

Road to Zero Ministerial Oversight Group - Quarterly Progress Report

1 September 2022

RELEASED UNDER THE
OFFICIAL INFORMATION ACT 3982



Executive Summary

Portfolio Summary



In a similar performance to last quarter despite a high level of activity and investment of time and effort by all road safety partners, we remain behind on all of the key DSI-contributing work programmes. The focus moving forward will be to convert the high level of work effort into measurable outputs that save lives and prevent injury.

Insights

- The format of this report has been revised to better align it to the Road to Zero Action Plan (2020 – 2022) and provide the ability to understand the progress being made on each item.
- The number of deaths from road trauma to the end of June 2022 was 187 compared to the 2018 baseline number of 197 for the same period (source Te Manatū Waka website).
- The relatively high number of deaths and serious injuries recorded in the first half of 2022 when compared to the same period in 2020 and 2021, has been mirrored in many Australian states as they also transition from the COVID-19 pandemic.
- An independent review of government department strategies by the McGuiness Institute has ranked the New Zealand Government's Road to Zero Strategy as the number one ranked government strategy in New Zealand out of 221 strategies operational as at 31 December 2021.
- At the recent Austroads Road Safety Taskforce meeting in Sydney, New Zealand received overwhelmingly positive feedback from Australian jurisdictions on the recently released Speed Management Framework, which is clear indication of the quality of the work that has been done in this area.
- An independent review of the Speed Management Guide by the Global Road Safety Partnership has provided a clear endorsement of the guide.

Action Plan Priority Status

Infrastructure and Speed	●	1. Investment in safety treatments and infrastructure
	●	2. Introduce a new approach tackling unsafe speeds
	●	3. Review infrastructure standards and guidelines
	●	4. Enhance the safety and accessibility of footpath, bike lanes and cycleways
Vehicle safety	●	5. Raise safety standards of vehicles entering the fleet
	●	6. Increase understanding of vehicle safety
	●	7. Implement mandatory anti lock braking system (ABS) for motorcycles
Work related road safety	●	8. Strengthen commercial transport regulation
	●	9. Support best practice for work related road safety
Road user choices	●	10. Prioritise road policing
	●	11. Enhance drug driver testing
	●	12. Increase access to driver licencing and training
	●	13. Support motorcycle safety
System management	●	14. Review road safety penalties
	●	15. Strengthen system leadership and coordination

RAG KEY (more detailed key on slide 11)

- Successful delivery highly likely, no major risks
- Successful delivery probable, risks require constant attention
- Successful delivery feasible, significant issues exist requiring attention
- Successful delivery in doubt, major risks or issues in a number of key areas
- Successful delivery appears unachievable



Road to Zero – Required Outcomes

Road to Zero has strong focus on interventions that have been **proven to work**. The challenge in New Zealand is to implement these interventions at the **scale and pace** that will be necessary to achieve the target of a 40% reduction in DSI by 2030.

The most significant DSI reducing safe system interventions from Road to Zero are;

Infrastructure – at least 1000 km of flexible median barriers, more than 1300 intersections upgraded with primary safe system treatments such as roundabouts and raised platforms.

Speed limits – speed management applied to at least 10,000 km of the road network to align speed limits with safe and appropriate speeds.

Safety Cameras – s 9(2)(f)(iv) new safety cameras (including point to point cameras) to lower average network speeds (including updated levels of **finances and penalties**).

Enforcement – increase levels of **enforcement** from 2018/19 levels, particularly for restraints, impairment, distraction, and speed (including updated levels of **finances and penalties**).

Vehicle Safety – substantially improve vehicle safety standards via a revised regulatory framework along with practical progress on modern safety features and an increasing exit of less-safe vehicles.



Focus Areas for Ministers

Initiative	Work Underway	What Ministers can do in next 6 – 12 months	Key Risks
<p>Road Safety Penalties Review and enforcement</p>	<p>Public consultation pack has been prepared.</p> <p>Currently undergoing ministerial consultation, prior to public consultation.</p> <p>This work supports the effectiveness of enforcement activity by providing a greater influence on road user choices.</p>	<p>Progress, as far as is practically possible, the Road Safety Penalties Review through Cabinet to enable public consultation on the discussion document to commence.</p>	<p>Appropriate fines and penalties are a key component of the safe system, this review aims to reduce DSIs by improving the behaviour change incentive from the road safety penalties system.</p> <p>s 9(2)(g)(i)</p>
<p>Speed and Infrastructure</p>	<p>Waka Kotahi are supporting Road Controlling Authorities (RCA's) through the Speed Management Planning Process.</p>	<p>Continue to support Waka Kotahi through acknowledging the current challenging environment within which it is operating.</p>	<p>Waka Kotahi is receiving significant push back on certain proposed speed limit changes. This coupled with the under delivery of safety infrastructure improvements and the current perception of poor maintenance outcomes from some elements of the community will continue to put strain on public buy-in for Road to Zero from an infrastructure perspective.</p> <p>Speed and infrastructure activities contribute significantly towards the achievement of the overall 40% DSI reduction by 2030. Benefits from speed enforcement, cannot be fully realised if speed limits are higher than the safe and appropriate speeds.</p>
<p>Vehicle Standards</p>	<p>s 9(2)(f)(iv)</p>		

EASED UNDER THE
 INFORMATION
 ACT 1987

Portfolio Summary

Death and Serious Injury Summary

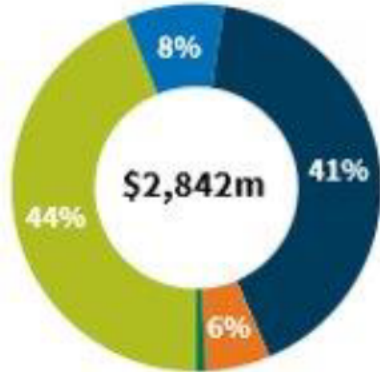
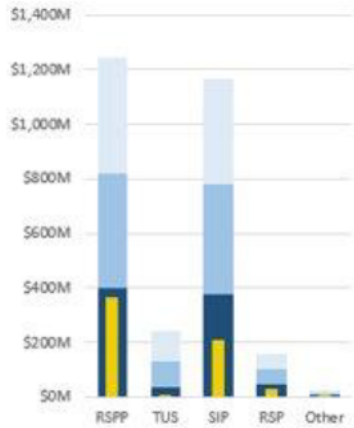
- Rolling DSI 12-month total for period to end June 2022 is now 2609 compared to current projection of 2601, noting 2030 target is 1,787.
- DSIs have trended down in May and June 2022. This followed a spike in April and is leading to the 12-month rolling trend line coming down closer to the target trend line.
- NOTE: the most recent months will be subject to some under-reporting while the Crash Analysis System (CAS) is brought up to date each month with police recorded DSI data.

Death and Serious Injury Summary

Baseline (2018): 2,978
Target (2029): 1,787



Financials



- Road Safety Partnership Programme (RSP)
- Tackling Unsafe Speeds (TUS)
- Speed Infrastructure Programme (SIP)
- Road Safety Promotion (RSP)
- Other

Monthly provisional road deaths (Source: MOT website taken 16 August 2022)

Year	Jan	Feb	Mar	Apr	May	June	YTD
2022	29	26	32	39	27	34	187
2018 (baseline)	36	28	39	26	31	37	197



Road Safety Investment Delivery Review – Partner Actions

In 2021, Martin Jenkins was commissioned by Te Manatū Waka to conduct an independent review of Road Safety Investment and Delivery (the Review). The aim of the Review was to provide an understanding of how road policing activities and safety infrastructure investments are prioritised, delivered and monitored. The review identified that good progress has been made in direction setting through the development of the Road to Zero strategy and action plan and actions. The Review identified a number of improvements across governance, investment prioritisation, the Police Safe Roads Operating Model and performance reporting.

In January 2022, Waka Kotahi, Police, and Te Manatū Waka (the partners) developed a response to the Review, Response to the Road Safety Investment and Delivery Review (the Response). The Response accepted the findings and recommendations set out in the Review. The partners confirmed specific actions that will be taken to respond to the Review findings and recommendations which are reported across the next four pages.

The partners expected the actions to take 12 – 18 months to embed and realise improvements (June 2023). The RAG status on the following four pages are against progress against this timeframe documented in the Response.


Note: Some of the reported actions have been completed prior to this reporting period. They are included in this report for visibility and to acknowledge that they are complete but may be removed in subsequent reports.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982




--	--	--	--	--

Road Safety Investment Delivery Review – Partner Actions








Agency	Action	Update
	<p>Further embed recent improvements to the governance, reporting and oversight mechanisms established to enable the delivery of Waka Kotahi road safety investment and infrastructure programme (Speed and Infrastructure Programme (SIP)). A dedicated executive level governance structure is in place to actively monitor and oversee the delivery of Road to Zero activities.</p>	<p>● Complete. A comprehensive governance structure has been established within Waka Kotahi to provide oversight of all RTZ activities including the SIP. This includes a RtZ Executive Sub Committee that operates across the whole RTZ portfolio. A SIP Governance Group has also been established to provide oversight and assurance of the SIP delivery programme and outcomes. Regular reporting mechanisms have been established to provide visibility and insights on delivery progress. This action has resulted in more in-depth reporting on SIP and a governance framework to provide greater monitoring and assurance.</p>
	<p>Work with Te Manatū Waka and Police to strengthen the road safety partnership. This includes reviewing the level of governance necessary to provide assurance and discharge accountabilities to deliver on the Road Safety Partnership Programme outcomes in a way that reflects the level of investment and necessary contribution to Road to Zero outcomes.</p>	<p>● An implementation plan has been developed to improve the performance, management and delivery of the Road Safety Partnership Programme (RSPP). This plan outlines proposed actions approved by the Waka Kotahi Executive Leadership Team and includes actions to address recommendations from the Road Safety and Investment Delivery Review. The implementation plan suggests joint action in areas where delivery has been identified by the review as requiring partnership between Waka Kotahi and Police. As indicated in the FY Q3 RSPP Minister's report, Police have expressed interest in working together with Waka Kotahi to create a plan for the delivery of the shared recommendations. Police have responded positively to the plan and are working with Waka Kotahi to refine aspects of it. Waka Kotahi have developed a proposed governance model and terms of reference, aiming to strengthen the governance of the RSPP to reflect the investment in the programme and contribution to the outcomes of Road to Zero. Police are supportive of the refreshed governance approach and are working collaboratively towards its implementation.</p>
	<p>Will work with Police to further break down national road safety outcomes to more defined regional activity measures to enable more active monitoring of delivery performance against system outcomes.</p>	<p>● The Global Road Safety Partnership (GRSP) was engaged to conduct a review of current RSPP Police performance measures, in order to provide advice on the efficacy of the current measures and recommendations for improvements to better align measures and targets with desired outcomes. The report is currently in its final stages, and has been shared with Waka Kotahi, Police, and Ministry of Transport, with consultation scheduled to commence this month.</p>

OFFICIAL INFORMATION ACT 1982


Road Safety Investment Delivery Review – Partner Actions

Agency	Action	Update
	<p>Work with Police to establish District level road safety plans that more effectively align regional delivery of road safety activities, such as road policing and infrastructure treatments, to regional road safety performance and risks. The plans will be informed by customised regional data, trend analysis and insights, aligned to Road to Zero.</p>	<p>●</p> <ul style="list-style-type: none"> Whilst the implementation plan proposed Waka Kotahi work with Police to form district deployment plans, Waka Kotahi and Police have since agreed this is a function for Police only. However, the opportunity exists for Waka Kotahi and Police to work together to develop a safe-system lens approach workplan. The Police component to this plan will be informed by the Road Policing Dashboard information and largely be based on general deterrence principles.
	<p>Work with Te Manatū Waka and Police to review measures of police activity within the Road Safety Partnership Programme to ensure optimal alignment with Road to Zero outcomes and international best practice.</p>	<p>●</p> <ul style="list-style-type: none"> The Global Road Safety Partnership (GRSP) was engaged to conduct a review of current RSPP Police performance measures, in order to provide advice on the efficacy of the current measures and recommendations for improvements to better align measures and targets with desired outcomes. The report is currently in its final stages, and has been shared with Waka Kotahi, Police, and Ministry of Transport, with consultation scheduled to commence this month.
	<p>Support the implementation of the recently endorsed Road to Zero Speed and Infrastructure Design Framework, setting clearer guidance for embedding safe system analysis into the delivery of infrastructure programmes and projects.</p>	<p>●</p> <ul style="list-style-type: none"> The Design Framework provides delivery partners and project teams consistent guidance in the application of safe system principles. The framework also provides practitioners with guidance on how to achieve good safe system outcomes and approach trade-offs which are typical in retrofit works, reducing the need for departures and escalation of issues which can consume time. The Design Framework has now been published and is being applied as part of ongoing Speed and Infrastructure Programme works development and implementation.
	<p>Undertake work to strengthen the prioritisation and decision-making frameworks that guide investment in road safety interventions and activities through the National Land Transport Programme.</p>	<p>●</p> <ul style="list-style-type: none"> This action will enable Waka Kotahi to obtain feedback on the application of the current investment prioritisation method to inform development of the prioritisation approach for the 2024 NLTP. This includes consideration of how prioritisation guidance might be applied to activities beyond a 3-year period; guidance to support applications for funding at a programme level; and support for a portfolio approach to management of the RTZ programme.
	<p>Strengthen portfolio and programme management capability to support more aligned and coordinated delivery of road safety infrastructure treatments on local roads, working in partnership with councils.</p>	<p>●</p> <ul style="list-style-type: none"> Substantial work has already been undertaken and continues through the local roads component of the SIP. Codesign and integration of programmes with Council partners is assisting to lift ambition levels for safety outcomes across the network, as well as provide consistency from a customer perspective.

Road Safety Investment Delivery Review – Partner Actions

Agency	Action	Update
	Establish the Road to Zero Ministerial Group to provide strengthened oversight and leadership over the delivery of Road to Zero.	 <ul style="list-style-type: none"> • Complete.
	Strengthen the governance for the delivery of Road to Zero. This includes embedding the refreshed Road to Zero Chief Executives Governance Group.	 <ul style="list-style-type: none"> • Complete. Meetings have taken place in February and June 2022.
	Appointment of the Director, Road to Zero, a cross agency and system role responsible for supporting enhanced coordination and integration of delivery across the road safety partnership.	 <ul style="list-style-type: none"> • Complete.
	Undertake targeted monitoring of the progress made by Waka Kotahi in responding to the Review as part of our annual Crown monitoring programme.	 <ul style="list-style-type: none"> • Monitoring is underway however this needs to be formalised through Te Manatū Waka governance. Conversation been initiated.
	Implement a more robust reporting and insights framework to more actively monitor cross system delivery, performance and risks. This includes providing clearer line of-sight on the impact of delivery performance against Road to Zero system targets and indicators.	 <ul style="list-style-type: none"> • This remains a work in progress however, reporting and monitoring improvements have been initiated.
	Further strengthen insights through the annual reporting on performance against Road to Zero system targets and indicators.	 <ul style="list-style-type: none"> • Release of the 2021 RiZ Annual Monitoring Report. As above, further work to improve reporting insights is underway.

Road Safety Investment Delivery Review – Partner Actions

Agency	Action	Update
	<p>Deliver the Safe Roads Control Strategy.</p> <p>Launched December 2021.</p>	<p>●</p> <ul style="list-style-type: none"> Completed
	<p>Progress the development and implementation of Police's Safe Roads operating model to guide greater focus and consistent approaches to policing on our roads and road safety.</p>	<p>●</p> <ul style="list-style-type: none"> A draft concept of the Safe Roads Operating Model has been developed with KPMG and has been passed onto Police. The next phase will be to engage internally via workshops, then launch no later than November.
	<p>Establishment of an independent activity-based costing (ABC) review. This will help understand how to strengthen transparency over the allocation and use of dedicated road policing funding.</p>	<p>●</p> <ul style="list-style-type: none"> The ABC work is the first step to better understand the link between the funding, activities and resourcing that supports road policing delivery. Currently this work is in the draft model development and testing stage. This work will provide a more informed position by the end of 2022.
	<p>Police will take a more structured and formal approach to understanding the deployment of road policing resource.</p>	<p>●</p> <ul style="list-style-type: none"> To assist deployment, a new Road Policing Dashboard has been piloted in Tāmaki Makaurau. This Dashboard will enable evidenced based decision-making police to deploy its resource in alignment with the principles of deployment. The evaluation of the Dashboard has been completed. A decision has been made to roll this out nationally commencing with Waikato, Tasman and Southern districts.






RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

RAG Status for Road to Zero Action Reporting

Progress of the programmes/ key projects over the reported quarter

- QTR** Progress has remained on track over the quarter and no major issues to threaten delivery.
- QTR** Progress has had delays or issues although if addressed promptly should not impact overall delivery or benefits realisation.
- QTR** Progress has had major delays or issues. Serious attention/ focus is required over the next quarter to manage or resolve.



Progress toward delivering the overall actions in the Action Plan

-  Successful delivery to time, cost and quality appears highly likely and there are no major issues that at this stage appear to threaten significant delivery.
-  Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening deliver.
-  Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not impact delivery or benefits realisation.
-  Successful delivery is in doubt with major risks or issues apparent in a number of key areas. Prompt action is needed to address these, and whether resolution is feasible.
-  Successful delivery appears to be unachievable. There are major issues which at this stage do not appear to be manageable or resolvable. The programme may need re-baselining and/or overall viability re-assessed.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Focus Area 1 – Infrastructure and Speed

DSI contribution
40-45%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
 <p>1. Invest in safety treatments and infrastructure improvements</p>	 <p>Speed and Infrastructure Programme</p>	Primary safe system interventions for corridors (installation of new median barriers)	400km by 2024 1000km by 2030	QTR	<ul style="list-style-type: none"> Overall delivery pace is sitting at approximately 60 percent. Improvement initiatives are now underway as well as the commencement of the development of a targeted median barrier programme. 	<ul style="list-style-type: none"> Challenges maintaining median barrier outputs throughout planning stages Improvement initiatives identified to increase the pace of median barrier and reduce the current forecasted gap.
		Supporting safe system interventions for corridors (side barriers, rumble strips)	1700km by 2024 4000km by 2030	QTR	<ul style="list-style-type: none"> Delivery of supporting infrastructure is progressing well as this has little impact on access or network operation. 33km of side barrier was completed last quarter. 	<ul style="list-style-type: none"> Noise complaints are becoming more prevalent as more ATP is installed on the network.
		Speed Changes	3500km by 2024 10,000km by 2030 of roads addressed through speed management	QTR	<ul style="list-style-type: none"> The target has already been met with a forecast of ~31,000km expected by 2030. The majority of speed changes have been on local roads. The bulk of the Highway speed changes are expected in 2023/24. Establishment of Speed Review Governance Group to support and endorse contentious speed reviews. Waka Kotahi Board approved an 'approach to speed reviews' to allow speed management teams to continue with low-risk speed changes and a mechanism to review and escalate contentious corridors. 	<ul style="list-style-type: none"> Strong pockets of public and stakeholder opposition to speed reductions resulting in a need to manage the pace of change. A pragmatic approach to speed management has been developed and approved by Waka Kotahi Board to support speed review teams to navigate the current external climate.
		Primary safe system interventions for intersections (roundabouts)	500 by 2024 1300 by 2030	QTR	<ul style="list-style-type: none"> Work is underway to highlight and accelerate project elements that deliver the combination of safety benefits. The programme is tracking at 96% of its delivery target for roundabouts against forecasts. 	

OFFICIAL INFORMATION ACT 1982
RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Key actions to progress RAG

- Continue to progress speed reviews where there is support from the public and stakeholders. Contentious changes will be reviewed by a Speed Management escalation group for decisions. Achieving the appropriate pace of change is a challenge.
- Implement new delivery/procurement model to allow earlier constructor involvement to ensure for fit-for-purpose designs and increase delivery pace across the programme.



Focus Area 1 – Infrastructure and Speed

DSI contribution
40-45%


Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
2. Introduce a new approach to tackling unsafe speeds	 Speed Management	Safe speeds around schools	40% schools with speed limits in compliance with the Rule by 2024	QTR	<ul style="list-style-type: none"> Councils progressing well with identifying and planning for schools on local network. Programme for highways is currently being aligned against planned speed changes and phased approach. Changes in Northland progressing well. 	
		New Speed Rule	Rule changes for new regulatory framework	QTR	<ul style="list-style-type: none"> The new Land Transport Rule: Setting of Speed Limits 2022 came into effect on 19 May 2022. 	
		Speed Guide	Publish Speed Guide	QTR	<ul style="list-style-type: none"> Speed Rule Guide approved and published. 	<ul style="list-style-type: none"> Provide support to Road Controlling Authorities (RCA's) through the Speed Management Planning Process
	 Regulatory Work Programme	National Speed Limit Register	Develop National Speed Limit Register application	QTR	<ul style="list-style-type: none"> Complete. 	
		Establishment of the Speed Management Committee	Requirement of the new Setting of Speed Limits Rule	QTR	<ul style="list-style-type: none"> Minister briefed in early July 2022 on the draft terms of reference, position description and proposed appointment process for the Speed Management Committee. The Committee is expected to be in place by the end of 2022. 	<ul style="list-style-type: none"> On track

Dependencies

- Road Controlling Authorities are dependent on the State Highway speed management plans to support the development of their speed management plans.
- Road Controlling Authorities are dependent on the Speed Guide support their development of the speed management plans.

Focus Area 1 – Infrastructure and Speed

DSI contribution
40-45%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p>2. Introduce a new approach to tackling unsafe speeds (cont.)</p>	 Safety Camera System	Safety Camera System operating model	Transfer ownership and operation of the safety camera network and offence processing from NZ Police to Waka Kotahi Oct 2023	<p>QTR</p> <ul style="list-style-type: none"> Safety Cameras have delivered the high level organisational design, appointment software/hardware providers, and are on track to finalise the detailed business case. 	<ul style="list-style-type: none"> Delay to legalisation required to enforce average speed/point-to-point cameras. Te Manatū Waka - Ministry of Transport advise circa six months. The programme is assessing the impact of this as RSTA2 is required to enforce average speed / point-to-point cameras. Delays to safety camera hardware due to supply chain impacts of COVID-19 and the war in Ukraine. Delays to organisation design consultation due to concerns raised by NZ Police and Police Association. Delays signing contracts with technology suppliers. DSI reductions not realised or delayed.
		Safety Camera network expansion	Procure and install safety cameras for the first stage of network expansion Aug 2024	<p>QTR</p> <ul style="list-style-type: none"> Public consultation is underway for the use of average speed (point to point) cameras. An accelerated roll out opportunity has been progressed with Auckland Transport (AT), identifying 28 sites for early roll out, subject to NZ Police agreement to support under the current operating model. 	

Dependencies

- Safety cameras are dependent on legislation to enable enforcement of point-to-point cameras
- Safety cameras are dependent on the outcomes of fees and fines review.





Key actions to progress RAG

- Consideration of a more flexible programme structure that enables some activities to accelerate while others continue at a measured pace. Consider installing new cameras, but issue warning notices until full enforcement capability is in place.



Focus Area 1 – Infrastructure and Speed

DSI contribution
40-45%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 <p>3. Review infrastructure standards and guidelines</p>	 <p>Speed and Infrastructure Standards and Guidelines</p>	Embed Safe System principles in existing transport-related standards, guidelines and practices	Review and update Infrastructure standards and guidelines	<p>QTR</p> <ul style="list-style-type: none"> 75% of high priority documents have been updated to embed safe system principles, the remaining documents will be completed by end of December 2022. 	
 <p>4. Enhance the safety and accessibility of footpaths, bike lanes and cycleways</p>	 <p>Regulatory Work Programme</p>	Accessible Streets rule changes – to simplify rules around vulnerable road users	Consult on rules and progress rule changes (2019 – 2020)	<p>QTR</p> <ul style="list-style-type: none"> s 9(2)(f)(iv) 	

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Dependencies

- Accessible Streets dependent on s 9(2)(f)(iv) and s9(2)(g)(i)
- Accessible Streets complements the Reshaping Streets programme of work.

Key actions to progress RAG

- Accessible Streets will progress following s 9(2)(f)(iv)
- Note: The status of the accessible streets programme of work was Amber at last update. It is now red because of s 9(2)(g)(i)



Focus Area 2 – Vehicle Safety

DSI contribution
25%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
--------	------------------------	--------------------------	----------------------------------	----------------------	-------------------------------------



<p>●</p> <p>5. Raise safety standards of vehicles entering the fleet</p>	 <p>Regulatory Work Programme</p>	<p>s 9(2)(f)(iv)</p>
--------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------	----------------------

<p>Dependencies</p>	<p>s 9(2)(f)(iv)</p>
<p>Key actions to progress RAG</p>	



Focus Area 2 – Vehicle Safety

DSI contribution
25%



Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
<p>6. Increase understanding of vehicle safety</p>	 Road Safety	Vehicle safety promotion	Raise awareness of the importance of safe vehicles towards reducing the severity of crashes	QTR <ul style="list-style-type: none"> Draft technology report with phasing for both new and used vehicles complete. WoF/CoF system assessment for modern vehicles underway Initial scoping to assess suitability. Contract for used Japanese import vehicle feature data supply under legal review. 	
<p>7. Implement mandatory anti lock braking system (ABS) for motorcycles</p>	 Regulatory Policy			<ul style="list-style-type: none"> A rule mandating anti-lock braking systems for motorcycles entering the fleet is now in place. This action has been completed. 	

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Focus Area 3 – Work Related Safety

DSI contribution
not yet established

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
8. Strengthen commercial transport regulation	  Regulatory Work Programme	Review logbook and work-time requirements under the Land Transport Act 1998	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	QTR	<ul style="list-style-type: none"> Advice provided seeking Minister's agreement to engage with industry and unions to better understand issues surrounding fatigue and work-time rules. Te Manatū Waka consulting on possible use of e-logbooks as part of the road user charges consultation. No decisions have been made.
		Review logbook and work-time requirements under the Land Transport Act 1998	Policy investigation of future technologies	QTR	<ul style="list-style-type: none"> Completed examining the future role of transport technology, particularly telematics and fatigue monitoring technology.
		Review the roles and powers of regulators	MOT policy investigation (2019 – 2020)	QTR	<ul style="list-style-type: none"> A further workshop was held in July with MBIE, Te Manatū Waka and Waka Kotahi to progress policy work on designating Waka Kotahi to take on functions under the Health and Safety at Work Act (HSWA).
		Investigate future of telematics	Policy investigation (2022)	QTR	<ul style="list-style-type: none"> Minister briefed, at a high level, about telematics as part of the briefing noted above on work time requirements. We recommended that we work closely with the proposed new road safety collective to investigate how to encourage uptake and successful implementation fatigue-monitoring and other safety technologies.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Dependencies

- There is a dependency on feedback before the framework for reviewing and revising infringement fees and fines across the transport sector can be developed.



Focus Area 3 – Work Related Safety

DSI contribution
not yet established



Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
9. Support best practice for work related safety	 Work Related Road Safety	Work related road safety	MOT policy investigation (2020) MOT regulatory process (2020 – 2021)	QTR	<ul style="list-style-type: none"> NZ Trucking association is partnering with Australian Trucking Association to launch a heavy vehicle accreditation scheme 'Trucksafe' in NZ. Completion of the NZ Police Journey purpose data into Waka Kotahi Crash Analysis System Business case development under way to establish a road safety partnership lead by industry. 	
	 Worksafe	Support private-sector best practice road safety initiatives	Best practice guidelines developed and implemented	QTR	<ul style="list-style-type: none"> Minister briefed in June 2022 seeking agreement to Waka Kotahi establishing a road safety partnership to be run by industry, and involving unions and government agencies (ACC, Te Manatū Waka, NZ Police and WorkSafe), to collaborate on evidence-based interventions to tackle key risks of harm in work-related road activity. Continuing to run a small subject matter expert government, union, private sector group looking at safety in the transport sector. Researching around mapping harm across the transport sector. 	

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Focus Area 4 – Road User Choices

DSI contribution
25 – 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
 10. Prioritise Road Policing	 Road Safety Partnership Programme	Dedicated road policing sworn staff	1070 sworn staff	QTR	<ul style="list-style-type: none"> As of June 2022, dedicated road policing FTE sat at 1,065 FTE, with 943 in the Districts and 122 in the CVST and NRPC 	
		Mobile speed cameras deployment	20,000 hours	QTR	<ul style="list-style-type: none"> Police met 67% of the Q4 target of 20,000 hours, an under delivery of 6,615 hours. 	<ul style="list-style-type: none"> Police have not had a full complement of working cameras. The mobile camera replacement programme has now resolved this, with 43 cameras in operation.
		Restraints	15,000 offences	QTR	<ul style="list-style-type: none"> Police detected 66% of the Q4 target of 15,000 offences, an under delivery of 5,128 offences. 	<ul style="list-style-type: none"> Due to staff capacity and increasing police demand, there is a risk that meeting the RIDS targets may remain difficult.
		Breath tests	3,000,000 breath tests	QTR	<ul style="list-style-type: none"> As of June 2022, Police had conducted 1,592,286 alcohol breath tests for the 2021/22 year. 	<ul style="list-style-type: none"> Police is focused on delivering the Safe Roads Operating Model and balancing deployment decisions to prioritise RIDS activity.
		Rural speed enforcement	70% of officer issued speed of ence notices which are rural	QTR	<ul style="list-style-type: none"> Rural roads accounted for 52% of officer issued speed notices in Q4 	
		Officer issued speed enforcement	15% of officer issued speed offences between 1-10km/h	QTR	<ul style="list-style-type: none"> In Q4, 9.1% of officer issued speed offences were for speeds 1-10 km/h above posted speed limits 	
		Identified and engaged high-risk drivers	1700 high risk drivers	QTR	<ul style="list-style-type: none"> Police initiated 838 proceedings for Fails to Stop for Police and 421 proceedings for Sustained Loss of Traction in Q4 	<ul style="list-style-type: none"> The data Police use to measure this output is a proxy measure as it captures only specific reactive interactions, not any proactive engagement and/or activity.

Dependencies



- The Road Safety Investment and Delivery Review – completed by Martin Jenkins, articulates multiple recommendations that Police and our partners are committed to delivering. The review of RSPP measures by the Global Road Safety Partnership, Dave Cliff, will provide advice into the current RSPP measures. This will inform if there are changes to be made to the current and future (24/27 RSPP) measures.

Key actions to progress RAG

- The Police Executive and wider leadership team are fully supportive and actively working towards lifting road policing performance.
- Initiatives such as the Road Policing Deployment Dashboard, is about to be rolled out nationally.

Focus Area 4 – Road User Choices

DSI contribution
25 – 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 10. Prioritise Road Policing	 Change Initiatives Investment Portfolio	Mobile Camera Replacement Programme	30 October 2022	QTR <ul style="list-style-type: none"> Operational capacity in the existing mobile camera vans was restored by 30 June. All cameras are on track to be replaced with the new NK7 devices by 30 September 2022. 	<ul style="list-style-type: none"> Ownership of RedFlex lease contract, post business function transition to Waka Kotahi. If Waka Kotahi does not take ownership of this lease contract, Police would remain liable for covering termination costs. This has been mitigated by mutually determining contract conditions with Waka Kotahi (including a mutually agreed Novation clause) and ensuring the programme business case is signed off specifically on the basis of Waka Kotahi assuming contract ownership after business function transition.
		Innovation Hub: Unmarked Motorcycle Trial	30 June 2022	QTR <ul style="list-style-type: none"> Unmarked motorcycle trial phase in Canterbury and Wellington districts completed, with trial in Tamaki Makaurau underway. Trial will be extended to other districts in August and will allow Police to evaluate the benefit of expanded unmarked vehicle fleets on road user behaviour. 	<ul style="list-style-type: none"> No risks at this point.

OFFICIAL INFORMATION ACT 1982

Dependencies

- Programme dependencies. Ensure timely actions meet milestones.
- NZ Police working in partnership with Waka Kotahi in regard to the mobile cameras programme.




Key actions to progress RAG

- Strong planning and governance to track and deliver progress.



Focus Area 4 – Road User Choices

DSI contribution
25 - 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
11. Enhance drug driver testing	 Regulatory Work Programme	Drug Driving Bill	Drug Driving Bill (Complete)	QTR	<ul style="list-style-type: none"> The Act received Royal Assent on 11 March 2022 	<ul style="list-style-type: none"> N/A
	 Regulatory Policy	Drug Driving Implementation	TBC	QTR	<ul style="list-style-type: none"> New regulatory team established. Drug driving steering committee established. 	<ul style="list-style-type: none"> Delays in the timeframes are a result of the time taken to for the Drug Driving Bill to be passed.
	 Impaired Driving Programme	Ministerial approval of Oral Fluid Testing (OFT) device	Gazette of OFT device	QTR	<ul style="list-style-type: none"> Device request to market for proposal completed. Operational testing of device and responses shortlisting. Independent verification underway. 	<ul style="list-style-type: none"> Availability of commercial OFT device that meets amendments and suitable for recommendation. Agreement of which qualifying drugs to test with OFT.
		Commence OFT at the roadside in March 2023	Test 33 000 drivers for presence of drugs in oral fluid when driving	QTR	<ul style="list-style-type: none"> Across organisation workshop held to walk through implications of the Act. Programme board approved wider scoping to incorporate all changes within the Act. On-boarding of resources to implement inter-agency working group established. 	<ul style="list-style-type: none"> Implementation delivery timelines. Disproportionate impact on Māori and Pacifica groups.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Dependencies

- Programme dependencies. Ensure timely actions meet milestones.

Key actions to progress RAG

- Strong planning and governance to track and deliver progress.



Focus Area 4 – Road User Choices

DSI contribution
25 - 30%



Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
12. Increase access to driver licensing and training	 MSD	Driver licencing initiative - Data and evidence working group – bringing together groups to joint together outcomes	Currently in the scoping phase.	QTR <ul style="list-style-type: none"> Working group has been established and work has begun to understand the data environment. 	<ul style="list-style-type: none"> There may be difficulty in combining some data. For example Crash Analysis System (CAS) data is not currently in Stats NZ Integrated Data Infrastructure (IDI). We are exploring enabling this and looking to use existing data such as ACC in the meantime.
		Stabilise and expand access to driver licence support services	Design a new contracting and procurement framework for FY23. Establish an effective referral process to include non-MSD clients and develop reporting using IDI data (July 2023)	QTR <ul style="list-style-type: none"> Funding for up to 64,000 people to get driver licenses over the next four years secured as part of Budget 2022. MSD regions allocated funding to stabilise the sector in year one for around 10,000 places. 	<ul style="list-style-type: none"> Working to manage expectations following the budget announcement and to explain the year one stabilise phase while the sector builds capacity and capability to sustain increased numbers – Holding lines and communications drafted to existing providers, staff and stakeholders.
	 Waka Kotahi	Examine the current state of the driver licence eco-system and develop a framework and implementation plan for further system improvements	Identifying the current state and developing a view of the future licensing system Continuing work on regional trials and other ongoing improvements to the delivery of the licensing system (2021 – 2022)	QTR <ul style="list-style-type: none"> Employment and Training Ministers Group (EEP) endorsed the Director of Land Transport to lead a cross-agency Driver Licensing Improvement Programme (DLIP). In Te Tai Tokerau, Waka Kotahi has partnered with Far North Rural Education Activities Programme (REAP) and NZ Police, and in Tarāwhiti, they have partnered with Tarāwhiti REAP and McInnes Group, (a local driver licence support operator) to deliver a 12-month trial for alternate testing services in these regions. 	<ul style="list-style-type: none"> That Te Ao Māori is not embedded in the future state design, and the future state does not fully reflect the key principle of by Māori, for Māori. A cross-agency steering group has been established, which includes TPK, and each agency is identifying a lead Māori advisor to work with the programme and Waka Kotahi's Pou Ārahi. A risk of commitment and active participation from the other agencies has now been reduced by the establishment of a cross-agency steering group, with representatives from Waka Kotahi, ACC, MSD, MoT, Police and TPK, and active participation from all agencies at a working group level.

OFFICIAL INFORMATION ACT 1982



Focus Area 4 – Road User Choices

DSI contribution
25- 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 12. Increase access to driver licensing and training	 Regulatory Work Programme	Change to five-year time limited licence rule	Driver licensing rule change (2019) (Complete)	QTR <ul style="list-style-type: none"> The Land Transport (Driver Licensing) Amendment Rule (No 2) 2021 increased the validity of newly issued and renewed learner and restricted car and motorcycle licenses from 5 years to 10 years. This came into effect in December 2021. 	<ul style="list-style-type: none"> None.
		Review of licensing system	Review of licensing system (2019 – 2021)	QTR <ul style="list-style-type: none"> Looking to draft a joint Cabinet paper that will include advice on improving access to driver licenses based on the work done by the Ministry of Social Development (MSD), Waka Kōtahi, and Te Manatū Waka. This has been delayed to allow Waka Kotahi future state work to progress. 	<ul style="list-style-type: none"> Currently, there are unlikely to be any recommendations for change to the regulations. Further delays to the Cabinet paper may be confusing for stakeholders when no changes are being proposed. To mitigate this, we propose to release research conducted as part of the review of the licensing system. We are also exploring other changes to the licensing system that may support access.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Dependencies

- Waka Kotahi's Driver Licensing Improvement Programme.




Key actions to progress RAG

- There are no key activities that need to happen to make changes sooner.



Focus Area 4 – Road User Choices

DSI contribution
25 - 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
13. Support motorcycle safety	 Regulatory Work Programme	Licensing pathway for motorcyclists – policy review	Licensing pathway review including Competency Based Training and Assessment (CBTA) and Ride Forever training (2020)	QTR	<ul style="list-style-type: none"> Scoping and early policy development. Initial discussions held between Te Manatū Waka, Waka Kotahi, and ACC. Research to look into motorcycle safety and licensing interventions has been commissioned.
	 Regulatory Workstream	Roads and Roadside Package Commence Oral Fluid Testing (OFT) at the roadside in March 2023	Package of safety treatments on 24 highest risk routes (by December 2019) and 26 rural high-risk routes (2019 – 2024)	QTR	<ul style="list-style-type: none"> Waka Kotahi's task is to implement the ACC programme of motorcycle safety road engineering measures on high-risk motorcycle routes. The delivery approach is complete, scoping 80% complete and construction is progressing.
	 Incentivise motorcycle skills training	Two-year cashback pilot, incentivising sign ups for hard-to-reach riders	Completed a two year pilot and extended to June 2022. New cashback scheme in place from November 2022.	QTR	<ul style="list-style-type: none"> ACC levy team are reviewing how this could be administered through motorcycle registration. NZ Police Awhi application utilising motorcycle training for diversion.

OFFICIAL INFORMATION ACT 1982

Dependencies

- Waka Kotahi resourcing for the Waka Kotahi review.



Key actions to progress RAG

- Waka Kotahi completing the review of the current pathways. Will then be in a position to advise the government on what interventions may be required.



Focus Area 4 – Road User Choices

DSI contribution
25 - 30%

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
 14. Review road safety penalties	 Regulatory Work Programme	Review Financial Penalties and Remedies programme	Review road safety related offences and consult on offences and penalties regulation changes (2020 – 2022)	QTR <ul style="list-style-type: none"> Cabinet paper and draft consultation material is out for Ministerial consultation. Te Manatū Waka officials are awaiting Ministerial feedback. 	<ul style="list-style-type: none"> Effective engagement with stakeholders is necessary to shape the discussion s 9(2)(f)(iv). Need to demonstrate that this work is net-positive for vulnerable population groups.
		Distracted driving	Consult on updates to the Land Transport (Offences and Penalties) Regulations 1999 (2021 – 2022)	QTR <ul style="list-style-type: none"> This was a one-off piece of work which is now complete. The infringement fee for using a mobile phone while driving increased from \$80 to \$150 in April 2021. Further potential changes to the distracted driving offences are being considered as part of the wider review mentioned above. The wider consideration of distracted driving is subsumed into the general road safety penalties review highlighted above. 	<ul style="list-style-type: none"> N/A

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Dependencies

- This work links in directly with enforcement, including the safety camera programme as appropriate fines and penalties coupled with the target enforcement levels are expected to lead to significant DSI reductions.



Key actions to progress RAG

- Effective engagement with Ministers and the public to highlight the positive road safety s 9(2)(f)(iv) impacts we could see from this work programme. This needs to highlight the better outcomes (relative to the status quo) that the proposals will generate for vulnerable groups. Examples include young males and Māori who are over-represented in road trauma.



Focus Area 5 – System Management

DSI supporting and enabling action



Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations	
 15. Strengthen system leadership and coordination	 System Management	System Management Implementation and Strategic Leadership	QTR	<ul style="list-style-type: none"> Establishment of System Management Advisory Group led by Waka Kotahi 2023-25 RtZ Action Plan in its final stages and will go to Cabinet end September 2022. 		
		Data and evidence	Transport Evidence Base Strategy Transport Safety Knowledge Hub Integrated intervention logic model Vision Zero 2050 network modelling	QTR	<ul style="list-style-type: none"> Release of the 2021 RtZ Annual Monitoring Report Vision Zero 2050 Modelling work is underway. 2021 Communities at Risk Register has been updated and released to Local Authority partners. 	<ul style="list-style-type: none"> Late release of the 2021 RtZ Annual Monitoring Report (AMR) and currency of the information in the report. We will seek to release the 2022 AMR in March 2023.
		Education and Marketing	Assist public understanding (2020 – 2022)	QTR	<ul style="list-style-type: none"> Public Awareness Campaign has effectively disrupted and has allowed us to start a conversation around Road Safety There has been a substantial increase in Road to Zero awareness, from 11 percent in December 2021 to 59 percent in June 2022. Vision Zero Learning and Capability Programme first Community of Practice. RtZ Collaboration progress on developing the draft Road Safety Action Planning guidelines Commencement of a performance measurement framework. 	
		Post crash care	Establish a cross agency post crash working group	QTR	<ul style="list-style-type: none"> Consultation with the National First Responders group has highlighted concerns with regional responder maturity and capacity to currently support this project also that the Emergency services sector are undergoing restructures 	Leverage learnings from the National First Responders Group to investigate how good practices and learnings can be shared and identify areas which require focus.

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



Focus Area 5 – System Management

DSI supporting and enabling action

Action	Workstream (Programme)	Key Projects/ Activities	Output and Action Plan Timeframe	Quarterly Highlights	Key Risks, Challenges & Mitigations
15. Strengthen system leadership and coordination	 System Management	Improving Māori road safety outcomes	Deepen understanding of road safety outcomes (2020 – 2022)	QTR <ul style="list-style-type: none"> Detailed scoping of project to start August. 	<ul style="list-style-type: none"> Māori Partnership review currently on hold awaiting more feedback from Māori as part of the Whakahaumarū huarahi mō ngā iwi Māori engagements.
	 Road Zero	Governance	Strengthen governance arrangements.	QTR <ul style="list-style-type: none"> Established the Road to Zero Deputy Chief Executive Management Group. 	
		Leadership and coordination	Develop a monitoring framework	QTR <ul style="list-style-type: none"> Reporting and monitoring improvements initiated. 	

OFFICIAL INFORMATION ACT 1982

Dependencies

- Dependent on feedback from Māori as part of the Whakahaumarū huarahi mō ngā iwi Māori engagements
- Post Care Response - Emergency services sector are undergoing restructures, there is a lack of staffing due to covid response and DHB restructure.

Key actions to progress RAG

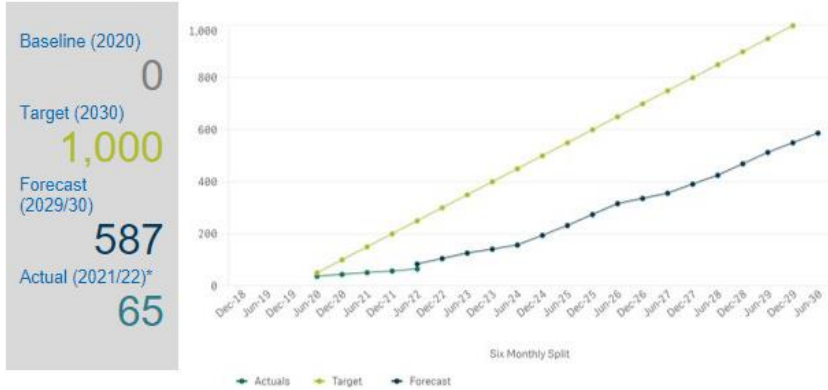
- Continue to strengthen the reporting framework and governance.
- Continued development of the implementation of improved governance through the system management workstream at Waka Kotahi working in partnership with other road safety partners.



Indicator Reporting

The following graphics highlight how tracking is going against the key road to zero indicators to show progress, as apposed to the tracking against the five focus areas of the Road to Zero strategy reported in the previous slides.

1.1.1 Kilometers of the network treated with new median barriers



- Slight increase of median barrier delivered completed to last quarter.
- Work is continuing to embed initiatives that will lift the rate of delivery of median barriers. Forecast adjustments will be expected to be visible through 2022/23 as designs are completed and project timings are confirmed.

Speed and Infrastructure Programme Roundabouts



- The programme is tracking at 96% of its delivery target for roundabouts against forecasts.
- Work is underway to highlight and accelerate project elements that deliver the combination of safety benefits (median, wide centre, roundabouts and side barrier).
- This graph represents only roundabouts, not all Safe System interventions for intersections as reported in the Road to Zero Annual Report.

1.1.5 Kilometers of the network treated through speed management



- The target has already been met with a forecast of ~31,000km expected by 2030. The majority of speed changes have been on local roads. The bulk of the highway speed changes are expected in 2023/24.
- Delivery of speed limit changes on the highway network will be impacted with the current consideration of a phased approach. Councils and Auckland Transport in particular, continue to deliver speed limit changes at pace.

Speed & Infrastructure – Total DSIs



- The programme has achieved ~30% DSI savings against the 635 target in 2030.
- Note: DSI savings are currently only adjusted only when project or intervention is fully completed



Indicator Reporting

Annual Target (RSPP 2021-24)

80,000

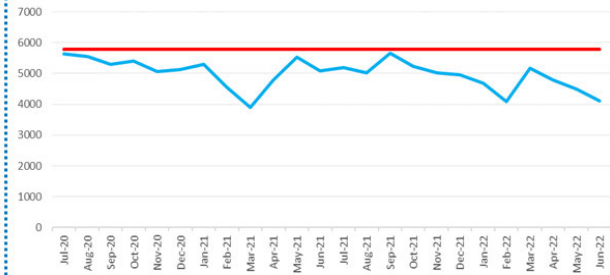
Actual (2020/21)

61,200

Actual (2021/22)

58,406

Mobile speed camera deployment activity (hours)



The target for mobile speed camera hours deployment was set at 80,000 hours for the fiscal year. This measure is unachievable with the current level of Traffic Camera Operators. Additional operators are being engaged on a fixed-term basis.

Camera breakdowns and lack of spare parts for cameras no longer in production have also had a marked impact on the ability to deploy for the required hours. The activity is tracking just under the achievable activity level of 69,381 hours despite the equipment and staff challenges.

Mobile camera replacement programme

Police is currently replacing mobile cameras as a change initiative under the 2021 – 24 Road Safety Partnership Programme (RSPP).

The new NK7 mobile cameras have been received and are being released to deployment in batches. This has allowed police to restore mobile camera operational capacity by 30 June 2022, using a mix of old and new cameras – with further camera replacement continuing to progress in July. The replacement work is already halfway through, and 20 NK7 cameras are in deployment already.

All 43 mobile cameras will be replaced with the new NK7 model by 30 September 2022.

The annual target number of passive and screening breath tests under the RSPP 2021-24 is a desired activity level of 3,000,000 tests. Currently this data is not reliably available on a monthly basis as the devices need to be returned for downloading data and calibration. The graph to the left represents the data from the devices returned for calibration before end of June 2022 on a rolling 12-month basis.

Police is currently implementing a solution under RSPP 2021-24 that will enable the collection of almost real-time data on the number and location of passive breath tests and breath screening tests. New Drager 7510 breath testing devices that can have data downloaded from within each district have been rolled out. The proportion of devices docked and downloaded since the rollout sits at 23 percent. The next stage in the project is to identify issues with docking and downloading their devices regularly and encouraging staff to do this.

Annual Target (RSPP 2018-21)

2,000,000

Actual (2020/21)

1,500,268

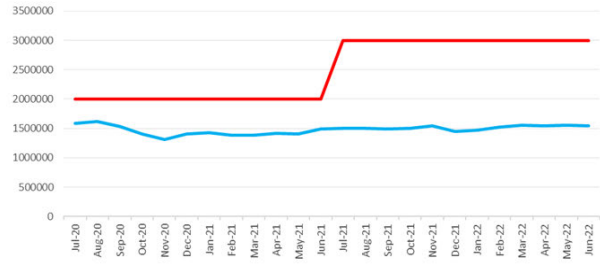
Annual Target (RSPP 2021-24)

3,000,000

Actual (2021/22)

1,592,286

Number of passive and screening breath tests conducted (rolling 12-month total)



The annual target number of restraint offences under RSPP 2021-24 is 60,000. This represents a monthly target of 5,000.

For the 2021/22 year, NZ Police recorded 36,613 restraint offences, short by 23,387 offences.

The number of deaths from passengers and drivers where the person was recorded as not wearing a seatbelt from the period Apr to Jun 2022 was 25, representing 23% of all DSIs recorded during this period.

Annual Target (RSPP 2021-24)

60,000

Actual (2020/21)

38,236

Actual (2021/22)

36,613

Number of restraint offences

