



Entered by Board Secretary

AGENDA ITEM 19.2 BOARD PAPER	
To:	The Auckland Transport Board
From:	Teresa Burnett, General Manager, Transport Safety
Reviewed:	Simon Buxton, Director Customer Network & Performance Dean Kimpton, Chief Executive
Date:	17 June 2025
Title:	Road Policing: Performance and Partnerships

Aronga / Purpose

- To seek support for the safety risks and needs of Auckland and New Zealand's urban centres to be represented in future Road Policing Investment Programme (RPIP) 2024 - 2027 conversations.

Tuku mana / Delegation

- N/A.

Ngā tūhonga / Recommendations

That the Auckland Transport Board (board):

- Note that current road policing performance under the Road Policing Investment Programme 2024 - 2027 is very high by international standards and recognises the central roles the New Zealand Transport Agency Waka Kotahi and New Zealand Police have played in this achievement.
- Support a focus on outcomes with a data and evidence-based approach in future Road Policing Investment Programme conversations, including representation of the safety risks and needs of Auckland and New Zealand's urban centres.

- Support an open roads target being agreed by New Zealand Transport Agency Waka Kotahi and New Zealand Police that aligns with speeding risk in Auckland and New Zealand's urban centres.

Te whakarāpopototanga matua / Executive summary

- Current road policing performance under the RPIP 2024 - 2027 is very high by international standards. This has contributed to delivering safe journeys for Aucklanders and towards Auckland Transport's Statement of Intent (SOI) target to reduce deaths and serious injuries in Auckland. The New Zealand Transport Agency Waka Kotahi (NZTA) and New Zealand Police have both played central roles in this high performance, which warrants positive recognition.
- Five delivery-dependent funding measures are a key feature of the current investment agreement. There are opportunities to improve outcomes through building a strong data-driven, evidence-based foundation for future agreements. For the upcoming financial year, there is an opportunity to adjust how the RPIP incentivises speed enforcement nationally on roads with a posted speed limit of more than 80km/h, and the proportion of the national target allocated to urban areas, which is particularly relevant for Auckland and New Zealand's urban centres.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
May 2025 Transport Safety Committee (committee)	Road policing: Performance and partnership opportunities	The committee requested paper proceed to the board to discuss next steps



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Te horopaki / Background

5. AT SOI includes a target to reduce deaths and serious injuries in Auckland. Partnerships are vital to achieving this outcome for our customers and New Zealand Police and NZTA are close and important partners in achieving shared outcomes.
6. Currently, overall road policing performance by New Zealand Police is very high by international standards. This work is funded by NZTA under the RPIP and delivers strongly on the Government Policing Statement (GPS) and New Zealand’s Road Safety Objectives.
7. At the time of writing, New Zealand Police were on track to meet all five delivery-dependent funding measures. The great performance in road policing under the RPIP 2024 - 2027.
8. The nature of this agreement is a first in many regards, and in addition to successes, there are opportunities to improve outcomes through strengthening the data and evidence used to underpin funding measures. This will ensure that practice and general deterrence road policing can be delivered in Auckland and New Zealand.

Te hononga ki te “Statement of Intent 2024-2027”/ Alignment to Statement of Intent 2024–2027

9. The SOI 2024 - 2027 has a target to reduce road deaths and serious injuries. Road policing is a key part of a Safe System, and safety is a concern to many customers.

Me mōhio koe / What you need to know

High road policing performance under RPIP 2024-27

10. The RPIP is funded from the National Land Transport Fund and provides a \$1.335 billion investment over 2024-27 in road policing. A key difference in the current RPIP compared to previous funding agreements is that payment of \$24

million of funding each year is dependent on the successful delivery of all five speed and impairment activity measures known as ‘delivery dependent funding’, which is assessed and prorated quarterly.

11. These delivery-dependent funding measures provide strong financial incentives for metrics to be delivered, and very high road policing outputs have been seen under this agreement.

Strengthening data-driven, evidence-based an opportunity to deliver further outcomes

12. Looking ahead, there are opportunities to strengthen outcomes using data and evidence. One key piece of data is where risk occurs. This is distinct from where deaths and serious injuries occur, and in Auckland tools such as UrbanKiwiRAP and in New Zealand, tools such as KiwiRAP show collective and personal risk for the road network.
13. To achieve road safety outcomes, it is important to consider opportunity alongside risk. For example, many New Zealand roads with an open road speed limit may be windy, unsealed roads with operating speeds and serious crashes occurring below the posted speed limit. For these roads, speed enforcement alone is not the most effective tool for addressing speed-related crash risk.
14. General deterrence is an evidence-based method of road policing. General deterrence is when people are discouraged (or deterred) from engaging in an unsafe behaviour, such as speeding, not because they have been caught, but because they believe they are likely to be caught, and the consequences are undesirable. This is different from specific deterrence, which is when the experience of being caught influences future behaviour.
15. The principals for general deterrence are correct dosage, unpredictability and network coverage. Any funding measures must support best practice deployment where there is the greatest opportunity for road policing to reduce risk.

In the near term, open road speed notices measure is a key opportunity

16. One of the delivery dependent funding measures nationally is to deliver 301,000 officer issued speed notices on open roads. Open roads are defined as roads



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with a speed limit of 80km/h or more, and 301,000 equates to 70% of the total speed offences measure.

- 17. For context, in New Zealand from 2022 to 2024, 47% of reported deaths and serious injuries in the Crash Analysis System (CAS) occurred on roads with a posted speed limit less than 80km/h. In Auckland for the same period, 75% of reported deaths and serious injuries occurred on these roads. Note that a higher percentage of deaths only occur on open roads in New Zealand, however, the GPS outcome is a reduction in deaths and serious injuries.
- 18. The New Zealand Police had asked NZTA whether the open roads measure for the coming financial year could be adjusted to also include rural roads with a speed limit of 60km/h or more. This is supported as it would benefit some Auckland roads such as rural 60km/h roads in Franklin and Rodney, while acknowledging that this would be insufficient alone to prevent financial disincentives to general deterrence speed enforcement.

Auckland and New Zealand urban centres’ context of open road speed notices measure

- 19. Research on overnight hospitalisation data shows that people walking, cycling and motorcycling are over-nighting in Auckland hospitals at significantly higher rates than reported in CAS. The majority of these serious injuries occur on lower speed roads. This means that while 75% of CAS reported deaths and serious injuries in Auckland occurred on roads less than 80km/h, when overnight hospitalisation data is considered, the percentage of estimated death and serious injuries on roads less than 80km/h would be even higher.
- 20. Safety team staff have been in contact with Wellington and Christchurch city councils who have confirmed that most roads in Wellington and Christchurch have a speed limit of less than 80km/h.
- 21. Under the open road speed notices measure, there is a potential financial disincentive for New Zealand Police to apply best practice and general deterrence speed enforcement in a way that is proportionate to addressing death and serious injury risk, particularly in urban centres.

- 22. Table 1 from the International Transport Forum Road Safety Country Profile New Zealand 2023 report shows that between 2012 and 2022, road deaths in New Zealand increased by 82.8% on urban roads while decreasing on motorways.

Table 1. Change in road deaths in New Zealand by road type, 2012 - 2022

Road type	2012	2020	2021	2022	Change 2012-2022
Urban roads	64	95	104	117	82.8%
Rural roads	237	220	208	253	6.8%
Motorways	7	3	6	5	-28.6%

- 23. In Auckland and other urban centres, high-speed roads include motorways, which have very low personal safety risk. Typically, motorways have median barriers, no driveways and do not allow access to people walking and cycling. This level of infrastructure, alongside regulations which significantly reduce crash risks means the personal risk of these roads is already much lower than other road types in urban centres such as mixed-use urban arterials.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

- 24. This agreement between New Zealand Police and NZTA is funded by NZTA through the National Land Transport Fund.



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Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

- 25. Increase speed enforcement on urban roads can help make people walking and cycling feel safer and be safer, which aligns with the Transport Emissions Reduction Pathway (TERP) and greenhouse gas emission reduction targets.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	Ka Tupu, Ka Wana, the Auckland Transport (AT) Māori Outcomes Plan 24-27 says that in accordance with Kia ora Tāmaki Makaurau AT will reduce the rate of Māori deaths and serious injuries on our roads. While specific consultation on this paper has not been conducted due to time constraints, this is consistent with these goals and perspectives heard in previous engagements.
Elected members	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	Safety is part of several local board plans, and AT has received requests from local boards asking for more speed enforcement. This draft paper has not been specifically consulted on with elected members except for those who are Board directors.
Council Controlled Organisations	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	If requested, the safety team are happy to provide a briefing to any council-controlled organisations or bring this to a workshop of the Transport Resilience and Infrastructure Committee.

Ā muri ake nei / Next steps

- 26. Continue to support a data-driven, evidence-based approach in RPIP conversations, including representing the safety risks and needs of Auckland and New Zealand’s urban centres.
- 27. Support conversations between NZTA and New Zealand Police to agree on an open road speed notice measure for Auckland, urban police districts and nationally for the FY2025/26 that more closely aligns with the opportunity to reduce death and serious injury risk in Auckland and New Zealand.

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
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