

2012-15 Road Policing Programme



ISSN 2230-4002 (electronic)

The 2012-15 Road Policing Programme (RPP) was prepared by the NZTA, and approved by the Minister of Transport in consultation with the Minister of Police, in accordance with section 18 of the Land Transport Management Act 2003.

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Contents

1	Introduction.....	5
2	Strategic context.....	6
2.1	Safer Journeys Road Safety Strategy 2010-20	6
2.2	Government Policy Statement on Land Transport Funding.....	6
2.3	NZTA's Road Policing Investment Framework - investing for outcomes	7
3	Investment	9
3.1	Total investment	9
3.2	Long-term financial forecast.....	9
3.3	Investing for outcomes	9
3.4	Investment by road policing activity	9
4	Delivery of road policing activities.....	11
4.1	Overview	11
4.2	Improvement initiatives	12
5	Monitoring and reporting	13
5.1	Overview	13
5.2	Formal reporting requirements	13
6	2012-15 RPP Work Programme	14
	Appendix A: Baseline data for result indicators	17

1 Introduction

The 2012-15 Road Policing Programme (RPP) sets out the three-year programme of road policing activities to be delivered by Police, in accordance with sections 18 and 102 of the Land Transport Management Act 2003 (LTMA).

The 2012-15 RPP builds on a new outcome investment approach that was developed by the NZTA for national land transport funded activities and piloted on road policing investment in 2011/12.

In line with this approach, and the government's investment priorities for the transport sector, the 2012-15 RPP gives emphasis to the achievement of desired road safety and economic productivity outcomes, value for money and the efficient delivery of Police activities.

The 2012-15 RPP comprises an outline of the strategic context; an overview of road policing investment, delivery, and monitoring and reporting arrangements; and the road policing work programme to be delivered over the three-year period.

2 Strategic context

2.1 Safer Journeys Road Safety Strategy 2010–20

Safer Journeys is the government's strategy to guide the improvement of road safety over the period 2010–20. The strategy is based on a vision of a 'safe road system increasingly free of death and serious injury', and recognises that a Safe System approach to road safety is needed if New Zealand is to make real progress in reducing the number of road deaths and serious injuries.

The Safe System approach acknowledges:

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

The *Safer Journeys* strategy identifies 13 areas where current road safety performance needs to be strengthened over the period 2010–20. Implementation of this strategy is supported by a series of action plans, the first of which was released in 2011¹. Additional plans are scheduled for release over the remaining term of the strategy.

Police actions identified in these plans, together with the Safe System approach and priority areas of road safety concern, have informed and will continue to inform the priorities and activities Police will deliver over the term of the 2012–15 RPP.

2.2 Government Policy Statement on Land Transport Funding

The *Government Policy Statement on Land Transport Funding 2012/13 – 2022/23* (GPS 2012) outlines the government's expenditure priorities for the National Land Transport Fund, from which road policing investment is drawn.

The GPS 2012 identifies the following priorities for transport investment:

- encouraging economic growth and productivity
- obtaining value for money
- improving road safety.

In signalling these priorities the government recognises that economically strategic investment in land transport, combined with better use of existing infrastructure, can boost New Zealand's long-term growth prospects. The government has also signalled that a focus on value for money is critical to ensure road user money is carefully invested to get maximum benefit. The road safety priority acknowledges that reducing the social cost of road deaths and injuries is important not only to the economy but in its own right.

¹ The *Safer Journeys* strategy and action plans are available at www.transport.govt.nz/saferjourneys/

2.3 NZTA’s Road Policing Investment Framework – investing for outcomes

The NZTA’s Road Policing Investment Framework 2012–15 outlines the investment expectations and desired outcomes to which road policing activities should contribute, as well as the assessment criteria the NZTA applies to the 2012–15 RPP. The framework gives effect to the government’s strategic direction for road policing investment, as outlined in *Safer Journeys* and the GPS 2012, by identifying:

- **the desired road safety and economic outcomes** that road policing activities in the 2012–15 RPP should contribute to, in line with *Safer Journeys* and the GPS 2012 priorities
- **the strategic priorities of road policing activities**, reflecting the potential contribution of road policing to the desired investment outcomes and identified areas of concern from *Safer Journeys*.

The desired outcomes and strategic investment priorities are summarised in the RPP work programme in section 6 and are based on the investment objectives outlined in table 2.1 below.

Table 2.1 2012–15 RPP investment objectives and linkages to the RPP work programme

NZTA RPP investment objectives		Alignment with RPP work programme (section 6)
<u>High priority</u> objectives that aim to reduce road deaths and serious injuries in a manner that delivers optimal value for money through a Safe System approach	Increase the number of young people driving within their licence conditions	Refer <u>young drivers</u> activity: strategic priority, results and delivery
	Reduce the number of people driving under the influence of alcohol and drugs	Refer <u>alcohol/drug impaired driving</u> activity: strategic priority, results and delivery
	Reduce the risks for motorcyclists and risks taken by motorcyclists	Refer <u>motorcycling</u> activity: strategic priority, results and delivery
	Increase the number of drivers travelling at the right speeds	Refer <u>speed</u> activity: strategic priority, results and delivery
	Reduce the number of high-risk drivers	Refer <u>high-risk driver</u> activity: strategic priority, results and delivery
<u>High priority</u> objectives that will contribute to the priority of economic growth and productivity in a manner that delivers optimal value for money:	Respond in a more timely manner to incidents and emergencies notified to Police	Refer <u>traffic management</u> activity: strategic priority and delivery
	Take a broader network management and optimisation approach to road policing, with a focus on congestion relief in Auckland	Refer <u>traffic management</u> activity: strategic priority and delivery
	Increase the percentage of forecast road user charges collected from transport operators	Refer <u>traffic management</u> activity: strategic priority, results and delivery
	Support transport operator and industry initiatives to increase the efficiency of the freight supply chain	Refer <u>traffic management</u> activity: strategic priority and delivery
<u>High priority</u> objectives that will contribute to the priority of economic growth and productivity in a manner that delivers optimal value for money (cont)	Support initiatives that aim to improve the efficiency of the vehicle fleet	Refer <u>traffic management</u> activity: strategic priority and delivery
<u>Medium priority</u> objectives	Encourage good transport operator safety	Refer <u>heavy vehicles</u> activity:

NZTA RPP investment objectives		Alignment with RPP work programme (section 6)
that aim to reduce road deaths and serious injuries in a manner that delivers optimal value for money through a Safe System approach	practices	strategic priority, outcome, results and delivery
	Foster driver understanding of road and roadside conditions	Refer <u>roads and roadside</u> activity: strategic priority, outcome, results and delivery
	Reduce risks for pedestrians and cyclists Increase the use of restraints	Refer <u>restraints</u> activity: strategic priority, outcome, results and delivery
	Support initiatives that aim to improve the safety of the vehicle fleet	Refer <u>heavy and light vehicle fleet</u> activities: strategic priority, outcome, results and delivery
	Support initiatives that aim to increase driver awareness of the risks of driving while fatigued or distracted	Refer <u>heavy and light vehicle fleet</u> activities: strategic priority, outcome, results and delivery

This approach provides Police with clear investment signals regarding the outcomes the sector is seeking to achieve. It also aligns with the NZTA’s broader vision of streamlining its investment process and moving to an outcomes investment approach. Applying the outcomes investment approach to the 2012-15 RPP means the NZTA’s investment focus is directed towards influencing the achievement of the government’s desired transport outcomes.

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

- identifying clear road safety outcomes to which the Police contribute, and the associated road policing activities that achieve value for money
- providing Police with greater operational flexibility and enabling road policing activities to be better targeted towards road safety risk
- ensuring accountability is maintained by Police owning and accounting for the delivery of operational solutions
- basing road policing interventions on strategic and tactical evidence, at national, district and area levels.

3 Investment

3.1 Total investment

The total investment approved from the National Land Transport Fund (NLTF) for expenditure on the 2012–15 RPP is outlined in table 3.1.

Table 3.1 Approved investment from the National Land Transport Fund for the 2012–15 RPP

	3-year total (2012–15)
Approved NLTF investment	\$890 million (indicatively \$296.7 million pa) ²

3.2 Long-term financial forecast

The long-term financial forecast for the RPP is:

Table 3.2 GPS funding range 2012/13 – 2021/22 for the Road Policing Activity Class

Investment range (\$million)						Forecast investment range (\$million)			
2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/16	2019/20	2020/21	2021/22
280–310	280–310	280–310	280–315	280–315	280–315	280–320	280–320	280–320	280–320

3.3 Investing for outcomes

The outcomes anticipated from the \$890m RPP investment are summarised in the work programme in section 6. For each road policing activity, the work programme describes:

- the outcomes that road policing activities will contribute to, in line with the *Safer Journeys* and the GPS 2012 priorities
- key results that Police will significantly contribute to, as a basis for measuring Police contribution to outcomes.

The majority of the road policing investment is directed towards maintaining the achievement of safety-related outcomes, and ultimately a reduction in deaths and serious injuries. Direct economic benefits are largely attributable to traffic management activity, which encompasses a broad range of road policing interventions designed to improve the efficiency and reliability of New Zealand’s roading network. This is in addition to the significant economic benefits that accrue from reducing the social cost of road deaths and injuries.

3.4 Investment by road policing activity

Investment estimates by road policing activity for the first year of the 2012–15 RPP (2012/13) are provided in table 3.3. The estimates are based on current activity ‘profiles’ for key roles, which attribute costs to road policing activities, based on an understanding of the activities these roles perform. This approach reflects the fact that more than 70% of Police costs relate to personnel.

² Revenue, applicable to RPP activities, to be received by the Commissioner from sources other than the NLTF, is \$0.814 million per annum, a total of \$2.442 million for 2012–15.

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

Table 3.3 shows the alignment of the indicative investment estimates with the investment priorities in the NZTA's Road Policing Investment Framework, and the safety and economic outcomes that road policing makes the greatest contribution to. It is expected that any significant expenditure variations arising over the 2012/13 year will continue to align with these priorities.

Investment estimates by road policing activities for subsequent years of the 2012–15 RPP will be confirmed by Police prior to the start of each financial year. This will enable future allocations to be based on the latest profile information and to ensure the investment reflects any changes in activity that may be required to optimise value for money and Police's contribution to outcomes.

Table 3.3 2012/13 indicative investment estimates for road policing activities

Strategic priority	Road policing activity	Desired sector outcome	Estimated NLTF investment (\$m)	Investment by strategic priority
High	High-risk drivers	Fewer high-risk drivers, with less impact on the road toll	68.2	High: 73% (\$218.3m)
	Young drivers	More young people are driving within their licence conditions	31.5	
	Motorcycling	Fewer risks for motorcyclists and fewer risks taken by motorcyclists	15.7	
	Alcohol/drug	Fewer people are driving under the influence of alcohol and drugs	38.6	
	Speed	More people are travelling at the right speeds	58.5	
	Traffic management	Travelling on New Zealand roads is more reliable and efficient	5.8	
Medium	Restraints	More use of restraints	11.2	Medium: 26% (\$76.6m)
	Heavy vehicles	Good operators are encouraged and poor operators are discouraged	8.4	
	Crash attendance and reporting	Timely response to incidents and emergencies notified to Police	44.4	
	Roads and roadsides	Users understand the roads and are protected by them	0.9	
	Light vehicles	The light vehicle fleet is newer and safer	4.9	
	Walking and cycling	Reduced risk for pedestrians and cyclists	4.9	
	Fatigue and distraction	More people are aware of the risks of driving while fatigued or distracted	1.9	
Low	Older road users	Safer environment for older road users	1.8	Low: 1% (\$1.8m)
<i>2012/13 Total NLTF investment</i>			\$296.7m	

4 Delivery of road policing activities

4.1 Overview

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

In 2011 New Zealand had a road toll of 284, the lowest on record since 1952. Police has contributed to this outcome by:

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

However, to achieve *Safer Journey's* vision of a safe road system increasingly free of death and serious injury and to deliver against economic productivity outcomes, further sustained efforts need to be made. In alignment with NZTA's investment priorities, Police aims to deliver improved results in each of the 14 road policing activities by:

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

Key aspects of the Police model that will support achievement of these objectives, and delivery of the 2012–15 RPP work programme, are Police's *Prevention First* strategy and strategic change programme, *Policing Excellence*.

Prevention First is Police's national operating strategy, which recognises a strong focus on prevention is required to achieve a sustainable reduction in road trauma, crime and anti-social behaviour. It is a holistic approach to policing that puts prevention at the forefront of all policing activities, and is a cornerstone of Police's commitment to *Safer Journeys*.

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

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

4.2 Improvement initiatives

In addition to the wider improvement processes associated with the *Prevention First* strategy and *Policing Excellence*, Police will deliver a number of initiatives over the course of the 2012-15 RPP to support the efficient and effective delivery of road policing activities outlined in section 6. These include:

Benchmarking and intervention logic (RPP Improvement Programme)

Police will develop and implement benchmarking and intervention logic frameworks for agreed high- and medium-priority road policing activities over the period of this RPP. Benchmarking costs associated with key road policing activities will enable an improved understanding of cost drivers and provide a quality assurance tool for reviewing the efficiency of Police delivery. Developing and implementing an intervention logic framework will improve transparency around Police decision-making processes and support the continuous review of road policing activities.

Investment in technology

In addition to *Policing Excellence* initiatives, a number of technology proposals will be advanced over the term of the 2012-15 RPP. These include the increased use of speed cameras across the roading network, together with multi-agency investigations into options for expanding the use and optimising investment in red light cameras, automatic number plate recognition cameras and point-to-point cameras.

It is expected that Police will give high priority to progressing speed camera investigations, in line with commitments under the *Safer Journeys* action plan 2011/12. This will include the preparation of a business case for additional fixed speed cameras to be completed in 2012/13. Further investment will depend on the outcome of these investigations.

Planned intelligence products

Intelligence is critical to targeting the delivery of road policing activities to risk. Police's National Intelligence Centre and the multi-agency Centre for Road Safety Intelligence will deliver a number of products over the term of this RPP to inform risk identification and the Police tasking and coordination model. Examples of products for the 2012/13 year include:

- Analysis of speed enforcement: Analysing the effects of local speed reduction interventions, enforcement of reduced tolerances over holiday weekends, the February 2012 operation, and the possible impact of inaccurate speedometers on crash risk
- Drink-drivers: Developing a revised knowledge profile, particularly with respect to recent and upcoming changes, eg zero limit and alcohol interlocks
- Centre-line crossing: Completing an analysis of crash data to determine the role of centre-line crossing in crashes and options for road policing.

5 Monitoring and reporting

5.1 Overview

The monitoring and reporting framework for the 2012–15 RPP is designed to:

- maintain investment confidence in Police by demonstrating the delivery of activities that maximise the contribution to desired road policing outcomes and provide value for money
- enable monitoring of the efficiency and effectiveness of the NLTF investment in the RPP over time
- improve future delivery of road policing outcomes through a robust evaluation of Police performance.

The framework is structured around a number of formal reporting requirements, together with a joint agency senior management forum that maintains strategic oversight and provides direction across the 2012–15 RPP. In addition, a number of informal mechanisms provide both parties with the opportunity to assess the delivery of road policing activities and to provide feedback about what is working, what is not and what needs to change.

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

5.2 Formal reporting requirements

The NZTA reports quarterly to the Minister of Transport on the performance of Police in delivering the 2012–15 RPP, in accordance with the LTMA. To support this process, Police provides a quarterly performance report to the NZTA and other stakeholders.

The quarterly reports of both agencies include an assessment of Police delivery in the context of:

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

The reports also include an overall assessment of performance, including progress against the RPP Improvement Programme.

6 2012-15 RPP Work Programme

Strategic priority	Road policing activity	OUTCOMES Desired sector outcomes	RESULTS Results Police significantly contribute to ³	DELIVERY How Police will deliver	PROGRESS How Police will track progress (internally)
High	High-risk drivers	Fewer high-risk drivers, with less impact on the road toll	<ul style="list-style-type: none"> Decreased percentage of drivers driving while disqualified Reduction of disqualified, unlicensed, fleeing or racing drivers in fatal/serious crashes 	<ul style="list-style-type: none"> Reduce opportunities to offend by preventing disqualified driving Target high-risk driver activities and interventions to localities, communities, routes and times of greatest risk Work with road safety partners and wider justice sector to coordinate interventions to reduce the impact and prevalence of high-risk drivers 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on the top high-risk drivers Number of disqualified, suspended and unlicensed drivers detected Number and percentage of TONs to 3+ drink/drugged driving offenders and repeat speeding offenders Each district provides examples of joint sector interventions
	Young drivers	More young people are driving within their licence conditions	<ul style="list-style-type: none"> Reduction in number of young drivers on GDL at fault in fatal/serious crashes Increased percentage of youth surveyed who believe they will be stopped for non-alcohol/speed offences 	<ul style="list-style-type: none"> Reduce offending by young drivers by enforcing GDL provisions Target young driver road policing activities and interventions to localities, communities, routes and times of greatest risk Work with young drivers through education programmes in high-risk communities to improve their driving competence and understanding Work with relevant national, regional and local road safety partners to improve driving competence and understanding of young drivers 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on GDLS offending Percentage of secondary schools in high-risk areas in receipt of SRSE sessions Number and percentage (vs all drivers) of IONs for GDL breaches issued to under-25 year olds Each district provides examples of joint sector interventions
	Motorcycling	Fewer risks for motorcyclists and fewer risks taken by motorcyclists	<ul style="list-style-type: none"> Decreased percentage of motorcycles in crashes, without a current WoF 	<ul style="list-style-type: none"> Conduct motorcycling safety operations in localities, communities, routes and at times of greatest risk Work with road safety partners to coordinate interventions and operations, such as targeting motorcycling black routes 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on motorcycling Number of IONs issued to motorcycle riders and as a proportion of all IONs Number of risk-based targeted initiatives with road safety partners Number of IONs issued for no current WoF
	Alcohol/drug-impaired driving	Fewer people are driving under the influence of alcohol and drugs	<ul style="list-style-type: none"> Increased percentage of people surveyed think there is a high probability of being stopped at a CBT checkpoint Increased percentage of people surveyed think there is a high probability of being tested for drugs 	<ul style="list-style-type: none"> Deter alcohol and drug-driving by delivering alcohol and drug-impairment tests Target alcohol and drug road policing activities and interventions to localities, communities, routes and times of greatest risk Work with and coordinate activities and operations with relevant national, regional and local partners (eg national/community advertising) 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on alcohol and drug-driving Number of compulsory and mobile breath test operations conducted in high-risk locations Number of CITs administered, and as a proportion of all alcohol and drug tests Number of offences for alcohol and drug-impaired driving Each district provides examples of joint sector interventions Number of breath tests and CITs by CVIU staff, and as a proportion of all breath tests and CITs administered

³ Baseline data provided in appendix A

Glossary of abbreviations used in the table

ACC Accident Compensation Corporation
 CBT compulsory breath test
 CIT compulsory impairment test (drug)
 CoF certificate of fitness

CVIU Commercial Vehicle Investigation Unit
 GDL Graduated Driver Licence
 GDLS Graduated Driver Licensing Scheme
 HMV heavy motor vehicle

ION infringement offence notice
 MoT Ministry of Transport
 RUC road user charges
 STST school traffic safety team

TCR traffic crash report
 TON traffic offence notice
 WoF warrant of fitness

Strategic priority	Road policing activity	OUTCOMES Desired sector outcomes	RESULTS Results Police significantly contribute to ³	DELIVERY How Police will deliver	PROGRESS How Police will track progress (internally)
High	Speed	More people are travelling at the right speeds	<ul style="list-style-type: none"> Decreased percentage of vehicles exceeding posted speed limits Increased percentage of people surveyed who believe there is a high probability of being detected speeding 	<ul style="list-style-type: none"> Reduce inappropriate speeds (including inappropriate speed for conditions) by targeting activities to high-risk sites Target speed enforcement to speeds up to 15km/h above posted speed limits, having regard for tolerance levels Inform road controlling authorities via the road safety action planning process where posted speed limits are inappropriate for the road segment Reduce speed tolerance on holiday weekends and other high-risk periods 	<p>Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on speed Percentage of speed detection devices (cameras, manual) deployed to high-risk sites Number and percentage of vehicles detected speeding by mobile and fixed cameras Percentage of IONs issued by mobile and fixed cameras for speeds 5-10km/h and 11-15km/h over the limit, compared with IONs issued for speeds >15km/h over the limit Each district provides examples of interventions around inappropriate speed limits
	Traffic management	Travelling on New Zealand's road is more efficient and reliable	<ul style="list-style-type: none"> Increased compliance with RUC regime Increased 'post-incident' availability of state highway network 	<ul style="list-style-type: none"> Enforce the RUC and High Productivity Motor Vehicle (Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010) provisions Improve the compliance of licensed transport operators in conjunction with partner agencies Work with partners to ensure activities are targeted to risk and are jointly implemented where applicable Efficiently manage incidents to reduce congestion Assist with traffic flow management 	<p>Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on traffic management risk and non-compliant transport operators Percentage of HMVs and light diesel vehicles in breach of RUC rules Urban and rural median response times to emergency events Each district provides examples of joint sector initiatives
Medium	Restraints	More use of restraints	<ul style="list-style-type: none"> Maintain percentage of vehicle occupants wearing safety belts in the front/rear/child seat as measured by annual MoT surveys 	<ul style="list-style-type: none"> Target communities where usage is low to improve use of restraints Work with industry and road safety partners to improve restraint use by commercial drivers 	<p>Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on restraint risks, including at-risk groups or communities Percentage of restraint offences issued in high-risk areas Each district provides examples of joint sector initiatives to promote restraint use in at-risk groups or communities
	Heavy vehicle fleet	Good operators are encouraged and poor operators are discouraged	<ul style="list-style-type: none"> Increased percentage of HMVs travelling without vehicle or operator offences Decreased percentage of heavy vehicles exceeding 90 and 50km/h speed limits 	<ul style="list-style-type: none"> Reduce HMV crash risk and encourage good operators by using risk-targeting tools (eg Operator Rating System) to stop and inspect commercial vehicles and operators Work with national, regional and local partners to ensure operations are targeted to risk, jointly implemented where applicable, and to minimise the interruption of efficient operation of freight 	<p>Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on HMV risks Percentage of offences (levels 3,5 and 6, and out-of-service orders and offload demands) per HMV stop by CVIU staff Number and percentage of HMV speeding notices in the 6 to 20km/h excess range Each CVIU area provides examples of interventions targeting HMV risks
	Crash attendance and reporting	Timely response to incidents and emergencies notified to the Police	<ul style="list-style-type: none"> Increased percentage of fatal and serious injury crashes attended and reported by the Police Increased percentage of ambulance and fire service districts surveyed who are satisfied with Police methods and cooperation at serious crash sites 	<ul style="list-style-type: none"> Attend and report all fatal road crashes Attend and report on at least 80% of serious injury crashes and at least 80% of large bus and truck crashes Accurately complete and send traffic crash reports in a timely manner incorporating a Safe System approach to crash information 	<p>Police will use a range of methods and measures including:</p> <ul style="list-style-type: none"> Percentage of crash reports submitted to the NZTA within 24 hours of CVIU attendance at HMV crashes Total number of crashes attended and reported to NZTA, by crash severity Timeliness and accuracy of TCRs Percentage of fatal, serious injury and large bus/truck crashes attended

Glossary of abbreviations used in the table

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 CBT compulsory breath test
 CIT compulsory impairment test (drug)
 CoF certificate of fitness

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 GDL Graduated Driver Licence
 GDLS Graduated Driver Licensing Scheme
 HMV heavy motor vehicle

ION infringement offence notice
 MoT Ministry of Transport
 RUC road user charges
 SRSE school road safety education

STST school traffic safety team
 TCR traffic crash report
 TON traffic offence notice
 WoF warrant of fitness

Strategic priority	Road policing activity	OUTCOMES Desired sector outcomes	RESULTS Results Police significantly contribute to ³	DELIVERY How Police will deliver	PROGRESS How Police will track progress (internally)
Medium	Roads and roadsides	Users understand the roads and are protected by them	<ul style="list-style-type: none"> Increased percentage of local authorities, and NZTA and ACC regions surveyed who are satisfied with Police delivery and contribution to the road safety action planning process 	<ul style="list-style-type: none"> Inform road controlling authorities and road safety action planning groups by reporting unsafe roads and roadsides Work with participating partners, including NZTA regional managers to address and mitigate road safety risk through road safety action planning 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district provides examples of joint agency road safety action plans Number of speeding infringements issued for temporary speed limit offences Each district provides examples of joint sector initiatives
	Light vehicle fleet	The light vehicle fleet is newer and safer	<ul style="list-style-type: none"> Decreased percentage of checked vehicles have faults sufficient to fail a WoF/CoF test Driving public expects Police to conduct vehicle checks, and is aware of which vehicle faults are being checked No change, or a decrease, in the percentage of fatal and serious injuries in crashes with vehicle faults as a contributing factor in the crash 	<ul style="list-style-type: none"> Remove sub-standard vehicles by taking action on WoF, CoF and other vehicle offences including illegally modified, smoky and noisy vehicles Work with and coordinate activities and operations with relevant national, regional and local partners to ensure operations are targeted to risk Conduct routine quick visual checks⁴ of vehicle condition, and issue IONs and/or traffic compliance notices in appropriate circumstances if obvious vehicle defects are detected 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on light vehicle fleet risks Number of IONs for WoF and CoF breaches, and vehicle faults Percentage of out-of-service orders compared to all WoF/CoF IONs Each district provides examples of joint sector initiatives to promote safe vehicle use, including vehicle inspection activities
	Walking and cycling	Reduced risk for pedestrians and cyclists	<ul style="list-style-type: none"> Reduction in number per 100,000 population of pedestrians/cyclists killed or seriously injured enough to be hospitalised for longer than one day 	<ul style="list-style-type: none"> Keep pedestrians and cyclists safe by targeting unsafe driving behaviour and providing school road safety training Tailor school education programmes to address identified school road safety risks Work with the NZTA, local government and schools to coordinate education programmes 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on safer walking/cycling Percentage of schools with traffic safety teams that have received training in accordance with the STST manual Number of IONs for cycle helmet offences Each district provides examples of joint sector initiatives
	Fatigue and distraction	More people are aware of the risks of driving while fatigued or distracted	<ul style="list-style-type: none"> Reduction of fatalities and serious injuries in fatigue and/or distraction crashes 	<ul style="list-style-type: none"> Discourage fatigued and distracted driving by patrolling high-risk routes and at high risk times Work with and coordinate activities and operations with relevant national, regional and local partners 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on fatigued and distracted driving Number of mobile phone offences Number of HMV and other commercial vehicle fleet (eg taxis) work-time and logbook offences Each district provides examples of joint sector initiatives
Low	Older road users	Safer environment for older road users	<ul style="list-style-type: none"> Reduction in fatal/serious injuries to older road users per 100,000 	<ul style="list-style-type: none"> Protect older road users by engaging with communities Target driving behaviour which endangers older road users Work with key stakeholders to ensure the safety of older New Zealanders is considered in road safety action planning processes Apply for revocation of licences on medical grounds 	Police will use a range of methods and measures including: <ul style="list-style-type: none"> Each Police district's road safety assessment includes intelligence information on risks for older road users Each district provides examples of joint sector initiatives

⁴ Vehicle checks address five visible and important WoF elements: tyres, windows, indicators, rust and lights (TWIRL)

Glossary of abbreviations used in the table

ACC	Accident Compensation Corporation	CVIU	Commercial Vehicle Investigation Unit	ION	infringement offence notice	TCR	traffic crash report
CBT	compulsory breath test	GDL	Graduated Driver Licence	MoT	Ministry of Transport	TON	traffic offence notice
CIT	compulsory impairment test (drug)	GDLS	Graduated Driver Licensing Scheme	RUC	road user charges	WoF	warrant of fitness
CoF	certificate of fitness	HMV	heavy motor vehicle	STST	school traffic safety team		

Appendix A: Baseline data for result indicators

	Results the Police significantly contribute to	Baseline measure
High-risk drivers	<ul style="list-style-type: none"> Decreased percentage of drivers driving while disqualified Reduction of disqualified, unlicensed, fleeing or racing drivers in fatal/serious crashes 	12% [2009] 178 [Dec 2011]
Young drivers	<ul style="list-style-type: none"> Reduction of drivers on graduated driver licences at fault in fatal/serious crashes Increased percentage of youth surveyed who believe they will be stopped for non-alcohol/speed offences 	252 [Dec 2011] 39% [2011]
Motorcycling	<ul style="list-style-type: none"> Decreased percentage of motorcycles in crashes without a current WoF 	26% [Dec 2011]
Alcohol/drug-impaired driving	<ul style="list-style-type: none"> Increased percentage of people surveyed think there is a high probability of being stopped at a compulsory breath test checkpoint Increased percentage of people surveyed think there is a high probability of being tested for drugs 	56% [2011] New
Speed	<ul style="list-style-type: none"> Decreased percentage of vehicles exceeding posted speed limits Increased percentage of people surveyed who believe there is a high probability of being detected speeding 	31% [100km/h, 2011] 56% [50km/h, 2011] 51%
Traffic management	<ul style="list-style-type: none"> Increased compliance with the road user charges regime Increased 'post-incident' availability of state highway network 	New New
Restraints	<ul style="list-style-type: none"> Maintain percentage of vehicle occupants wearing safety belts in the front/rear/child seat as measured by annual MoT surveys 	96%/88%/93% [2011]
Heavy vehicle fleet	<ul style="list-style-type: none"> Increased percentage of HMs travelling without vehicle or operator offences Decreased percentage of heavy vehicles exceeding 90 and 50km/h speed limits 	New 44% [90km/h, 2011] 47% [50km/h, 2011]
Crash attendance and reporting	<ul style="list-style-type: none"> Increased percentage of fatal and serious injury crashes attended and reported by Police Increased percentage of ambulance and fire service districts surveyed who are satisfied with Police methods and cooperation at serious crash sites 	100% fatal [2011] 63% serious [2011] 66%
Roads and roadsides	<ul style="list-style-type: none"> Increased percentage of local authorities, and NZTA and ACC regions surveyed who are satisfied with Police contribution to the road safety action planning process 	61% [2011]
Light vehicle fleet	<ul style="list-style-type: none"> Decreased percentage of checked vehicles have faults sufficient to fail a WoF/CoF test Driving public expects Police to conduct vehicle checks, and is aware of which vehicle faults are being checked No change, or a decrease, in the percentage of fatal and serious injuries in crashes with vehicle faults as a contributing factor in the crash 	New New New
Walking and cycling	<ul style="list-style-type: none"> Reduction in number per 100,000 population of pedestrians/cyclists killed or seriously injured enough to be hospitalised for longer than one day 	10.9 [Dec 2011]
Fatigue and distraction	<ul style="list-style-type: none"> Reduction of fatalities and serious injuries in fatigue and/or distraction crashes 	579 [Dec 2011]
Older road users	<ul style="list-style-type: none"> Reduction in fatal/serious injuries to older road users per 100,000 	29 [Dec 2011]