programmes for a variety of social services and programmes that do not feature

a traffic aspect but assist in providing a service to improve the social outcomes of the referral participant. Ensuring underlying causative factors are addressed aids in developing safer drivers (e.g., alcohol/drug addiction services).

Also see: Supporting Māori Road Safety Outcomes.

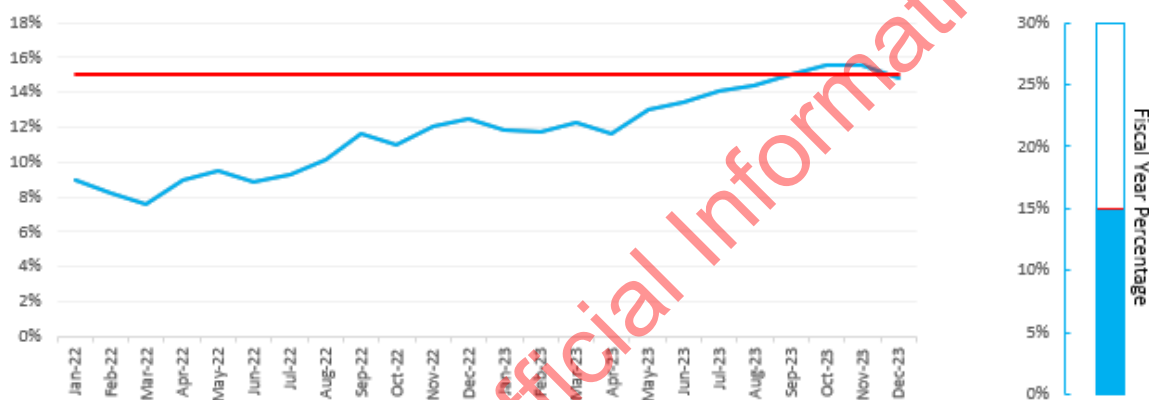
Speed and Infrastructure

Speed offences detected with excess speed less than 11km

Police has continued to deliver an increasingly greater proportion of officer issued infringements for speed offences under 11 km/h above the posted speed limit over the last

eighteen months. The fiscal year to date figure at the end of Q2 is 14.9%, this is the highest level ever recorded since this measure was introduced.

Speed Offences Detected With Excess Under 11 km/h

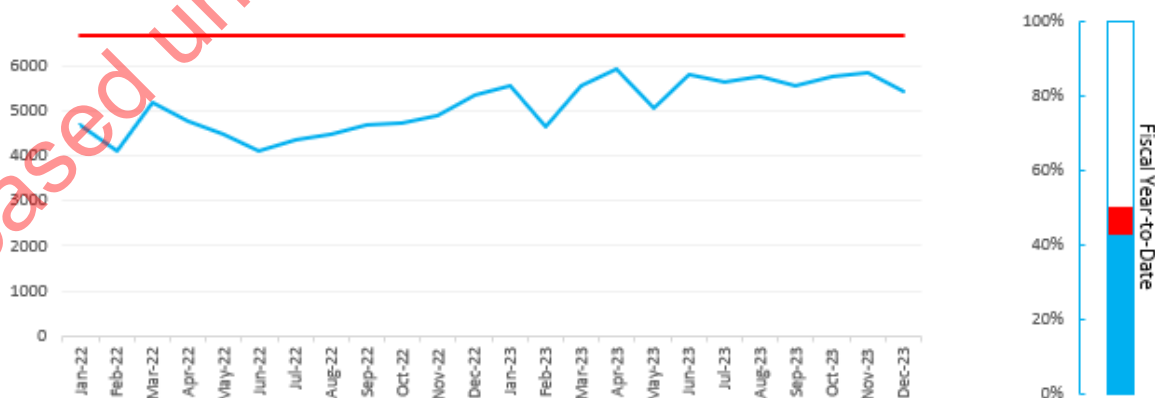


Mobile speed camera hours

The desired activity level for mobile speed camera hours deployment is 80,000 hours for the fiscal year, or 40,000 hours for this stage of the year. Police delivered 85% of the

desired activity level of mobile camera hours to the end of Q2, by achieving 33,986 hours.

Mobile Speed Camera Hours

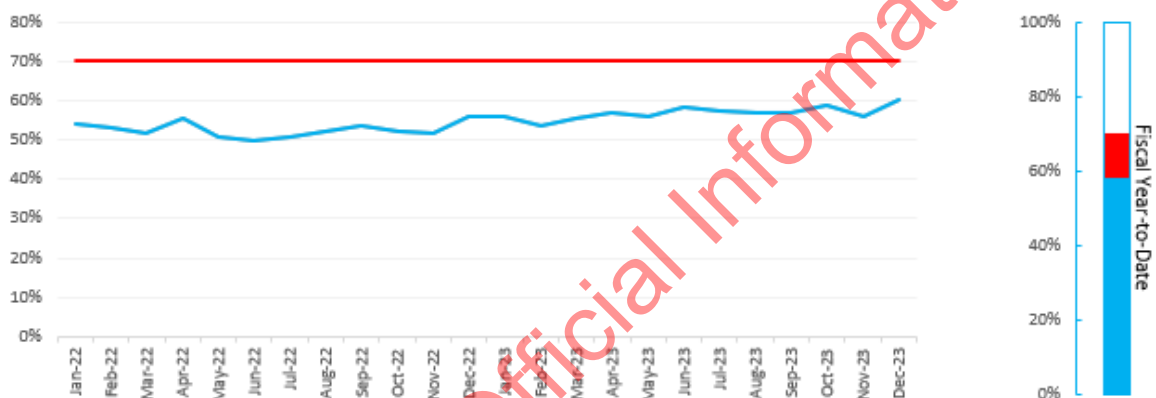


Speed offences detected on rural roads

There was a small increase in the percentage of speed infringements issued on rural roads in Q2. The fiscal year to date result has increased slightly to 57.9%. While not achieving target, it is one of the highest levels recorded. 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.

Speed Offences Detected on Rural Roads

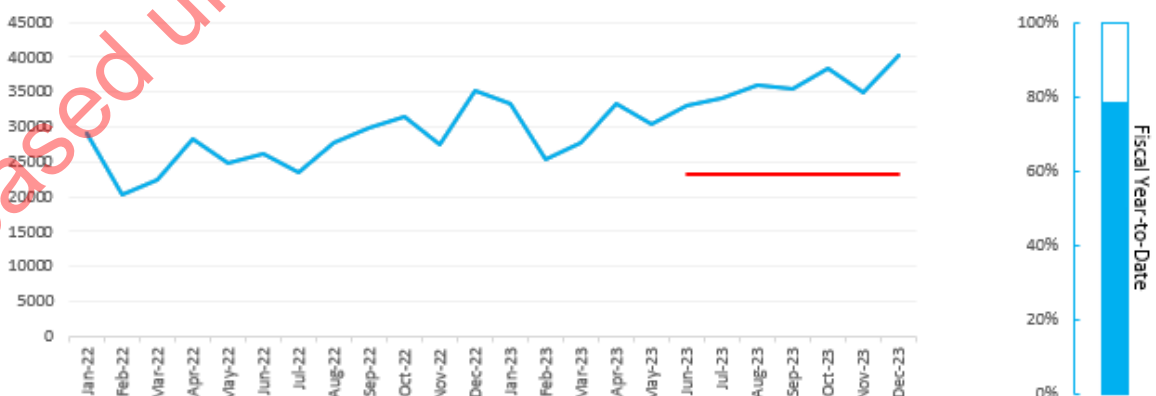


Officer issued speed notices

The desired activity level for officer-issued speed notices is 280,000 offences for the fiscal year, or 140,000 offences detected for this stage of the year. Police delivered 157% of

the desired number of speed notices to the end of Q2 by detecting 219,628 offences.

Officer Issued Speed Notices



Safety Camera Programme

Following the passing of the Land Transport (Road Safety) Amendment Act 2023 in Q1 and in partnership with Auckland Transport, NZTA has engaged with local boards, iwi, hapu and residents for the construction of 12 new safety camera sites (across six average speed corridors) in Auckland. Ground works for these sites have been completed, with the first cameras installed in Q2 at the Matakana Road corridor (near Warkworth) operating in test mode for a period from Q3.

NZTA has also been operating the State Highway 1 Kawakawa safety camera in test mode since Q1. It should switch to enforcement mode in late Q3 or early Q4, which will mark the start of NZTA issuing infringements and traffic offence notices.

Police and NZTA continue to work together to understand the details and future direction for the traffic safety camera transition.

Speed Related Change Initiatives

Speed-related change initiatives have focused on improvements that support efficient and effective delivery of speed enforcement activities:

Vehicle Speedometer Calibration

Calibrated speedometers in Police vehicles are vital in enabling pace-based speed checks, supporting reductions in DSI caused by excess speed. The project has repaired the existing rolling roads used to calibrate these devices, and Police may explore further improvements in future. New officers are being trained on a regular basis to conduct speedometer calibration in their districts.

Police Calibration Services Digitisation Project

Digitising these services has enabled a much faster process in securing the calibration certificates, which is a key step in the prosecution process. This is the final step in the digitisation project, with all assets now on the digital portal.

Safety Infrastructure Highlights

There are three safety infrastructure highlights for this quarter:

- **Ōtaki to north of Levin new highway:** Closing legal submissions were made to the Environment Court on the Notices of Requirement and resource consent applications hearing on 17 November. Most matters raised are now resolved and a decision from the Environment Court is anticipated around the end of Q3. Procurement for two alliances to complete design and construction of the new highway is well underway, with preferred proponents announced at the end of 2023.
- **SH25A Taparahi Rebuild:** A site visit was held for the Minister of Transport, key stakeholders, and media on Friday 15 December. This was followed by a community event hosted by the Thames-Coromandel District Council to celebrate the road reopening. A blessing was held on 18 December and the road reopened two days later, in time for the start of the summer season.

Network Maintenance/Efficiency

Police contributes to an efficient road network by responding to reports of stock or animals wandering on or near the roadway, clearing vehicle breakdowns and blockages, and managing other hazards on the road, sometimes alongside

other agencies, such as Fire and Emergency New Zealand. These responses ensure motorists are kept safe and disruption to the network is kept to a minimum.

Commercial Vehicle Safety Programme

The Commercial Vehicle Safety Programme aims to improve road safety, enable efficient and effective enforcement, reduce pavement damage, and ensure every heavy vehicle pays its fair share to use the road. It will do this through an integrated network of cameras, weigh in motion and 12 strategically located Commercial Vehicle Safety Centres (CVSCs) covering New Zealand. Infrastructure and digital components being delivered and developed include:

- Two of twelve planned CVSCs are operational (Glasnevin, Paengaroa). Two more in construction (Rakaia – mid 2024, Ohakea – late 2024) and two are about to start construction over the next quarter (Stanley St and Bombay WIM and VMS). Three sites are going through consenting process (Mackays, Taupo, Bombay) and the remaining four sites are planned to commence detailed design in 2024 (Albany, Marsden, Tauranga, Napier).
- The weight prediction model which adjusts raw weight measurement from high-speed Weigh in Motion to cater for variances and provide more certainty around the weigh information collected has been built and will be in use in Q3.
- The Potential work time breach model that uses the Commercial Vehicle Safety Camera network to detect potential heavy vehicle work time breaches continues.

Design to leverage this and detect breaches in real-time has commenced.

For the vehicles passing CVSCs, overloading is now below 1%, compared to an estimated 6% nationwide, and vehicles with expired Certificate of Fitness (COF) is also below 1%.

This produces a \$5.4m saving through reduced pavement damage and crash costs, based on the assumptions in economic evaluations. By allowing compliant vehicles to continue instead of stopping them for unnecessary inspections, the two CVSCs has resulted in improved travel times for industry.

In October 2023, Glasnevin and Paengaroa sighted, screened for compliance, and weighed at high speed 102,591 heavy vehicles, assessing significantly more than the 50,000 one off inspection reports per year nationally. Of these:

- 1,851 were assessed as non-compliant
- 1,122 were weighed using the weigh bridge
- 210 were inspected by Police and 10 (5%) failed and were not allowed to continue.

NZTA Compliance Activity

Regional Compliance

NZTA undertakes a range of regulatory interventions to address non-compliance in the commercial transport sector. We divide our work programme into two categories.

The first is reactive, responding to intelligence received about safety events from a range of sources including the CVS programme, our road safety partners such as Police, other road users, and commercial transport companies. This information identifies those companies that are 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 is followed up by investigating the company to determine if they undertook a non-compliant action and if that was a single activity or part of a wider pattern.

The second is where an emerging safety risk is identified, such an increasing number of crashes related to drivers exceeding work time rules. Data that identifies an increase in a particular 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 Q2, there were:

- 570 investigations completed. An investigation is undertaken by NZTA 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. NZTA 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.
- 20 immediate suspensions. 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.

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

*Regional Compliance
- Investigations by Quarter*

Fiscal Quarter	Investigations Completed
FY22 Q1	269
FY22 Q2	320
FY22 Q3	310
FY22 Q4	283
FY23 Q1	417
FY23 Q2	441
FY23 Q3	396
FY23 Q4	489
FY24 Q1	538
FY24 Q2	570

*Regional Compliance
- Activities by Quarter*

Fiscal Quarter	Disqualification	Immediate Suspension	Revocation	Section 77	Suspension
FY22 Q1	2	10	9	2	2
FY22 Q2	3	4	4	1	1
FY22 Q3	1	3	12	1	
FY22 Q4	3	8	5		1
FY23 Q1		15	5	1	2
FY23 Q2		16	8		2
FY23 Q3		12	9		7
FY23 Q4	2	7	11	2	
FY24 Q1		12	14	1	3
FY24 Q2	2	20	13	4	

Commercial Drivers

Commercial drivers hold a class 2-5 endorsement on their licence, which allows them to drive truck and trailer units. NZTA 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 NZTA 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 Q2 2023/24:

- There were 588 investigations (cases completed)
- 15 immediate suspensions
- 114 disqualifications
- 382 warnings issued.

Commercial Drivers (Cases Completed, Warning Letters and Activities by quarter)

Fiscal Year	Fiscal Quarter	Commercial Drivers Cases Completed	Commercial Driver Warning Letters Issued	Disqualification	Immediate Suspension
FY 22/23	FY22 Q1	621	423	111	33
	FY22 Q2	572	350	91	40
	FY22 Q3	506	377	87	18
	FY22 Q4	257	241	56	19
FY23/24	FY23 Q1	466	461	117	27
	FY23 Q2	434	416	89	10
	FY23 Q3	283	273	78	7
	FY23 Q4	475	399	113	12
FY 24/25	FY24 Q1	676	529	128	14
	FY24 Q2	588	382	114	15

Permitting Activity

NZTA receives applications to authorise overweight and overlength commercial vehicle movements over the roading network. 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. Data from the CVSP sites is used to monitor weight carried by permit holders. During this quarter there were 297 breaches of permit conditions detected. This resulted in those operators having permit terms reduced for new applications and declining of new applications depending on the level of exceedance.

These were detected over 7,654 permitting assessments:

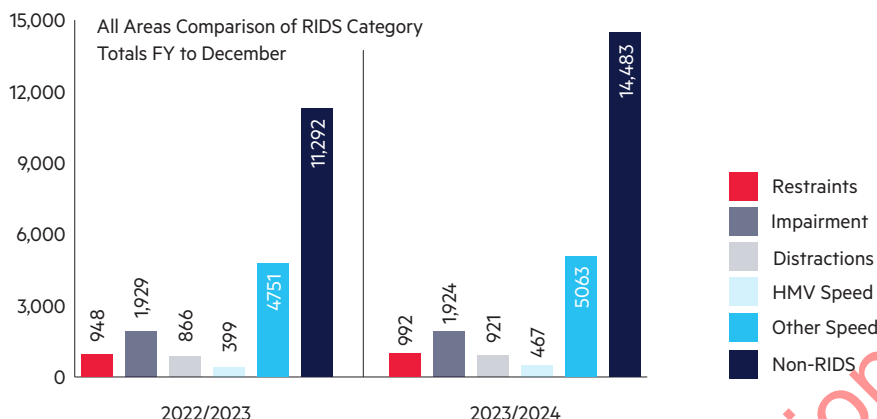
- 2,304 50MAX permits, which authorise vehicles to have a total weight of up to 50 tonnes.

- 2,363 Higher Mass permits, which are for weights over 50 tonnes, e.g., moving a house or a wind turbine
- 1,147 Over Length permits, which are vehicles longer than the standard 22 meters.
- 1,840 Over Dimension permits, which are vehicles over dimension on both length and width, e.g., carrying a house.

Commercial Licencing

Where a company transports goods for hire or reward they are required to obtain a Transport Service Licence (TSL). These licences are divided into six categories 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 642 TSL applications were granted during Q2, of which, 164 were issued with warnings.

Q2



Commercial Vehicle Safety Team

RIDS enforcement activity increased by 5% compared with the same period in the 2022/23 financial year.

Commercial Vehicle Inspection Report (CVIR) numbers have increased by 14%, and all offence and enforcement proceedings initiated by CVST increased by 18% across this same period.

Annualised CVIR numbers are tracking well towards achievement of the targeted 47,000 for this financial year.

CVST undertook several successful joint operations with partners including NZTA and Districts in this quarter. The operations targeted specific behavioural aspects (Operation Elf, worktime and fatigue), specific commercial transport areas (Taxi Audits with MoE at Wellington Airport; Operation Ruapehu targeting commercial passenger vehicles), and non-typical times (Operation NightOwl that ran from late evening into early hours of the morning).

For example, Operation Elf had a primary focus on ensuring that commercial vehicle drivers were within their worktime hours and not driving fatigued. In addition, the operation targeted heavy motor vehicle inspections and safe loading practices (including dangerous goods and weights).

Operation Elf's focus was based on intelligence that noted freight deliveries tend to increase prior to Christmas and this often coincides with driver shortages which can lead to operators taking shortcuts.

A total of 245 CVIRs were issued, with vehicle issues identified in more than 50% of CVIRs. Nine logbook / worktime notices were issued.

Joint Tasking and Coordination with NZTA Safer Commercial Transport Team

The joint tasking and coordination agreement between NZTA Safer Commercial Transport team and CVST has now been completed and is being circulated to SCT and CVST Managers. Regular meetings between managers will be initiated to ensure joint tasking and coordination activities are identified and actioned, and open communications are maintained.

Commercial Vehicle Safety Centre (CVSC) Programme

CVST leadership team are working closely with NZTA on the Commercial Vehicle Safety Centre Programme. NZTA have now confirmed their high-level requirements for operation of the centres, with discussions to continue between the partners to agree the details of operating model expectations, roles and responsibilities, and funding requirements.

Commercial Vehicles – Change Initiatives

Mobile Roller Brake Testing Project

All Mobile Roller Brake Testing Machines (RBTM) have been delivered to Police. The project has been managing an issue with the trailers provided to transport the RBTMs, which has prohibited distribution of testing machines across the country.

The trailers have all been remediated and are ready for re-assessment. Ford Rangers have been identified as the appropriate towing vehicle and a number of these have been procured by Police Fleet.

Discussions with an independent engineer and the Mobile Roller Brake Testing Machine (RBTM) trailer manufacturer have progressed, and an assessment approach has been agreed with Police. The trailers will be assessed and if found to meet Police set criteria, will receive a manufacturer guarantee of quality and warranty. The current target is to complete all re-assessment work and reporting within February 2024. The project closure date will be reset to April 2024 to accommodate any further remediation work required.

Supporting Activities

Innovation Hub

The Road Safety Innovation Hub is a continuous improvement environment for road policing centric ideas to be nurtured, developed, considered, and tested to learn and inform future projects, policies, processes and enhancements that will have an impact on reducing DSI on our road network, keep our officers safe or increase our efficiency.

The Innovation Hub has undergone a period of self-transformation and lessons learnt from the past two years of operation. The result is the rebranded Improvement and Assets workstream where we have maintained a continuous

improvement mindset with a focus on finding efficiencies in the services we currently provide and utilising a more robust triage and development process for any exploration or testing. We will also be overseeing management of NRPCs equipment assets to ensure they are being used efficiently and effectively with a future focus on what our equipment needs look like and preparing for end-of-life replacements.

All Innovation Hub concepts have either been closed or are in a closure phase with reports available if the testing meets any future needs or requirements.

Supporting Māori Road Safety Outcomes

Improving Road Safety with Māori: *Whakahaumarū huarahi mō ngā iwi Māori Project*

NZTA is engaging with local communities to achieve better road safety outcomes with Māori. Research has estimated that overall, road traffic mortality rates are between 60% and 200% higher for Māori compared to non-Māori. DSI rates for Māori have increased faster than for non-Māori during the last decade, in selected police districts.

A Ride Forever session in December 2023 in Gisborne district supported 10 motorcycle riders in the community to successfully obtain their Motorbike Basic Handling Skills, Learners Licence and pass their Bronze Ride Forever course. The Kaikohe working group will be running a similar event early 2024.

Ongoing engagement with communities, Taipa Area School and Te Tai Tokerau (the northernmost Māori electorate) aims to gain insights into Māori lens on road safety and provide opportunity for young Māori to become road safety advocates and thus influence the broader community. Taipa Area School is a Year 1 to 15 school in Doubtless Bay, Northland, where most students are of Māori heritage (Iwi of Ngāti Kahū).

Police programmes

The He Tangata Programme (HTP) intent remains unchanged. HTP is building on partnerships with Iwi providers to enable them to deliver a Graduated Driver Licensing (GDLS) Programme with a kaupapa Māori approach that encompasses hauora (well-being), encourages positive life changes, builds knowledge and skills that support safer outcomes on our roads.

While He Tangata remains an important programme for Police, focus has shifted to the Supported Resolution processes, specifically for Land Transport Act offences, and how they are referred. Potential changes being considered and explored include infringement notice level evidential breath test results (driving under the influence of alcohol) and future oral fluid test (driving under the influence of drugs) being referred to supported resolutions. If implemented the benefits from policy changes in this area may improve outcomes through education and training for those involved, while reducing court procedures and the revolving door into criminality.

Awareness and Marketing

Drink-driving Campaign

The latest NZTA alcohol campaign “Would you Rather” (developed with support from Police (along with Health New Zealand, the Mental Health Foundation of New Zealand and Victim Support) continued through Q2 2023/24.

This quarter saw the roll out of additional targeted activity to our key audience of males aged 20-34 to reach them in moments of decision making around whether to drive impaired. Latest results (from people surveyed on the campaign) show a prompted awareness of the campaign of 25%, while 62% believe it raises important issues, and 45% said it will change attitudes to road safety.

Education

The low-level speeding flyer, which was developed by NZTA and the NRPC, was used by 10 of the 12 Police districts. The flyer was used to educate people about the risk of low-level speeding, and very positive feedback was received from the Canterbury and Tasman districts.

Emergency responder's road safety videos: NZTA worked with Police and other emergency responders such as Fire and Emergency New Zealand, Hato Hone St John, and Wellington Free Ambulance to create road safety video content, which was shared on social media over summer period. The content was focused on RIDS (restraints, impairment, distraction, speed) and was unscripted so they could share road safety messages and tips using their own voices, communicated in a positive way.

The Governance Group for the cross-agency marketing, communications and engagement group has now formed and is meeting regularly. It is chaired by NZTA, with Tier 3

representatives from Police, ACC, Auckland Transport and Ministry of Transport. The Group has been sharing what their agency's road safety plan are, with the aim of identifying key strategic focus areas to align around.

Summer RIDS campaign: NZTA continues to run a summer campaign targeting part of the population who is 16-24 year-olds. Since young people are heavily influenced by their peers, this campaign focuses on speaking to the passengers rather than drivers – giving them realistic, light-hearted language that empowers them to speak up socially and call out unsafe driving behaviour (namely restraints, impairment, distraction and speed). While the campaign runs until March, to date it has been seen nearly 3 million times (based on impressions delivered) and generated over 18,700 views on a summer safe driving page on the NZTA website.

National Roadworkers campaign: NZTA continues to run a summer campaign advising drivers to plan ahead for delays due to increased traffic on the network and scheduled roadworks, as well as advising to respect roadworkers.

Supporting Activities

NZTA has started developing a new public information campaign, as well as education initiatives, to encourage people to wear seatbelts. The aim is to get 18-39 year-old males (with a focus on Māori representation of population), who don't believe they need a seatbelt and are not in the habit of wearing one to belt up before every drive, by showing how the simple act of wearing a seatbelt is truly worth it. There will be a national approach, as well as specific solutions for Te Tai Tokerau, which NZTA is working with the Far North Rural Education Activities Programme (REAP) and the Northland Transportation Alliance to develop.



Strengthening the Partnership

Investment in Police – 2024-27

Collaboration continues on the evolution and negotiation of the RSPP towards the new programme for the 2024-27 period. This has seen the development of a Road Policing Investment Programme (RPIP), which represents a step-change from the previous programme.

This investment through RPIP will build on the 2021-24 RSPP. The evolution towards RPIP from the current RSPP represents a step-change, clarifying the vital role that road policing plays in making our roads safer by narrowing the

focus to these activities. As such, the references to wider Safe System activities that were included in the RSPP have been removed, as these are funded, delivered and managed outside of the programme. At the same time, it confirms a commitment to partnership through a new Safe System Partnership, providing a mechanism for partnership at all levels to achieve safer roads. This will be developed over the coming year.

Better Together Initiative

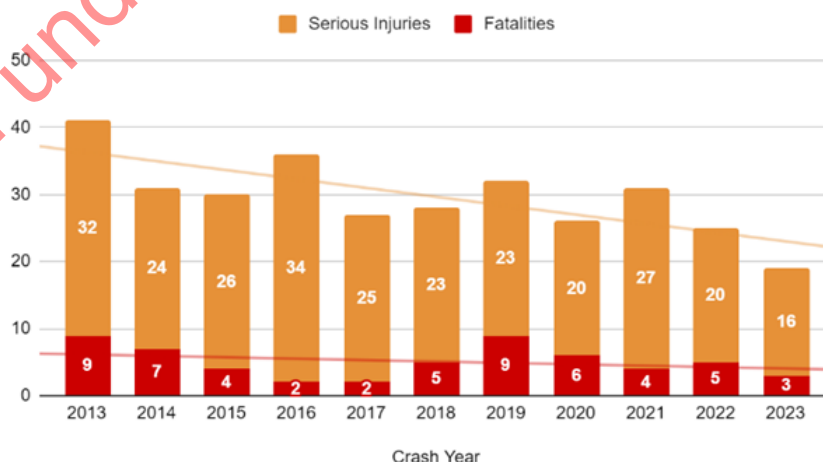
Better Together is a collaboration between Police, Local Councils and NZTA, aligning enforcement with communications and media because we know that aligned road safety activities are more effective in reducing road harm than individual activities. The goal is to increase awareness and influence road users' behaviour and thus decrease DSI on New Zealand roads. It aims to establish effective regional relationships, learn how to effectively collaborate to leverage the road safety impact of our aligned activities, along with reducing duplication of effort.

The first iteration of Better Together took place in November 2023 in the Canterbury Police District. The main aim was to strengthen agency collaboration, alongside increasing the

visibility and awareness of road safety messages and road policing activities. The Road Policing team in Canterbury also delivered their highest activity levels, supported by Road Policing team from Tasman and other non-road policing staff. Compared with October 2023, Restraint Offences increased by 38%, Mobile phone offences by 28%, Officer Issued Speed Notices by 23% and Breath Screening Tests by 40%. Activity may also have had a positive impact on reducing the number of DSI.

We are planning to launch the second round of the initiative in June 2024, which will be extended to three police districts with a focus on impairment.

Deaths and Serious Injuries (Novembers: 2013-2023) - Canterbury District



Supporting an Impaired Driving Programme

Police and the Ministry of Transport are supporting the development and delivery of an Impaired Driving Programme, that will enable a random roadside Oral Fluid Testing (OFT) regime.

Following the programme being put on hold in Q1, engagement with the Ministry of Transport is underway to determine the expected Royal Assent date for the new legislation, which will inform programme delivery timeframes.

Road Safety Investment and Delivery – Activity Based Costing (ABC) Review

Establishment of an independent activity-based costing (ABC) review will help understand how to strengthen transparency over the allocation and use of dedicated road policing funding. The draft model has been completed, testing and validation work has commenced. The next phase, which is now in progress, 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.

Released under the Official Information Act 1982



NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa

Released under the Official Information Act 1982