

2011/12 Road Policing Programme (RPP)

A variation of the 2009/12 RPP



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The 2011/12 Road Policing Programme (RPP) is a variation of the 2009/12 RPP. It was prepared by the NZ Transport Agency, 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.

2011/12 Road Policing Programme (RPP)

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1 Introduction

2011/12 RPP – pilot of a new approach, linked to *Safer Journeys*

This 2011/12 Road Policing Programme (RPP) is the first step in the implementation of the review of the road policing activity class. The RPP pilots the new outcome investment model the NZ Transport Agency (NZTA) has developed for National Land Transport Programme (NLTP) activities. This model assists in ensuring road policing activities make an optimal contribution to desired road safety outcomes.

There are two parts to this RPP. The first part, sections 1 to 8, details the legislative and strategic context for the RPP. The government's road safety strategy to 2020 *Safer Journeys* provides the vision and shape for the RPP, and Police road policing activities align with the strategy's priority areas in order to implement the *Safer Journeys Action Plan*. An overview of the delivery arrangements for road policing – with particular emphasis on targeting resources to risk – is also included, along with investment details.

The second part of this RPP, section 9, is the work programme for 2011/12. It is structured to align with the *Safer Journeys* areas of concern. For each area of concern the work programme details:

- the NZTA's investment expectations
- the desired road safety outcomes for road policing activities to contribute to
- the activities the Police will deliver
- how the Police will measure the quantity and quality of the activities
- the estimated level of demand and resources for each activity.

2 Legislative provisions

2.1 Land Transport Management Act 2003 (LTMA)

The 2011/12 RPP has been prepared as a variation to the 2009/12 RPP in accordance with section 18 of the Land Transport Management Act 2003 (LTMA). It forms part of the 2009/12 RPP, and is funded from the National Land Transport Fund (NLTF).

3 Strategic context

3.1 Government Policy Statement on Land Transport Funding 2009/10 – 2018/19

The NZTA gives effect to the GPS when making its investment recommendations

The Government Policy Statement on Land Transport Funding 2009/10 – 2018/19 (GPS) provides details of the government’s desired outcomes and funding priorities for the use of the NLTF to support activities in the land transport sector.

The NZTA uses its Investment and Revenue Strategy (IRS) as an investment decision-making tool to give effect to the GPS. The IRS uses strategic fit, effectiveness and economic efficiency to help prioritise the funding bids received for NLTP funds. The assessment criteria used for the RPP are based on the IRS but tailored to road policing.

The GPS identifies the importance of reducing deaths and serious injuries as a result of road crashes. The government’s road safety strategy to 2020, *Safer Journeys*, expands on this objective.

3.2 *Safer Journeys*

The RPP is structured to address *Safer Journeys* and a Safe System approach to road safety

The government’s road safety strategy *Safer Journeys*, has the vision for a ‘safe road system increasingly free of death and serious injury’, and is available at www.transport.govt.nz/saferjourneys/. The road policing activities in the RPP are aligned to *Safer Journeys* and include Police actions from the *Safer Journeys Action Plan*.

Safer Journeys 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.

Using this approach, road safety is the responsibility of all New Zealanders and something to which we can all contribute.

3.3 The *Safer Journeys Action Plan*

An inter-agency approach has been used to develop an action plan.

The RPP enables the Police to complete their actions.

The *Safer Journeys Action Plan* for the 2011 and 2012 years, which is available at www.transport.govt.nz/saferjourneys/, outlines the actions to be advanced in order to achieve the strategy's road safety objectives. The plan is designed to help all stakeholders, communities and individuals to take their own actions to improve the safety of our roads.

Partner agencies that belong to the National Road Safety Committee¹ (NRSC) have a key role in road safety and in the implementation of the *Action Plan*, along with regional transport committees, local authorities and community organisations. Processes such as road safety action planning provide collaborative approaches to achieving road safety outcomes at the regional and local levels.

The RPP provides for the Police to implement the actions for which they are responsible.

3.4 Road policing and the Safe System

The Safe System approach is about working to understand all the risk factors involved in crashes and not just focusing solely on the fault of road users

What the Safe System approach means for road policing is instead of focusing on the fault of road users, there is a need to look at all risk factors that lead to death and serious injury. This enables road policing interventions to be delivered in the context of an integrated plan to reduce fatal and serious injury crashes. For example:

- The **safe roads and roadsides** element requires roads to be predictable, promote safe behaviour, and be more forgiving of human error. Most of these outcomes will be addressed through infrastructure solutions. However an appropriate road policing response includes that local Police, who understand and target high-risk rural roads and high-risk intersections, consider KiwiRAP, which is available at www.kiwirap.org.nz/, and other risk-targeting tools, are aware of local road and roadside issues in their areas, and provide feedback on these issues to road controlling authorities as part of the road safety action planning (RSAP) process.
- The **safe speeds** element requires speeds to suit the function and level of safety of the road. The appropriate road policing response includes that local Police, who understand and target areas where speed has a high-risk profile, encourage road users to comply with speed limits and to drive to the conditions, investigate alternative methods of promoting speed compliance, and engage with the setting of safe speed limit processes in their areas.
- The **safe vehicles** element requires vehicles to incorporate emerging collision avoidance technologies and modern warning and other safety features to help prevent crashes and protect road users from crash forces. The appropriate road policing response includes that local Police, who understand and target unsafe vehicles, promote safe vehicle ownership and operation in their areas.
- The **safe road use** element requires users to be skilled and competent, proactive in managing hazards, predictable, alert, unimpaired, compliant and able to make safe vehicle choices. The appropriate road policing response is that local Police, who understand, identify and target high-risk drivers, promote alert and compliant road user behaviour and a positive public road safety culture in their areas.

¹ Partner agencies are the Ministry of Transport, Police, the NZ Transport Agency, the Accident Compensation Corporation and Local Government New Zealand. The Ministries of Labour, Health and Justice are associate agencies.

4 Road safety outcomes

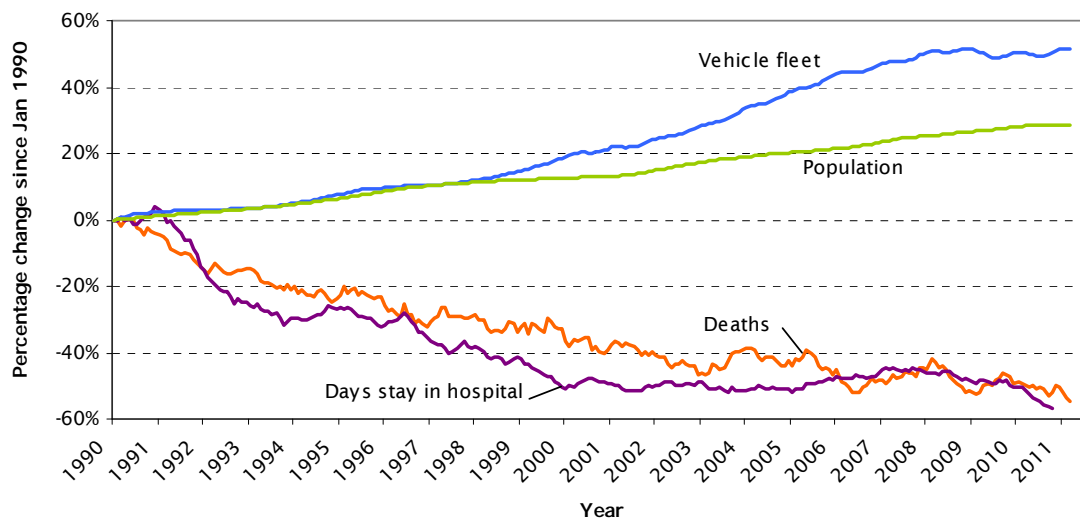
Road deaths and injuries have decreased since 1990

Figure 1 shows that vehicle kilometres travelled have increased by 50 percent since 1990, while at the same time deaths and serious injuries have reduced by 50 percent.

Nevertheless, in New Zealand, road traffic crashes result in the loss of more years of life than any other source of injury. In 2010, road deaths and injuries equated to roughly one person being killed every 23 hours and one person being admitted to hospital every 69 minutes.

These tragedies are avoidable, and road policing activities, along with many other agencies' and community activities, contribute to the *Safer Journeys* goal of a safe road system increasingly free of death and serious injury.

Figure 1 Road crash casualties, population and vehicle fleet compared with 1990



5 RPP developments

5.1 Planning and investing for outcomes

A planning and investing for outcomes approach for the RPP mirrors the approach used to assess the rest of the National Land Transport Programme

The new outcome investment model being piloted for the 2011/12 RPP is helping to ensure road policing activities make an optimal contribution to desired road safety outcomes. It is a result of the review of the road policing activity class and will be more fully implemented in the 2012/15 RPP.

The new model fits with the NZTA's broader vision of streamlining its investment processes and moving to an outcome investment approach for all NLTP activity classes.

The NZTA has outlined in its Road Policing Investment Framework the investment expectations, desired outcomes and intermediate outcomes to which road policing activities must contribute as well as the assessment criteria the NZTA would apply. This has provided the Police with clear investment signals regarding the outcomes the sector are seeking to achieve and enabled the Police to prepare their Road Policing Investment Proposal. This 2011/12 RPP variation is the NZTA's investment recommendation for the road policing activities the Police will deliver in order to contribute to improving outcomes.

Developing the RPP in this manner has provided a more strategic and systematic way of aligning road policing investment with *Safer Journeys*, and directed road policing activities to highest risk. These changes are being piloted for the 2011/12 RPP, with full implementation planned for the 2012/15 investment period.

Key aspects of the NZTA's overall investment approach are the focus on planning and investing for outcomes. Specifically this approach:

- demonstrates clear cause-and-effect linkages from investment to outcome
- shows the incremental cost per improvement of an outcome
- has transparent assumptions
- ensures drill-down capability for insight, learning and improvement
- grows a face-to-face investment relationship based on trust.

When applied to the RPP, the key components include:

- developing the Road Safety Intelligence Centre (RSIC) to support a collective approach to data, evidence and analysis to enable a shared identification of road policing issues and solutions
- identifying clear road safety outcomes to which NZ Police contribute, and the associated road policing activities that achieve value for money
- providing the Police with greater operational flexibility and enabling road policing activities to be better targeted towards road safety risk
- ensuring accountability is maintained by the Police owning and accounting for the delivery of operational solutions
- basing road policing interventions on evidence at both strategic and tactical levels, both nationally and locally.

6 Police delivery arrangements

Road policing is about increasing the perception of apprehension

Road policing is about achieving safe and efficient traffic on the New Zealand roading network. Limited resources are maximised to produce widespread behaviour change and driver compliance with the road environment. This is based on the notion that road user compliance for high-risk offending and potential offending drivers depends on their perceptions of the likelihood of apprehension.

To maximise perceptions of apprehension, and therefore compliance, road-policing resources are deployed to be as visible as possible, to engage with large volumes of the driving population so as to increase awareness, and to be unpredictable in order to create uncertainty about where the Police are. An example of where the Police use the general deterrence approach is the booze bus operations, where large numbers of motorists are breath tested, despite only a small number of them being processed for excess breath alcohol.

6.1 Risk targeted road policing

Intelligence is critical to targeting the delivery of road policing activities

The Police recognise, in order to improve road safety outcomes within existing funding levels, there is a need to act smarter, utilise technology, increase the identification of risk, demonstrate value for money and effectively deploy resources. Intelligence is a key part of this equation.

Intelligence shapes our understanding of the road policing environment: it supports critical decisions and informs the proper exercise of discretion. Good intelligence saves lives on roads, reduces crime and promotes public safety. At the heart of Police deployment is the identification of crash risks from historic, current and predictive perspectives.

Risks are identified through a number of mechanisms including the examination of crash data, recorded offending levels, traffic complaints, and details about repeat offenders and repeat offending. Risk-targeted road policing operates through the Police tasking and coordination process which occurs at national, district and area level. Part of this process is the collection, collation, analysis and dissemination of data to produce intelligence which is then used to inform decisions about deployment based on risk. Risk targeting is based on historical data which is supplemented with current intelligence about things such as events and anticipated traffic movements.

Risk-targeted road policing is the fundamental basis of road policing. Using a predictive risk assessment approach to identify at-risk drivers and driving, enables the appropriate action to be taken.

The Police will use this intelligence-led approach to develop an annual thematic calendar of higher risk events and times, which will also influence the planning of the national road safety advertising programme run by the NZTA, to enhance the effectiveness of both.

6.2 Police tasking and coordination

Tasking and co-ordination: recognising local risk enables local Police to respond accordingly

Tasking and coordination is a process developed by the Police that supports intelligence-led policing and the community policing model. It encompasses a whole-of-Police approach to problem solving.

The tasking and coordination process:

- empowers key decision makers to drive operational activity
- allows key decision makers to prioritise delivery
- ensures across-the-board accountability for actions undertaken
- is forward-looking, evidence-based and proactive, with an emphasis on outcomes and solutions
- links participation, partnerships, community priorities and protection in the community policing approach.

Tasking and coordination offers many benefits because it allows the Police to:

- maximise the use and impact of all Police resources
- provide a clear link between deployment decisions and business priorities
- increase the focus on the road and community safety in a way that supports a cooperative, whole-of-government approach
- use a risk-targeted deployment approach that targets defined individual and collective risk
- have more impact on priority community problems through engagement and cooperation with partners.

Tasking and coordination is undertaken at the national, district and area level. This recognises the national focus while factoring in the local risks.

Best practice is transferred through a number of mechanisms, including sharing knowledge at road policing managers' conferences, the use of Sharepoint, and the Police manuals of best practice.

Building consistent quality across Police in developing road safety assessments and district knowledge profiles is a continuing area of focus for 2011/12.

6.3 Road safety action planning

Road safety action planning is a process for local engagement and co-ordination on road safety issues

Road policing staff engage with other road safety partners to work towards common goals. Partnerships exist at a range of different levels. For example, at the national level road policing works with agencies, such as MoT, the NZTA, the Alcohol Advisory Council of NZ (ALAC) and the Accident Compensation Corporation (ACC) to develop road safety programmes, share ideas and work towards joint solutions. At a regional and local level the Police work with other partners, such as local authorities, to design appropriate policing and educational strategies. This local level consultation is integrated through the entire planning, design and development of the road policing product, and is formalised through a number of processes, such as the RSAP process.

Effective RSAP requires a collaborative approach from participating partners to provide focus, commitment and urgency in order to address and mitigate road safety risks, especially in terms of *Safer Journeys* high-priority road safety issues (speed, alcohol and drugs, motorcycling, young drivers, and roads and roadsides) for the local area.

The RPP and RSAP processes are designed to consider local road policing priorities to establish the nature of local risks and operational needs. RSAP groups meet quarterly throughout the year to re-evaluate road-safety problems due to the changing nature of road safety risks, and to review the appropriateness of existing services. These reviews are informed by using local road safety information drawn from a variety of sources, particularly that collected by Police intelligence analysts.

Developing a shared intelligence product in 2011/12 as part of the Road Safety Intelligence Centre (RSIC), which is contributed to by all participating agencies, is seen as a way forward to improve the evidence base upon which decisions about road safety actions are made.

7 Performance monitoring and reporting

7.1 Performance monitoring

The NZTA monitors and reports on the delivery of road policing activities and the achievement of road safety outcomes

The performance monitoring framework for the RPP is documented in the performance agreement between the Minister of Transport, the Minister of Police, and the Commissioner of Police. The Police monitor the delivery of road policing activities and report on progress quarterly to the transport sector.

In this context, the NZTA undertakes quarterly performance reviews with the Police, the purpose of which is to give both parties 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 be changed.

Reporting structured on *Safer Journeys* priority areas

The Police quarterly road policing reports set out Police contributions by *Safer Journeys* areas of concern.

Each quarterly report addresses:

- risk-targeting approach and tools
- progress against Police activity performance measures and quarterly reporting requirements as set out in the RPP
- the status of new initiatives, plus any remaining initiatives not yet complete from previous fiscal years
- delivery and expenditure.

7.2 Police accountability

In addition to existing external reporting described above, the Police have internal systems and processes to monitor Police delivery of RPP activities which are included in the Police National Business Plan (NBP). In order to implement the NBP each Police district, as well as relevant work groups within Police National Headquarters, produces a business delivery plan. These plans are produced annually in time for the beginning of each new financial year.

Quarterly reports against business plan delivery are submitted to the Police Business Planning Group. In addition, the Police Performance Group (assisted by the Police Finance Group) produces a monthly management report for the Police Executive Committee against RPP performance measures; and every six months a Police Deputy Commissioner accompanies the Police Performance Group on district visits to monitor performance against deliverables in each district business plan.

8 2011/12 RPP investment

8.1 Overall 2011/12 investment

Road policing investment for 2011/12 totals \$297 million

Investment for the 2011/12 RPP aligns with Budget 2011: Vote Police output class 7, because, although the programme is funded by the NLTF, it comprises output class 7 of Vote Police. The amount of \$1 million of new initiatives for the 2011/12 RPP has been funded as set out below.

Table 1 2011/12 RPP investment

2011/12 RPP	
Budget 2011: Vote Police output class 7	\$295.945m
New investment	
Police mobility technology expansion	\$1.000m
Total investment for 2011/12 RPP variation	\$296.945m
Other revenue Revenue, offsetting other costs, which is applicable to Police activities in this programme for the 2009/10 year, and is to be received by the Commissioner from sources other than the National Land Transport Fund, is estimated to total \$2.510 million.	

The investment is for the following purposes:

- \$296.945 million for operating costs, which is the Budget 2011 level of NLTF investment for Vote Police output class 7
- \$1 million new investment to purchase and support approximately 220 hand-held Police mobility devices and accessories to expand their use by Police staff delivering road policing activities – which is part of the Police’s mobility programme.

In addition, the Police and NZTA will be developing a joint business case for a safety camera package to be implemented in the 2011/12 financial year. Further investment will be dependent on the business case.

8.1.1 Expanding the use of hand-held Police mobility devices for road policing enforcement

The use of Police mobility devices results in a range of efficiencies

The \$1 million to purchase more hand-held Police mobility devices will enable the Police to build on the successes of testing these devices and to achieve further gains by expanding the use of Police mobility devices across staff working in road policing service delivery.

The gains are likely to be:

- further reductions in delays in processing notices
- increased numbers of notices with no serious flaws
- the Police will be able to remain on active patrol for longer periods
- increased ability to carry out high-volume roadside driver licence checks using barcode scanning capability
- access to radio checks and the speed at which these can be managed, which offers considerable savings.

8.2 Investment for road policing activities

The RPP activities and level of investment are aligned with *Safer Journeys*

Police activities are aligned with *Safer Journeys*, and address the strategy's areas of high and medium concern. The allocations for Police activities provided in table 2 are guides only, given that through the RPP process investment is being made in activities to achieve intermediate outcomes such as reducing speeds and drink-driving, and final outcomes which are reductions in deaths and injuries and the associated social cost. To achieve these outcomes may require adjustments in levels of activity during the year.

Road policing investment funds all police costs for road policing; such as on-road and support personnel costs, equipment maintenance including its calibration, 'booze buses', the Police Infringement Bureau which includes the Traffic Camera Office, road policing management and strategic capability, depreciation which funds capital items such as Police vehicles and other equipment, and a proportional contribution for Police buildings and corporate overheads including IT and radio network costs. In other words, built into the investment are both the direct and indirect costs of road policing.

See section 9 for the work programme, including performance measures, for the following activities.

Table 2 Summary of the 2011/12 RPP investment by road policing activity

Road policing activity	2011/12 investment in Police	2011/12 Police FTEs
Investment	\$296.9m	2045-2152²
Indicative investment allocations		
High-risk drivers	\$31m	225-235
Young drivers	\$42m	290-305
Motorcycling	\$15m	100-110
Alcohol/drug-impaired driving	\$67m	470-485
Speed	\$51m	355-370
Restraints	\$7m	46-52
Heavy vehicles	\$19m	125-130
Roads and roadsides	\$7m	42-48
Crash attendance and reporting	\$36.9m	260-270
Light vehicles	\$5m	33-36
Walking and cycling	\$7m	42-48
Fatigue and distraction	\$5m	33-36
Older road users	\$4m	24-27

9 Work programme – activities and performance measures

9.1 Police activities and performance measures

2011/12 road policing work programme

The following pages 15 to 20 contain the Police work programme and list:

- *Safer Journeys* areas of concern
- NZTA expectations and investment direction
- the desired road safety outcomes to be achieved/contributed to
- what the Police will do
- how the Police will measure what they do
- estimated levels of demand
- indicative funding investment and Police FTE allocations by activity.

² This is an indicative estimate of the level of effort being applied to each activity and includes support services ranging from strategic capability to communication centre operations.

9.1.1 2011/12 Road policing work programme – activities and performance measures

Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ³	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ⁴
Areas of high strategic fit						
1 High-risk drivers	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to reduce the number of high-risk drivers and their impact on other road users Target high-risk driver activities and interventions to localities, communities, routes and times of greatest risk Work with the wider justice sector to coordinate interventions and reduce the risk and prevalence of high-risk drivers through behavioural treatment programmes and other preventative interventions 	<ul style="list-style-type: none"> Reduction in the number of disqualified, unlicensed, fleeing or racing drivers in fatal/serious crashes Reduction in the number of disqualified drivers involved in fatal/serious crashes Decreased percentage of drivers detected driving while disqualified Decreased percentage of drivers detected driving while disqualified (3+ times) Reduction in the number of disqualified and unlicensed drivers involved in fatal/serious crashes Reduction in the number of fatal/serious crashes with high-risk driver at fault Increased percentage of local authorities and NZTA and ACC regions surveyed which are satisfied with Police activities targeting high-risk drivers 	<p>Reduce opportunities to offend by preventing disqualified driving</p> <p>This includes:</p> <ul style="list-style-type: none"> Profile the highest road safety risks across Police and feed information into monthly tactical assessments Raise awareness of GDLS rules among Māori Tailor agency road safety messages to Māori audiences and in Te Reo Māori Assist iwi to incorporate evidence-based road safety interventions into iwi-led crime and crash prevention plans Use the full range of legislative interventions to block opportunities for high-risk drivers to use the roads Prepare high-quality prosecution files Implement collaborative localised, intelligence-led initiatives, with high-risk drivers 	<ul style="list-style-type: none"> Each Police district completes an annual road safety assessment which includes intelligence information on disqualified drivers Police districts feature road safety risks in monthly district tactical assessments Number of suspended, suspension-extended, disqualified and unlicensed⁵ drivers detected Number and percentage of drink/drugged driving TONs to 3+ offenders Number of ICPPs that incorporate Māori-specific crash intelligence and actions 	<ul style="list-style-type: none"> 23,500–34,000 disqualified, unlicensed², licence-suspended or licence-revoked drivers detected 20,000–25,000 demerit suspension notices served by the Police 14,000–20,000 28-day roadside licence suspension notices served 22,000–26,000 high-risk driver TON prosecutions 16,000–20,000 dangerous and careless driver TON prosecutions 	<p>\$31m indicative investment</p> <p>225–235 indicative FTEs</p>
2 Young drivers	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to reduce the number and extent of young drivers operating outside road safety laws and rules Target young driver road policing activities and interventions to localities, communities, routes and times of greatest risk Improve the driving competence and understanding of young drivers through appropriate education programmes Work with relevant local, regional or national partners to coordinate interventions 	<ul style="list-style-type: none"> Reduction in the number of young drivers killed, per 100,000 15–24 year olds Reduction in number per 100,000 of 15–24 year olds injured and hospitalised longer than one day Increased percentage of youth surveyed who believe they will be stopped for non-alcohol/speed offences Reduction in the number of drivers on GDL at fault in fatal/serious crashes Reduction of young drivers (15–24 yrs) per 100,000 killed with excess alcohol Reduction in the number of fatal and serious crashes involving 15–19 year old drivers 	<p>Reduce offending by young drivers by enforcing GDL provisions.</p> <p>This includes:</p> <ul style="list-style-type: none"> Focus on vehicles driven to/from schools without 'L' plates Pay attention to popular vehicles likely to be involved in crashes at peak alcohol crash times Increase the use of dedicated driver licence checkpoints Educate students, parents and schools about GDLS conditions and 'hand-me-down' vehicles Expand capability for high-volume licence checks using handheld Police mobility devices 	<ul style="list-style-type: none"> Proportion of GDLS breach-related IONs issued to young drivers, vs all drivers Percentage of PEO sessions delivered in secondary schools Percentage of secondary schools in receipt of SRSE sessions Number and percentage (vs all drivers) of IONs issued to under-20 yr olds Number and percentage of alcohol and drug driving offences detected involving young drivers Number of secondary school SRSE sessions delivered in Māori-medium schools 	<ul style="list-style-type: none"> 110,000–140,000 GDL breaches 12,000–14,000 excess breath alcohol offences 2000–2500 excess blood alcohol offences SRSE sessions delivered at 230 secondary schools (6650 sessions) 	<p>\$42m indicative investment</p> <p>290–305 indicative FTEs</p>

³ The outcome measures highlighted in red are the outcome measures used across the road safety sector to assess progress against the *Safer Journeys* objectives. These outcome measures have been included for consistency and in some cases may not be relevant to road policing activities.

⁴ Includes both direct and indirect road policing costs

⁵ 'Unlicensed' includes drivers who are unlicensed, or have an expired, revoked or wrong class of licence

Glossary of abbreviations used in table

ANPR	automatic number plate recognition	CoF/WoF	certificate/warrant of fitness	GDL	graduated driver licence	MBT	mobile breath test	SRSE	school road safety education
ATSB	Australian Transport Safety Bureau	CVIR	commercial vehicle inspection report	GDLS	graduated driver licensing scheme	P1	priority one	STST	school traffic safety team
BAC	blood alcohol concentration	CVIU	commercial vehicle investigation unit	HMV	heavy motor vehicle	PEO	Police education officer	T&C	tasking and coordination
CBT	compulsory breath test	EBT	evidential breath test	ICPP	iwi-led crime and crash prevention plan	PIB	Police Infringement Bureau	TCR	Traffic Crash Report
CIT	compulsory impairment test (drug)	FTE	full time equivalent staff	ION	infringement offence notice	RUC	road user charges	TON	traffic offence notice

Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ⁶	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ⁷
3 Motorcycling	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to improve the safety of motorcycling Target motorcycling safety interventions on: <ul style="list-style-type: none"> driving behaviour which is dangerous to motorcyclists unlawful and unsafe riding behaviour Work with partner agencies where applicable to coordinate interventions, with particular emphasis on supporting motorcycling black route pilots 	<ul style="list-style-type: none"> Reduction in ACC entitlement claims on the Motor Vehicle Account from motorcyclists Reduction in number of motorcycle and moped riders killed per 100,000 population Decreased percentage of motorcycles in crashes without a current WoF Reduction in number of motorcycle and moped riders injured and hospitalised longer than one day 	<p>Reduce motorcycle offending by targeting unlawful motorcycling behaviour</p> <p>This includes:</p> <ul style="list-style-type: none"> Pay attention to motorcycle riders during peak riding times/on high-volume roads Increase enforcement of centreline crossing Use motorcycle checkpoints to carry out licence checks, GDLS compliance and pay attention to high-risk age groups 	<ul style="list-style-type: none"> Number of IONs issued to motorcycle riders and as a proportion of all IONs Sample of risk-based targeting initiatives Number of IONs issued for centreline crossing 	<ul style="list-style-type: none"> 15,000–18,000 officer-issued motorcycle IONs 1200–1750 motorcycle GDL breaches detected 900–1200 helmet offences detected 	<p>\$15m indicative investment</p> <p>100–110 indicative FTEs</p>
4 Alcohol/drug impaired driving	<ul style="list-style-type: none"> Undertake risk-based alcohol and drug detection, deterrence and prevention activities to achieve general alcohol/drug deterrence focusing on: <ul style="list-style-type: none"> rural areas drug-impaired drivers recidivist alcohol drivers Target alcohol and drug road policing activities and interventions to localities, communities, routes and times of greatest risk Work with relevant local, regional or national partners to coordinate interventions <p>[Consider increased use of authorised warranted officers]</p>	<ul style="list-style-type: none"> Reduction of fatalities or serious injuries in crashes with alcohol/drugs, per 100,000 population Reduction of drivers killed with excess alcohol Increased percentage of people surveyed that think there is a high probability of being tested for drugs [New survey] Increased percentage of rural people surveyed who think there is a high probability of being stopped at a CBT checkpoint Increased percentage of local authorities and NZTA and ACC regions surveyed which are satisfied with Police general deterrence of alcohol and drug impaired driving 	<p>Deter alcohol and drug driving by delivering alcohol and drug impairment tests</p> <p>This includes:</p> <ul style="list-style-type: none"> Breath alcohol testing (2.7 million) Compulsory (drug) impairment testing (CIT) (500) Apply for revocation of licences on medical grounds Deploy ANPR-equipped vehicles at checkpoints Use Police mobility devices to screen high volumes of licences during drug and alcohol stops Support alcohol inter-lock scheme and enforce new drink-drive limits Use the full range of legislative sanction against alcohol and drug-impaired drivers Prepare high-quality prosecution files Collect data on 0.05 to 0.08 BAC drivers Monitor drug-testing developments Explore the mix of constabulary staff and authorised officers on compulsory checkpoints Detect and sanction more repeat offenders by using Police mobility devices to screen high volumes of licences 	<ul style="list-style-type: none"> Each Police district's road safety action plan is fed through local T&C processes Number of compulsory and mobile breath tests administered, by month Number of CITs administered, and as proportion of all alcohol and drug tests Number of offences for alcohol and drug-impaired driving 	<ul style="list-style-type: none"> 2 million CBT and 700,000 MBT tests 500 compulsory impairment tests 32,000–36,000 alcohol and drug-impaired driving offences detected 	<p>\$67m indicative investment</p> <p>470-485 indicative FTEs</p>

⁶ The outcome measures highlighted in red are the outcome measures used across the road safety sector to assess progress against the *Safer Journeys* objectives. These outcome measures have been included for consistency and in some cases may not be relevant to road policing activities.

⁷ Includes both direct and indirect road policing costs

Glossary of abbreviations used in table

ANPR	automatic number plate recognition	CoF/WoF	certificate/warrant of fitness	GDL	graduated driver licence	MBT	mobile breath test	SRSE	school road safety education
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BAC	blood alcohol concentration	CVIU	commercial vehicle investigation unit	HMV	heavy motor vehicle	PEO	Police education officer	T&C	tasking and coordination
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Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ⁸	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ⁹
5 Speed	<ul style="list-style-type: none"> Undertake risk-based detection and deterrence activities to encourage road users to travel at appropriate speeds Target speed related activities towards: <ul style="list-style-type: none"> detection and deterrence of speeds 1–15 km/h above posted speed limits detection and deterrence of motorcycles, heavy vehicles and towing vehicles exceeding posted speed limits road segments that are least able to tolerate excess speeds (guided where relevant by the state highway classification system and other road risk guides such as the High-Risk Rural Roads guide and KiwiRAP) Inform road controlling authorities where posted speed limits are inappropriate for the road segment Work with relevant local, regional or national partners to coordinate interventions <p>[Consider increased use of fixed safety cameras]</p>	<ul style="list-style-type: none"> Decreased percentage of vehicles exceeding 100 km/h and 50 km/h limits Decreased percentage of motorcycles, heavy vehicles and towing vehicles exceeding 100, 90 and 50km/h limits Increased percentage of people surveyed who disagree that the probability of being detected speeding is small Reduction in number of fatal/serious speed-related crashes Reductions of mean rural speed and mean urban speed Increased percentage of local authorities and NZTA and ACC regions surveyed which are satisfied with Police detection and deterrence of inappropriate speeds on high-risk roads 	<p>Reduce inappropriate speeds by targeting enforcement to high-risk sites</p> <p>This includes:</p> <ul style="list-style-type: none"> Work with local authorities and the NZTA to identify high risk speed locations in all districts Continue automated and manual speed detection Increase enforcement of centreline crossing Reduce the error rate of infringement notices sent to PIB Minimise photo rejection rates Continue testing to enable the Police to safely use photos with other vehicles travelling in the same direction Explore feasibility of safety camera operators verifying photos in situ Explore feasibility of electronic file transfer between safety cameras and PIB Standardise messages during roadside stops Enhance road safety messages in safety camera notice pamphlets Expand use of handheld Police mobility devices at the roadside 	<ul style="list-style-type: none"> Each Police district annual road safety assessment demonstrates deployment to high risk roads Percentage of vehicles past speed cameras complying with posted limits Percentage of IONs issued for speeds 5–10 km/h over the limit, compared with IONs issued for speeds >10 km/h over the limit Number of vehicles detected speeding by mobile and fixed cameras, and by officer operated speed detection devices Percentage of officer-issued speeding infringements issued 11–15 km/h over the speed limit 	<ul style="list-style-type: none"> 20,000–22,000 fixed safety camera deployment hours 78,000–82,000 mobile safety camera deployment hours 420,000–520,000 safety camera notices 270,000–320,000 officer-issued notices 500–1000 speed TONs 40% of officer-issued speeding notices issued 11–15 km/h over the speed limits 	<p>\$51m indicative investment</p> <p>355–370 indicative FTEs</p>
Areas of medium strategic fit						
6 Restraints	<ul style="list-style-type: none"> Improve driver and passenger restraint use in localities, communities, routes and times of greatest risk (guided by NZTA's Communities at Risk Register, and other risk tools) 	<ul style="list-style-type: none"> Reduction of percentage of vehicle occupant deaths where restraints have not been worn (three-year measure) Increased percentage of children (5–10 years) in booster seats [new biennial survey] No reduction in percentage of children (0–14 years) appropriately restrained No reduction in percentage of vehicle occupants wearing safety belts in the front/rear/child seat as measured by an annual MoT survey 	<p>Improve restraint use by targeting communities where usage is low</p> <p>This includes:</p> <ul style="list-style-type: none"> Collaborate with NGOs and community groups to check and fit restraints correctly Focus on restraint compliance in Gisborne, Northland, Auckland, and Southland Check restraints as part of every traffic stop 	<ul style="list-style-type: none"> Each Police district combines activities with Plunket, ACC and road safety partners promoting restraint use Number of restraint offences issued 	<ul style="list-style-type: none"> 60,000–70,000 driver or occupant restraint offences detected 6000–9000 restraint offences detected, children <5 years 2500–3000 restraint offences detected, children 5–14 years 	<p>\$7m indicative investment</p> <p>46–52 indicative FTEs</p>

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Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ¹⁰	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ¹¹
7 Heavy vehicle fleet	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to improve heavy vehicle safety and general compliance when travelling on the road network Guided by the NZTA's Operator Rating System target RUC licence checks, heavy mass vehicle permits and commercial operator checks at appropriate fuel, heavy vehicle and vehicle stops Work with the NZTA to ensure activities and programmes are targeted to risk, are jointly implemented where applicable, and maximise the efficient operation of freight 	<ul style="list-style-type: none"> Reduction of fatal/serious heavy vehicle (HMV) crashes where driver is at fault, per 100 million heavy vehicle kilometres travelled Reduction of all fatal and serious crashes involving HMs Decreased percentage of vehicles surveyed with RUC compliance offences Decreased percentage of vehicles surveyed with commercial operator offences Decreased percentage of heavy vehicles exceeding 90 and 50km/h speed limits 	<p>Reduce HMV crash risk by stopping and inspecting commercial vehicles</p> <p>This includes:</p> <ul style="list-style-type: none"> Pay attention to HMs on open road at off-peak time (CVIU inspections, licence, RUC checks, breath and impairment test and logbook checks, etc) Pay attention to high-risk transport service licence operators Field test the capability of safety cameras to differentiate light and heavy vehicles and implement dual thresholds if field testing is successful Lower the practical speed 'tolerance' threshold for HMs to 95km/h Increase enforcement of centreline crossing Infrastructure protection, vehicle safety, and revenue protection CVIU staff complete CVIRs Explore the possibility of applying safety camera technology to automatic detection of centre line crossing Find alternative means of targeting high-risk drivers who exceed work-time and logbook hours 	<ul style="list-style-type: none"> Number of breath tests and CITs by CVIU staff, and as a proportion of all breath tests and CITs administered Number and percentage of all commercial vehicles stopped by CVIU staff and inspection reports completed Percentage of reports for all HMV roadside inspections (levels 3,5 and 6) entered into the NZTA Road Inspection database within 20 working days Percentage of offences per HMV stop by CVIU staff Number and percentage of HMV speeding notices in the 6 to 20km/h excess range Number of HMV out-of-service orders and offload demands Percentage of HMs in breach of RUC rules Number of IONs issued for centreline crossing Number of combined Police/NZTA operations Percentage of crash reports submitted to NZTA within 24 hours of CVIU attendance at HMV crashes 	<ul style="list-style-type: none"> 90,000-120,000 commercial vehicles stopped by CVIU staff 90,000-115,000 commercial vehicles inspected by CVIU staff 30,000-35,000 total HMV vehicle IONs detected by all staff 10,000-12,000 RUC offences detected by all staff 8000-10,000 HMV speed offences detected by all staff 2000-2400 CoF offences detected by all staff 	<p>\$19m indicative investment</p> <p>125-130 indicative FTEs</p>
8 Roads and roadsides	<ul style="list-style-type: none"> Efficiently manage road traffic as appropriate during incidents, emergencies, disasters and other situations that require Police road management Provide information on unsafe roads and roadsides to local road safety action planning groups and other fora to influence overall road safety decisions Engage and collaborate with participating partners to address and mitigate road safety risks through road safety action planning 	<ul style="list-style-type: none"> Reduction of fatal or serious injury crashes on high risk KiwiRAP state highway routes Increase in reports of unsafe roads Reduction in fatal or serious injury <ul style="list-style-type: none"> head-on crashes run-off road crashes intersection crashes pedestrian/cyclist crashes Increased percentage of local authorities, and NZTA and ACC regions responding to an annual survey, who are satisfied with Police contribution to the RSAP process 	<p>Inform RSAP groups by reporting unsafe roads and roadsides</p> <p>This includes:</p> <ul style="list-style-type: none"> Provide speed management through deployment of safety cameras and/or marked patrol cars to major arterial routes in proximity to link roads with low star ratings Enforce temporary speed limits at road work sites Enforce existing and new speed limits on high risk routes Use road safety action planning process to help influence other road and roadside safety improvement 	<ul style="list-style-type: none"> Number of speeding infringements issued for temporary speed limit offences 	<ul style="list-style-type: none"> 5000-8000 temporary speed limit IONs 	<p>\$7m indicative investment</p> <p>42-48 indicative FTEs</p>

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Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ¹²	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ¹³
9 Crash attendance and reporting	<ul style="list-style-type: none"> Attend and report all fatal road crashes Attend and report on 80% of serious injury road crashes Attend and report on 80% of large bus and truck crashes Accurately complete and send traffic crash reports Efficiently manage road traffic as appropriate during incidents to reduce congestion 	<ul style="list-style-type: none"> Increased percentage of fatal and serious injury crashes attended by the Police Increased percentage of road controlling authorities, and NZTA and ACC regions, responding to an annual survey, who are satisfied with Police crash attendance and reporting Increased percentage of ambulance and fire service districts surveyed who are satisfied with Police methods and cooperation at serious crash sites 	<p>Respond rapidly to incidents and emergencies notified to Police</p> <p>This includes:</p> <ul style="list-style-type: none"> General police patrolling targeted to risk Attend and report all fatal road crashes Attend and report on 80% of serious injury road crashes Attend and report on 80% of large bus and truck crashes Accurately complete and send traffic crash reports Efficiently manage road traffic as appropriate during incidents to reduce congestion 	<ul style="list-style-type: none"> 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 Urban and rural median response times to emergency events Complaints upheld relating to emergency/disaster attendance 	<ul style="list-style-type: none"> 95,000–105,000 traffic incidents, blockages and breakdowns attended 30,000–40,000 P1 traffic events 250–350 large bus and truck crashes 300–350 fatal, 1800–2200 serious, 8000–9600 minor injury crashes 26,000–28,000 non-injury crashes attended Fewer than five complaints upheld relating to emergency/disaster attendance 	<p>\$36.9m indicative investment</p> <p>260-270 indicative FTEs</p>
Areas of low strategic fit						
10 Light vehicle fleet	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to improve the safety and compliance of the light vehicle fleet on the roading network Target unwarranted, unsafe and smoky vehicles Work with relevant local, regional or national partners to coordinate interventions Manage road safety risks to Police personnel 	<ul style="list-style-type: none"> Increased percentage of new vehicles with five star safety rating Reduction of percentage of vehicles in fatal/serious crashes without a current WoF Decreased percentage of vehicles on the road without a current WoF/CoF 	<p>Remove sub-standard vehicles by taking action on WoF offences</p> <p>This includes:</p> <ul style="list-style-type: none"> Use WoF/CoF check to target high-risk drivers and cross-crime offenders Use out-of-service orders to write off unsafe vehicles from the road Optimise the safety ratings of the Police fleet Participate in district fleet prioritisation and management Meet regularly with partner agencies to progress any intervention with a particular company Provide speedometer testing (and training) for the Police fleet Carry out WoF and illegal modification checks as part of total attention to vehicles Give first offenders a window of opportunity to rectify vehicle faults; if they comply, infringements will be waived Enforce RUC compliance among drivers of light diesels 	<ul style="list-style-type: none"> Percentage of light vehicle fleet detected breaching WoF/CoF Safety rating of the Police fleet Number of IONs for WoF and CoF breaches Percentage of out-of-service orders compared to all WoF/CoF IONs Percentage of light diesel vehicles in breach of RUC rules 	<ul style="list-style-type: none"> 120,000–130,000 WoF/CoF offences issued 20,000–25,000 out-of-service orders issued 	<p>\$5m indicative investment</p> <p>33-36 indicative FTEs</p>

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Safer Journeys areas of concern	NZTA expectations and investment direction	Desired road safety outcomes to be achieved/contributed to (reported by NZTA) ¹⁴	What the Police will do	How the Police will measure what they do	Estimated levels of demand	Resources ¹⁵
11 Walking and cycling	<ul style="list-style-type: none"> Undertake risk based detection, deterrence and prevention activities to improve pedestrian/cyclist safety Target: <ul style="list-style-type: none"> driving behaviour which is dangerous to pedestrians and cyclists encourage safe pedestrian and cycling behaviours high-risk local roads Target pedestrian and cyclist safety interventions to localities, communities, routes and times of greatest risk Increase road safety awareness among school-aged children by tailoring school education programmes to address identified school road safety risks Work with Local Government and schools to coordinate interventions 	<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 Reduction in number of fatal and serious injuries to school aged (5-17) cyclists and pedestrians Increased percentage of cyclists wearing helmets Increased percentage of local authorities surveyed which are satisfied with Police community engagements on safer walking and cycling 	<p>Keep pedestrians and cyclists safe by training and enforcement at schools</p> <p>This includes:</p> <ul style="list-style-type: none"> Attend school road patrols and other high density pedestrian zones Enforce low speed zones around schools Enforce cycle helmet wearing in worst affected regions Work with educational institutions, community groups (eg scouts, churches) and older peoples lobby groups to teach safe walking and cycling behaviour Use non-traditional enforcement techniques (such as cycle patrols) to model and encourage safe road use among cyclists and pedestrians 	<ul style="list-style-type: none"> Each Police district annual road safety assessment includes community engagements 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 non-wearing 	<ul style="list-style-type: none"> 8000-13,000 cycle helmet offences detected SRSE sessions delivered at 1371 primary schools (43,350 sessions) 1020-1100 schools with STST teams received training 9,000-14,000 speed-related officer-issued IONs in school zones 100,000-120,000 safety camera IONs in school zones 	<p>\$7m indicative investment</p> <p>42-48 indicative FTEs</p>
12 Fatigue and distraction	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to reduce the impact of driver fatigue and distraction Target localities, communities, routes and times of greatest risk for driver fatigue and distraction Work with local, regional and national partners to coordinate interventions 	<ul style="list-style-type: none"> Reduction of fatalities and serious injuries in fatigue and/or distraction crashes per 100,000 population Reduction of fatal and serious crashes with contributing fatigue/distraction Reduction of fatal and serious crashes meeting Australian Transport Safety Bureau (ATSB) fatigue criteria 	<p>Discourage fatigued and distracted driving by patrolling high risk times and routes</p> <p>This includes:</p> <ul style="list-style-type: none"> Pay attention to vehicles travelling on open road at high-fatigue times Detect and sanction distracted drivers on open roads Patrol high-volume commuter intersections for distracted road users 	<ul style="list-style-type: none"> Number of mobile phone offences Number of HMV work-time and logbook offences 	<ul style="list-style-type: none"> 5000-8000 mobile phone offences detected 2000-4000 HMV work-time/logbook offences 	<p>\$5m indicative investment</p> <p>33-36 indicative FTEs</p>
13 Older road users	<ul style="list-style-type: none"> Undertake risk-based detection, deterrence and prevention activities to increase the safety of older road users Target: <ul style="list-style-type: none"> driving behaviour which endangers older road users increasing safety for mobility devices/vehicles localities, communities, routes and times of greatest risk for older drivers/road users. Protect and serve older road users Work with local, regional and national partners to coordinate interventions 	<ul style="list-style-type: none"> Reduction in number of road users aged 75 years and over killed in road crashes per 100,000 Increased percentage of local authorities surveyed which are satisfied with Police community engagements on older road user safety 	<p>Protect older road users by engaging with communities.</p> <p>This includes:</p> <ul style="list-style-type: none"> Engage with older people's groups in each Police area using 'Staying safe: a refresher course for senior road users' Work with key stakeholder to ensure the safety of older New Zealanders is considered in road safety action planning processes Apply for revocations of licences on medical grounds 	<ul style="list-style-type: none"> Each Police district engages with older people's groups Number of IONs and TONs issued to people 75 years and over 	<ul style="list-style-type: none"> Engage with a minimum of 100 older people's groups on road safety 30-60 alcohol or drug-impaired drivers 75 years and over 2000-3000 officer-issued speed offences for drivers 75 years and over 1200-1700 dangerous/careless driving offences for drivers 75 years and over 	<p>\$4m indicative investment</p> <p>24-27 indicative FTEs</p>

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