

**2008/2009
Road Policing Programme**



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COMMISSIONER'S FOREWORD

It is my pleasure to present this New Zealand Police Road Policing Programme (RPP) 2008/09. As pressure mounts to enhance the safety of all road users, it is important that Police and our road safety partners work closely together to keep achieving reductions in the road toll.



The RRP sets out the Road Policing focus and activities for the year which will support the Government's road safety goals. This year, 2008/09 will see the merging of Transit NZ and Land Transport New Zealand into the NZ Transport Agency which will continue the strong link between Police the road safety community. Road Policing will also support the wider strategic goals of New Zealand Police. Community reassurance, policing with confidence and organisational development will be targeted along with enforcement activity around the 'fatal five' areas of speed, drink/drug driving, restraints, dangerous/careless driving and high risk drivers. We will also continue to support the National Road Safety Committee's objectives by developing and implementing initiatives for 'target areas' and continue to work in partnership with a wide range of road safety practitioners.

Road Policing is a significant contributor to policing in New Zealand and a priority as we all look to the future. For the first time the Road Policing Programme has been produced as an electronic document and is available through Police electronic distribution channels and I recommend it to you.

A handwritten signature in black ink, appearing to read 'Howard Broad', written in a cursive style.

Howard Broad
Commissioner of Police

Part 1: INTRODUCTION

1. Road Safety to 2010 strategy

The Government's *Road Safety to 2010* strategy underpins the New Zealand Transport Strategy (NZTS) in the area of road safety, and its goal is to reduce the number of road deaths per year to fewer than 300, hospitalisations for longer than one day to fewer than 2,200 and hospitalisations for longer than three days to fewer than 1,400 by 2010. Expert analysis of benefits, costs and funding shows that a mix of new and enhanced interventions should achieve the overall level of safety set for 2010. The strategy's goals and targets originated from this analysis, and are achievable with the appropriate mix of engineering, enforcement and education initiatives.

1.1 Strategic themes

The Government's strategy sets out six strategic themes that should be used to guide land transport decision-making.

(i) Integrating safety into the land transport system

A systemic approach to land transport management builds safety in, rather than adds safety on. Therefore safety should be considered in all transport decisions and designed into our infrastructure. Our road network should be designed and our land use planning done in a way that challenges the acceptability of road deaths and serious injuries and accommodates the safety needs of all users - pedestrians, cyclists, public transport users and motorists.

(ii) Devolving safety management

Different regions and communities face different road safety issues. The national *Road Safety to 2010* strategy is being supported by dynamic regional and local strategies that integrate safety into day-to-day transport management and contribute to a safer New Zealand.

Central government is providing strong support and guidance, and local government is assuming greater safety management responsibilities and facilitation of road safety action planning.

(iii) Communicating within partnerships

Continuous improvement depends on continual discussion and coordination between the various road safety interests at all levels. Effective communication within road safety partnerships helps everyone understand their role in achieving road safety goals. For example, road safety action planning including network safety coordination planning will be critical in the drive for further road safety improvement.

(iv) Making best use of resources

Effective road safety management depends on careful research, rigorous analysis and actions based on strong, proven evidence. By researching the risk profiles of different roads, vehicles, communities and road users, the appropriate mix of engineering, enforcement and education for given situations can be established. Analytical tools help make sure the mix is appropriate and targeted where it will have the most impact. Regularly monitoring and evaluating the results allows all parties to make useful adjustments.

(v) Accommodating human error

Road user behaviour contributes to most crashes, but we cannot focus entirely on trying to change people's driving habits - the road itself must also be made safer. Whatever we do to make road users more alert, law abiding and competent, some will still make mistakes. Vehicle design and construction increasingly protect drivers and passengers from crashes and injuries. We are also working on designing and operating a road network that better accommodates human error.

(vi) Improving road user behaviour

We have made much progress in improving road user behaviour. We will continue these efforts through education and by enforcing safety standards and holding irresponsible road users to account. Education shows people how to use the roads safely and tries to persuade them to change unsafe behaviour, while effective enforcement and appropriate penalties help deter people from potentially dangerous behaviour.

1.2 Priorities for action

In line with the strategic themes, the key areas for action involve:

- engineering safer roads
- reducing speed
- combating drink-driving
- dealing with serious offenders
- encouraging the use of safety belts
- improving safety for pedestrians and cyclists
- improving the vehicle fleet
- new and better-targeted education initiatives
- enhancing road safety partner coordination.

1.3 Road safety outcomes

The *Road Safety to 2010* strategy incorporates a robust road safety management framework that links government agency activities (interventions or outputs) to what is being achieved (outcomes). The framework is used to ensure all agencies are working towards the government's goals and targets in a coordinated manner, and that achievement can be measured and evaluated.

The *Road Safety to 2010* strategy management framework is displayed in Figure 1. The overall outcome sought is the reduction in the annual social cost of road deaths and injuries to \$2.15 billion by the end of 2010 as contained in Table 1. Table 1 also contains the outcomes sought which are measured by deaths and hospitalisations.

Table 2 includes the intermediate outcome data. Intermediate outcomes have direct links to the higher level outcomes, i.e. social cost, deaths and hospitalisations, and include speed, drink-driving and seat-belt wearing measures.

Figure 1: Road safety management framework

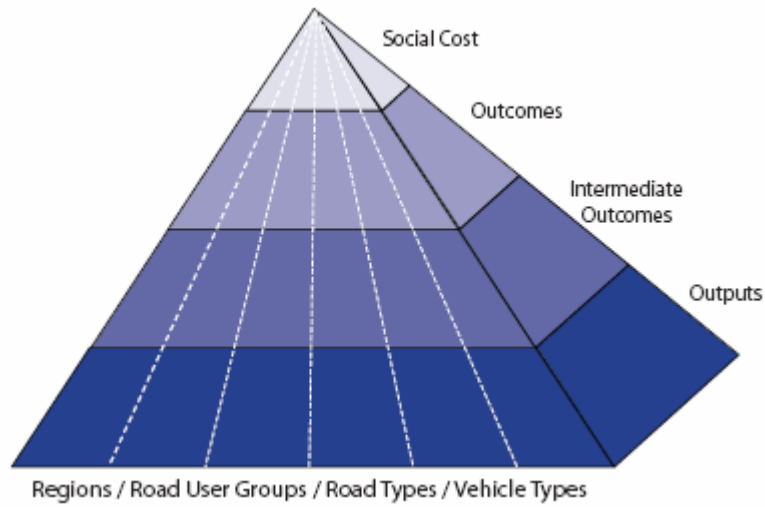
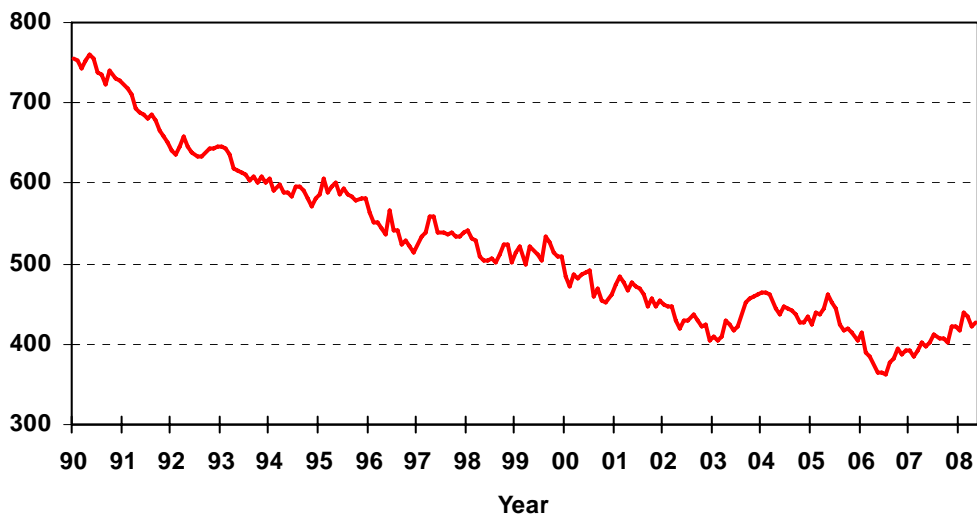


Figure 2: Road fatalities in New Zealand



Each point shows the number of deaths in the preceding 12 months

Figure 2 above provides a rolling 12-month total of road fatalities from 1990 to 2008. The rate of road deaths per 10,000 vehicles has been tracking steadily down towards the strategic goal of fewer than 1.1 deaths per 10,000 vehicles by the end of 2010 (see Table 2).

The *Road Safety to 2010* strategy goals set in 2002 would achieve a level of road safety comparable to that in the safest countries at that time (e.g. Australia, Great Britain, Netherlands, Norway and Sweden).

Figures 3 and 4 provide an international comparison of road deaths per 100,000 head of population and 10,000 vehicles.

Figure 3: International comparison of road deaths per 100,000 population (2005)

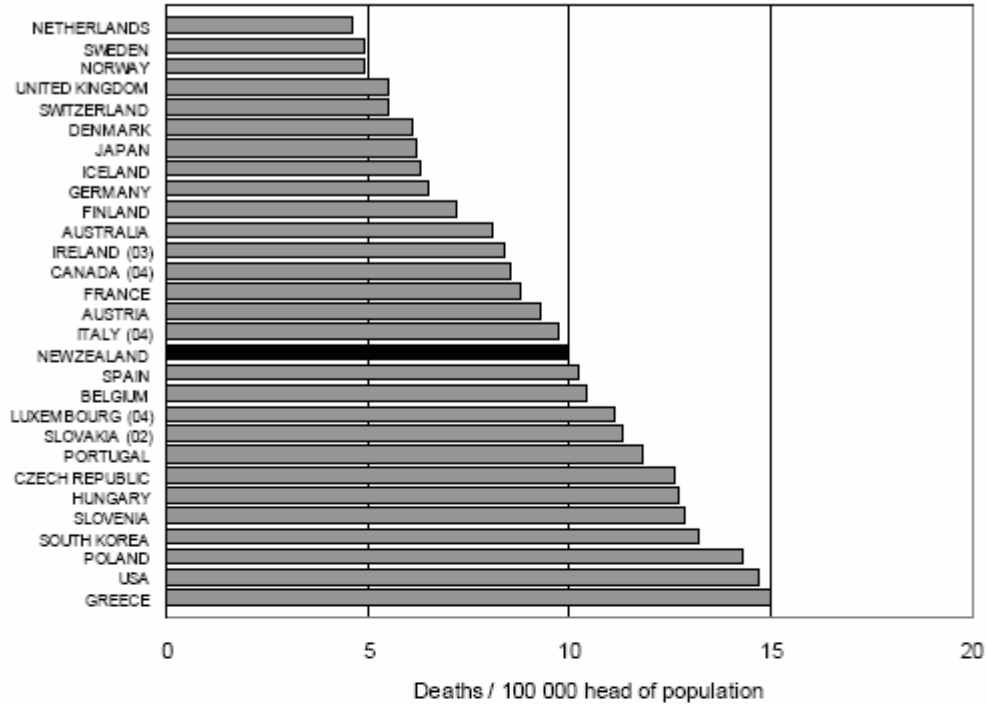
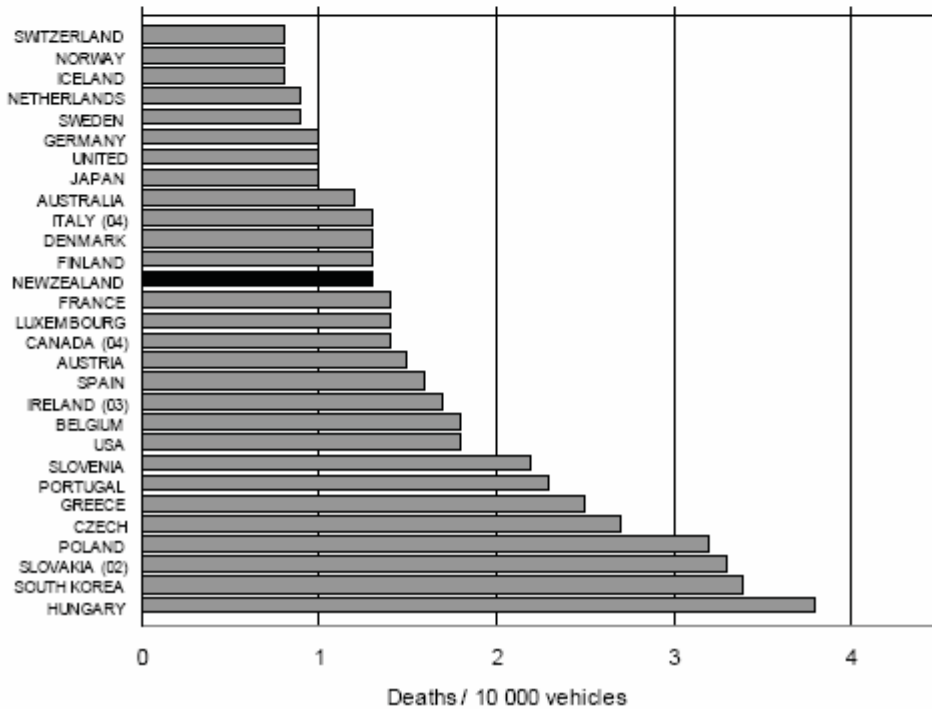


Figure 4: International comparison of road deaths per 10,000 vehicles (2005)



1.4 Road safety goals and targets

Social cost, deaths and hospitalisations provide an overall picture of current road safety performance. The goals show the performance we are seeking for 2010.

Table 1: Overall road safety social cost and outcome goals and targets

		2010 (not exceeding)
Social cost¹	\$ billion	2.15
	cents per vehicle-km	4.4
	\$ per person	650
	\$ per vehicle	945
Deaths²	Total	300
	Rate per billion vehicle-km	6.1
	Rate per 100,000 persons	7.3
	Rate per 10,000 vehicles	1.1
Hospitalisations³	Hospitalisations longer than 1 day	2,200
	Hospitalisations longer than 3 days	1,400

1.5 User-group outcomes

Two particular user groups, pedestrians and cyclists, are singled out in the strategy because they have particular safety requirements. The safety framework for these user groups will be developed in association with a broader national walking and cycling strategy.

1.6 Intermediate outcomes

The *Road Safety to 2010* strategy has established intermediate outcome target areas to reveal the extent to which individual interventions are working in three key priority areas speed management, drink-driving and use of restraints.

1.7 Overall and intermediate road safety outcomes from 2001 to 2007

Table 2 provides a summary of New Zealand's progress against a range of road safety outcome measures.

1 The cost of crashes resulting only in property damage is excluded because the data is unreliable and the cost is relatively small. Social costs are expressed in June 2001 prices.

2 Deaths are injuries that result in death within 30 days of the crash.

3 Hospitalisations are the number of hospital admissions in each area reported by the New Zealand Health Information Service. Along with fatalities, the numbers of people hospitalised longer than one and more than three days have been included as measures of serious injury.

Table 2: Annual road safety levels (calendar year)

Safety Outcomes	2001	2002	2003	2004	2005	2006	2007
Social cost** (2001 prices, \$B)	2.72	2.73	2.82	2.77	2.75	2.79	2.91
Number of road deaths	455	405	461	435	405	393	423
per billion vehicle-kilometres	12.6	11.0	12.1	11.1	10.3	10.0	10.5
per 10,000 vehicle-kilometres	1.7	1.5	1.6	1.5	1.3	1.3	1.3
per 100,000 population	11.8	10.3	11.5	10.7	9.9	9.5	10.0
Fatal crashes	395	365	405	375	341	350	377
per 10,000 vehicle	1.5	1.3	1.4	1.3	1.1	1.1	1.2
per 100,000 population	10.3	9.3	10.1	9.2	8.3	8.5	8.9
Reported serious injuries	2435	2600	2578	2491	2531	2629	2638
All reported injuries	12368	13918	14372	13890	14451	15174	15937
per 10,000 vehicle	47	51	51	48	48	49	50
per 100,000 population	321	353	358	342	353	367	377
Number hospitalised (discharges)	6700	6530	6540	6580	7210	7670	7420
Hospitalised, more than 1 day*	2880	2750	2720	2710	2860	3020	3050
Hospitalised, more than 3 days*	1794	1740	1700	1700	1840	1900	1980
Cyclists, pedestrians killed or hospitalised (more than 1 day)	563	570	549	526	524	569	521

Behaviour Measures	2001	2002	2003	2004	2005	2006	2007
Number of drivers killed with excess alcohol	55	60	70	69	58	54	65
Proportion of drivers killed with excess alcohol	21%	24%	27%	27%	25%	24%	27%
Proportion of fatal crashes with driver alcohol as contributor	26%	26%	31%	31%	29%	28%	31%
Proportion of fatal crashes with excess speed as contributor	31%	30%	35%	37%	33%	31%	31%
Speed, rural winter mean (km/h)	100.2	99.1	98	97.8	97.1	96.4	96.3
Speed, percentage exceeding 110 km/h	13%	9%	6%	5%	4%	3.5%	3.5%
Speed, rural winter 85th percentile (km/h)	109	107	105	105	104	103	103
Speed, urban mean (km/h)	55.2	54.3	53.7	52.9	52.4	52.6	52.5
Speed, percentage exceeding 60 km/h	19%	15%	12%	9%	8%	8%	8%
Speed, urban 85th percentile (km/h)	62	61	60	58	58	58	58
Seat belts (adult): front	92%	92%	92%	94%	95%	95%	95%
Seat belts (adult): rear	70%	78%	81%	86%	86%	89%	87%
Children restrained: 0-14, all	89%	94%	96%	97%	94%	96%	94%
Child restraints used, 0-4 yrs	82%	86%	86%	87%	89%	91%	91%
Cycle helmets, weekday	94%	89%	89%	92%	91%	94%	92%

*includes only the first stay in hospital.

**2001 prices, and includes adjustment for changes in reporting rate, and excludes property damage only crashes.

PART 2: Road Policing Activities

1. Road Policing Strategy to 2010

New Zealand Police's *Road Policing Strategy to 2010* sets out the road policing focus over the next three years as Police works towards playing its part in reducing road trauma in line with Government's road safety targets. In line with the overall road safety approach, the aim is to deliver innovative world class road policing to reduce both crash risk and severity.

The plan highlights how Police will use an evidence-based approach to influence road user behaviour through risk targeted and general deterrence enforcement strategies.

The road policing focus over the next three years will be on the 'fatal five'⁴:

1. speeding
2. drink/drug driving
3. restraint
4. dangerous/careless driving
5. high risk drivers.

Specific activities and initiatives targeting these five focus areas will be outlined in district and Road Policing Support annual business plans.

By directly addressing road safety through a range of road policing activities, Police directly and indirectly target the wider *New Zealand Transport Strategy* objectives of:

- ensuring environmental sustainability
- improving access and mobility
- protecting and promoting public health
- assisting safety and personal security
- assisting economic development.

For example, speed enforcement lowers speeds, leading to a reduced likelihood of crashes and crash severity, reduced fuel use, lower emission and noise levels, and smooth flowing traffic.

In addition to supporting the wider transport sector objectives and targets, the [Road Policing Strategy to 2010](#) also sets out how road policing will support Police's strategic themes of community reassurance, policing with confidence and organisational development as outlined in the [NZ Police Strategic Plan to 2010](#).

⁴ See [Road Policing Strategy to 2010](#) for an explanation of the fatal five.

2. Road policing activities

A total of \$272.840 million (GST exclusive) for 2008/09 has been approved by the Minister of Transport for business as usual and new road policing activities. This has been funded from the National Land Transport Fund.

2.1 Police output class: Road Safety Programme

Police delivers road policing activities in accordance with its Statement of Intent under the Road Safety Programme output class. Within this output class Police delivers the four strategic road policing activities of speed control, drink and/or drugged driver control, restraint device control and visible road safety and general enforcement, along with the other road policing activities of commercial vehicle investigation and road user charges enforcement, crash attendance and investigation, traffic management services, resolutions (i.e. sanctions, prosecutions and court orders), Police community services and school road safety education.

The overall 2008/09 hourly rate for Police is \$103.84 per hour. This is calculated by dividing the total funding (\$272.840 million) by the total hours (2,627,480), which equates to 1749.5 full time equivalents (FTEs) where one FTE equals 1,500 productive hours.

This hourly rate includes all overheads such as personnel costs, equipment maintenance, "booze buses", calibration of speed measuring and vehicle-weighing devices, the Traffic Camera Office and Police Infringement Bureau operations, road policing management and strategic capability, depreciation (which funds capital items such as Police vehicles) and a proportional contribution for Police buildings and office equipment. In other words, built into the cost of an hour of service are both the direct costs of traffic enforcement and equipment such as vehicles, breath-screening tests, corporate overheads (e.g. a share of IT costs and radio network costs) and headquarters activity (e.g. payroll services, human resources and financial services).

Police output services for road safety are provided by both sworn and non-sworn staff. Non-sworn staff, who are in the main office-based rather than on-road, are involved in activities such as the production of infringement notices in the Police Infringement Bureau, providing communication services in the Communication Centres, the operation of speed cameras and providing strategic, intelligence, performance, planning, public relations and administration support.

2.2 Planning and delivery of road policing resources

2.2.1 Road type categories

The planning process for the 2008/09 Road Policing Programme utilises a simple road hierarchy against which strategic road policing resources are planned for delivery, namely:

- **H – State highways** include any state highway where the speed limit is greater than 70 km/h – normally 80 or 100 km/h.
- **R – Rural local roads** include any road or street, which is not an urban road or state highway, where the speed limit is greater than 70 km/h – normally 80 or 100 km/h.
- **U – Urban roads** include any road or street where the speed limit is 70 km/h or less and includes a state highway where the speed limit is 70 km/h or less.

These definitions are consistent with the more detailed road type and crash data categories in the transport sector's Crash Analysis System (CAS).

2.2.2 Coordinating delivery

Delivering road policing by road type aligns delivery to the risks presented by the different road types and better integrates enforcement into the focus of road controlling authorities in managing their networks. It also aligns the purchasing of Police services with the unit of analysis of the *Road Safety to 2010* strategy – the road network itself.

Allocation at the local level is presented in this RPP by Police district and Territorial Local Authority. Strategic road policing resources are allocated to the local level and across the speed control, drink and/or drugged driver control, restraint device control and visible road safety enforcement activities. Risk is determined at the local level to address problems in accordance with the Road Safety Action Planning (RSAP) process and presented in RSAPs, including network safety coordination plans⁵ and Risk-Targeted Patrol Plans (RTPPs) developed by Police. The approach requires the focus to be on the coordinated delivery of planned activities.

RSAPs, including network safety coordination plans, will continue to be enhanced as a tool for the delivery of road policing. RSAPs should synchronise all road safety activities delivered at the local level (for example engineering improvements, community programmes and road policing). RTPPs provide for road policing delivery according to risk, for example, by location, time of day and day of week and offence type.

2.3 Police activities

Total funding of \$272.840 million (GST exclusive) has been approved for the 2008/09 year. Table 3 provides a summary of funding and FTEs for delivery by Police across road policing activities and by road type activity categories.

⁵ These are similar to road safety action plans but focus on specific sections of the state highway network.

Table 3: Police funding and FTEs by road type activity category and activity

Activity category and activity	2008/09 NZ Police funding (\$000)	2008/09 FTE
Activity category: State highway		
Speed control ¹	\$30,229.1	194.1
Drinking or drugged driver control	\$10,912.6	70.1
Restraint device control	\$2,335.4	15.0
Visible road safety enforcement	\$14,404.8	92.5
Total State highway:	\$57,882.0	371.6
Activity category: Rural local roads		
Speed control ¹	\$5,840.5	37.5
Drinking or drugged driver control	\$7,166.6	46.0
Restraint device control	\$1,576.8	10.1
Visible road safety enforcement	\$4,112.1	26.4
Total Rural local roads:	\$18,696.0	120.0
Activity category: Urban roads		
Speed control ¹	\$28,121.7	180.5
Drinking or drugged driver control	\$51,432.9	330.2
Restraint device control	\$9,838.4	63.2
Visible road safety enforcement	\$25,615.5	164.5
Total Urban roads:	\$115,008.5	738.4
Activity category: Network-wide road policing		
Commercial vehicle investigation and road user charges enforcement	\$16,840.9	106.0
Crash attendance and investigation	\$33,796.1	217.0
Traffic management	\$11,419.4	73.3
Total Network-wide road policing:	\$62,056.4	396.3
Activity category: General road policing support		
Resolutions	\$7,772.5	49.9
Police community services	\$4,877.4	31.3
School road safety education	\$6,547.2	42.0
Total General road policing support:	\$19,197.1	123.2
Recommended hours and expenditure totals:	\$272,840.0	1,749.5

Note: Highway Patrol delivery, Speed Camera person hours (110,260) and Enhanced Alcohol CBT project delivery are, along with delivery by other NZ Police units, included in the activities listed above.

¹ This activity incorporates 110,260 programmed speed camera person hours. A minimum of 91,700 traffic camera hours have also been programmed. However, Police estimate that 104,000 speed camera person delivery hours, and 86,320 traffic camera hours will be delivered in 2008/09 due to the timing of procuring the new camera technology for the Auckland region.

2.3.1 Support resources

The funded road policing resources, as recorded in Table 3, focus on output resources. Road policing support (or input) resources are recorded in Table 4 below.

The Table 3 activity FTE rate contains all the support costs in the activity FTEs. Support activities such as the road policing management, strategic capability, intelligence, Commercial Vehicle Investigation (CVIU) intelligence, vehicle safety advice and support staff, Police infringement Bureau activities and Communication Centre services are now transparently recorded in Table 4 below, and are costed into the FTE rate for the activity FTEs in Table 3.

Table 4: Road policing resources supporting on-road enforcement

Input	FTE resource level
Road policing management and strategic capability	50.4
District road policing management and intelligence	20.2
Communications Centres (road policing)	119.4
CVIU Police National Headquarters	5.1
CVIU area intelligence and support	8.1
Police Infringement Bureau	131.1
Total	334.3

2.3.2 Presentation of Police resources for 2008/09

Flexibility to target to risk

Police resources have been grouped into four outputs under which Police deliver a number of activities:

- **strategic road policing** – speed control, drinking and/or drugged driver control, restraint device control, visible road safety and general enforcement, and commercial vehicle investigation and road user charges enforcement
- **community engagement on road policing** – Police community services and school road safety education
- **road policing incident and emergency management** – crash attendance and investigation, and traffic management
- **road policing resolutions** - sanctions and prosecutions, and court orders.

Allocating resources by outputs provides Police with flexibility to deliver speed, drink-driving, restraint and general enforcement at the local level in accordance with analysed risk, RSAPs (which link enforcement, education and enforcement activities), and RTPPs, crash books and other deployment products that plan enforcement delivery.

Funding and Full Time Equivalent (FTE) resources

Police allocations are in terms of funding and full time equivalent (FTE) Police personnel. One FTE equals 1,500 hours of productive (as opposed to support) activity per annum, which is in addition to training, leave and other non-productive hours. Funding for support personnel is funded as an overhead on the FTE costs. This arrangement provides for Police to manage its road policing funded personnel appropriately.

Tables 5 and 6 provide a summary of FTE resources across the four outputs described above by Police district and Police delivery unit respectively.

Table 5: Summary of road policing Full Time Equivalent (FTE) resources by Police district

Police district	Strategic road policing	Community engagement on road safety	Road policing incident and emergency management	Road policing resolutions	Total
Police National Headquarters	106.0			41.3	147.3
Northland	65.1	3.2	9.3	0.2	77.7
Waitematā	91.1	10.2	20.3	0.8	122.4
Waitematā (Auckland Motorways)	66.5	0.7	26.7	0.1	93.9
Auckland	85.8	7.1	37.5	0.9	131.4
Counties/Manukau	77.4	5.6	26.0	0.9	110.0
Waikato	122.8	6.2	20.6	0.5	150.1
Bay of Plenty	114.9	5.3	16.6	0.6	137.5
Eastern	75.2	3.7	11.8	0.5	91.3
Central	135.5	4.9	18.6	0.8	159.8
Wellington	120.5	6.0	29.1	1.0	156.6
Tasman	63.6	2.7	10.1	0.4	76.8
Canterbury	129.2	9.7	26.6	1.2	166.7
Southern	107.0	5.6	14.7	0.7	128.0
Total	1360.7	70.9	268.0	49.9	1749.5

Table 6: Summary of road policing resources by Police delivery unit

Delivery unit	Total FTE
Highway Patrol	231.7
Strategic Traffic Units ¹	368.9
General Duties Branch - strategic road policing	368.9
Auckland Motorways Unit (excl TAG)	59.6
Traffic Alcohol Groups (TAG)	142.8
Traffic Camera Operations	73.5
Rural Arterial Routes	30.0
Urban Arterial Routes ²	7.0
Strategic Road Policing - NRSC test area	3.8
Commercial Vehicle Investigation Unit	106.0
Prosecution Services	41.3
Youth Education Service	42.0
General Duties Branch - non-strategic road policing ³	274.1
Total	1,749.5
1 Guiding rule: 50% of strategic road policing - speed control, drinking or drugged driver control, restraint device control and visible road safety and general enforcement	
2 Unit delivers strategic road policing activities and police community services activities	
3 Includes crash attendance and investigation, traffic management, court orders and Police community services activities	

2.4 Additional funding approved for 2008/09

The package of new road safety initiatives approved through the 2008/09 Road Policing Programme targets specific driver behaviours and specific locations which are demonstrating high social cost caused by crashes in comparison with the policing resources available in those areas. The initiatives are aligned with the *Road Safety to 2010* strategy, and the 'fatal five' focus areas of Police's *Road Policing Strategy to 2010*, in particular drink-driving and speed enforcement. The initiatives also provide a strong focus on trauma promoting offences and provide for an investment in technology to increase officer productivity and safety.

The new initiatives are grouped into three packages of inter-related and complementary activities as follows:

(i) Strategic enforcement package

This package provides funding for the expansion of the mobile speed camera programme into the Northland, Waikato, Bay of Plenty and Central Police districts; the expansion of the Highway Patrol in the Bay of Plenty, Waikato, Central and Tasman Police districts; the establishment of an additional Targeted Alcohol Group (TAG) in the Waikato and Bay of Plenty Police districts; additional staff for the Auckland Motorways Unit to assist with prompt resolution of incidents on the Auckland motorways network; and the establishment of an urban/rural patrol unit in the Canterbury district as a part of an NRSC 'test area' initiative⁶ with a particular focus on rural and urban intersections.

(ii) Legislative compliance package

This package provides funding for the upgrade and replacement of breath testing equipment to implement proposed new legislation; the analysis of blood samples to determine the presence of illegal drugs for drivers who do not complete the roadside impairment test satisfactorily; and the provision of hand held devices to the Commercial Vehicle Investigation Unit (CVIU) for the collection of roadside inspection information (which will download into the sector's operator rating system).

(iii) Capability and capacity package

Funding is to be provided to increase the capacity of the Police Infringement Bureau (PIB) to process the additional tickets likely to result from the expansion of the speed camera programme and to upgrade the PIB's application system (PIBIS) used for processing traffic infringement notices; the appointment of additional Road Policing Analysts, and to provide financial resources for the deployment of out-of-town drink driving operations in rural areas and to support innovative enforcement initiatives.

⁶ To demonstrate the effect of intensive enforcement in areas of high crash risk.

Table 7: Summary of additional police resource by Police district

Initiative	Police district	2006/07 approvals	2007/08 approvals	2008/09 approvals
Targeted enforcement on rural roads	Waikato	5.0		
	Bay of Plenty	5.0		
	Central	5.0		
	Northern		5.0	
	Eastern		5.0	
	Southern		5.0	
Enhanced alcohol CBT campaign (support)	Waitematā (Auckland Motorways)		1.0	
Enhanced alcohol CBT campaign	Waitematā (Auckland Motorways)		5.0	
	Waikato			5.0
	Bay of Plenty			5.0
Targeted enforcement on urban arterial roads	Waitematā (pan Auckland)	3.0		
Road policing community resources	Waitematā (pan Auckland)	4.0		
Crash attendance and investigation	Northland	3.0		
	Waitematā	4.0		
	Auckland City	4.0		
	Counties Manukau	4.0		
	Waikato	4.0		
	Bay of Plenty	4.0		
	Eastern	2.0		
	Central	4.0		
	Wellington	1.0		
	Tasman	2.0		
	Canterbury	4.0		
	Southern	2.0		
Enforcement of smoky and noisy vehicles	Nationally delivered through CVIU	4.0		
CVIU officer - West Coast	Nationally delivered through CVIU		1.0	

Initiative	Police district	2006/07 approvals	2007/08 approvals	2008/09 approvals
PIB Processing	Nationally delivered through the PIB	4.0		10.0
Calibrations	Police National Headquarters			1.0
Expanded traffic camera programme	pan Auckland Police districts		10.0	
	Northland			2.0
	Waikato			3.0
	Bay of Plenty			2.0
	Central			3.0
Highway Patrol expansion	Waikato			2.0
	Bay of Plenty			2.0
	Central			2.0
	Tasman			3.0
Strategic road policing - NRSC test area	Canterbury			5.0
Strategic road policing - NRSC test area - support	Canterbury			1.0
Traffic management	Waitematā (Auckland Motorways)			5.0
Road Policing Intelligence	Nationally delivered			6.0
Totals		68.0	32.0	57.0

Note: For the 2008/09 year, the new FTE staff for the Highway Patrol, the enhanced alcohol CBT programme, the Canterbury NRSC test area, road policing intelligence and Auckland Motorways commence October 2008. Also for the 2008/09 year, the new FTE staff for the expanded traffic camera programme commence February 2009.

3. Road policing management and strategic capability

Significant resourcing has been made available in recent years to ensure that Police are able to underpin their targeted enforcement efforts with an adequate level of strategic capability. These resources have allowed improvements in the areas of:

- national oversight of CVIU, PIB and Police Calibration Services (PCS)
- national oversight of road policing programmes
- operationally-focused research and evaluation
- peer review of road policing programmes and tactics
- development of operational policy and practice
- road policing planning and communications
- performance monitoring and reporting
- oversight and development of intelligence-led and risk-targeted road policing
- quality assurance and risk management
- input to training and advice to road safety partners/industry
- review and development of crash analysis
- compliance with statutory calibration requirements
- providing recommendations in respect to legislative developments.

4. Road policing enforcement structure

4.1 Specialist groups

The first tier of road policing delivery is delivered through dedicated road policing groups.

4.1.1 Highway Patrol

The Highway Patrol was fully operational by the end of 2001, with 225 staff undertaking risk-targeted patrols on the state highway network. A further nine Highway Patrol staff were approved as part of the 2008/09 Road Policing Programme. Its services are delivered by trained and dedicated road policing specialists in 11 of the 12 Police districts. The exception is Auckland City district which does not have Highway Patrol because its state highways are covered by the Motorways Unit operating out of the Waitemata district.

The Highway Patrol is the principal means of delivering a general deterrent effect on state highways in New Zealand. The aim of general deterrence is to prevent road trauma through the reduction of offending, and is based on the actual and perceived likelihood of detection. This effect is achieved through road policing that is highly visible, ongoing, strictly enforced across the general population and well publicised.

The elements of general deterrence work together to create the perception in the public's mind that Police may appear anywhere, anytime and that when they do they will adopt a consistent enforcement response to offending behaviour, particularly:

- excessive speed (any motorist detected speeding in breach of the [Police Speed Enforcement Guide](#) will receive an offence notice)
- drink-driving (any driver detected over the breath or blood alcohol limit will be charged)
- failure to wear a safety restraint (any driver or adult passenger caught not wearing a restraint will be issued with an infringement notice)
- other road-trauma-promoting offences (e.g. dangerous or reckless driving, failing to stop or give way, passing on yellow lines, and certificate of fitness offences).

This approach emphasises to the public that if they offend they will be stopped and that when they are stopped they can expect Police to carry out certain actions. This encourages behaviour change and achieves long-term road safety objectives.

Highway Patrol also has access to a small number of unmarked patrol cars which are used to apprehend drivers committing more serious offences.

The introduction of the Highway Patrol and rigorous enforcement of speed offending has seen reductions in mean speeds, high speeds and road trauma in the highway environment.

The Highway Patrol also provides professional crash management services on state highways, and offers assistance to motorists who might have problems.

Highway Patrol resources by Police district for the 2008/09 year are set out in Table 8.

Table 8: Highway Patrol officers by Police district

District	Number of Highway Patrol FTEs ⁷	New Resources 2008/09 ⁸
Northland	18	
Waitematā	17	
Counties Manukau	9	
Waikato	31	2
Bay of Plenty	31	2
Eastern	16	
Central	34	2
Wellington	14	
Tasman	18	3
Canterbury	20	
Southern	17	
Sub-total	225	9
Total		234

In addition, Highway Patrol officers, like all Police staff, will be expected to respond to high priority incidents when required to meet short-term operational demands.

⁷ Staff numbers represent full-strength Highway Patrol groups in each Police district.

⁸ Staff to commence October 2008.

4.1.2 Commercial Vehicle Investigation Unit

Commercial vehicles include heavy motor vehicles, light diesel and vehicles used in transport service, such as taxis and couriers. The CVIU is a nationally managed unit responsible for monitoring and enforcement of all areas of the commercial vehicle industry.

CVIU adopted a new strategy at the beginning of the 2007/08 year to increase the number of roadside safety checks of commercial vehicles and commercial vehicle drivers. This has reduced the overall numbers of commercial vehicles stopped for the 2007/08 year, but has resulted in an increase in the number of vehicle safety defects found and offences per 100 vehicle stopped. This strategy will continue and fits well with the requirements of the Operator Rating System that is scheduled to be introduced in July 2009.

The primary areas of interest for the CVIU are:

- commercial vehicle driver behaviour
- the safe carriage of dangerous goods and hazardous substances
- driving hours and logbooks
- specialist investigation of serious commercial vehicle crashes
- load security
- monitoring the transportation of over-dimension vehicles and loads
- passenger safety
- road and bridge weight limits
- road user charges
- transport licensing
- vehicle and load dimensions
- vehicle safety and fitness
- environmental issues (vehicles emitting excessive smoke and noise)
- Occupational Safety and Health (Health and Safety in Employment Act 1992) investigations focusing on driver workplace safety and vehicle fitness.

The CVIU is divided into four areas:

- Area One - all of Northland and Auckland, finishing just north of Mercer
- Area Two - the Bay of Plenty, Waikato, and part of the Eastern District from Gisborne northwards
- Area Three - part of the Eastern District (Hawke's Bay), Taranaki, Wanganui, Manawatu, Wairarapa and Wellington
- Area Four - all of the South Island.

The CVIU carries out three main types of operations. These are mobile operations (approximately 68 percent of CVIU work), weighbridge operations (approximately 22 percent), and mobile weighbridge operations (approximately five percent). Management activities account for the remaining five percent of CVIU work.

The CVIU is comprised of CVIU area staff, non-sworn staff, mobile constables, weighbridge constables, intelligence analysts, vehicle safety officers, non-sworn enforcement officers and non-sworn administration support officers and five CVIU staff based at the Police National Headquarters.

A review of the CVIU activity was commissioned by Police in 2007/08 year to establish what will be required for future commercial vehicle enforcement in New Zealand. The review will allow Police to establish priorities for the future to meet the projected challenges of increased commercial vehicle activity on New Zealand roads over the next ten to twenty years. The review is expected to be completed by August 2008.

4.1.3 Strategic Traffic Units

Other dedicated road policing services are delivered by the Strategic Traffic Units (STUs) which operate in each of the 12 Police districts. These groups of specialist officers focus primarily on the delivery of strategic traffic outputs, but also assist with major traffic events and national campaigns, help to deliver local road safety campaigns, and use RTPPs to help achieve traffic safety outcomes.

The activities of the STUs include assisting road users, deterring drivers from breaching the road rules, and providing specialist support and expertise regarding traffic matters. Along with the Highway Patrol and other road policing staff, these groups follow a policy of general deterrence, (i.e. their activities are highly visible and ongoing, and enforcement is applied across the general population).

Like all road policing groups, the STUs adopt a consistent approach to enforcing:

- speed offending
- drink-driving when over the breath or blood alcohol limit
- failure to wear restraints
- other trauma-promoting offences.

As a guiding rule, 50 percent of each district's strategic traffic delivery, excluding Highway Patrol and Traffic Alcohol Groups (TAG), will be delivered by dedicated road policing groups. In addition, these staff will also fulfil a wider policing brief that incorporates activity directed at community safety.

4.1.4 Rural Arterial Patrols

2006/07 saw the introduction of rural arterial patrols into the Waikato, Bay of Plenty and Central districts. Each patrol consists of five additional sworn staff reporting to the district Road Policing Manager. These groups focus their enforcement on rural arterial routes with a particular focus on drink-driving where alcohol impaired drivers are a risk. 2007/08 saw this initiative introduced in Eastern, Southern and Northland districts.

4.1.5 Traffic Alcohol Groups

Police have established specialist TAG teams to combat alcohol-related offending on New Zealand roads. To complement the initial teams, five additional teams were set up through the Road Safety to 2010 funding package (2002), thereby ensuring that all 12 districts have this capability. The districts use local intelligence to determine which tactics are best suited to address drink and/or drugged driver related offending in their areas, and the teams operate in both rural and urban environments.

Amongst other activities, the TAG teams operate high-profile compulsory breath test (CBT) campaigns. These normally involve a mixture of resources including a "booze bus" that carries ACC and police signage, and marked and unmarked cars.

Five additional staff resources have been approved for each of the Bay of Plenty and Waikato districts in the 2008/09 year.

4.1.6 Crash analysis and reconstruction

A number of districts have established specialist crash analysis and reconstruction personnel or teams. In relation to fatal, potentially-fatal and serious injury crashes that occur within the districts, the specialist crash staff are tasked with:

- completing all scene action including detailed analysis and dealing with the vehicles, scene marking, property, witnesses, suspects and photography
- providing advice and assistance to frontline staff to ensure high quality investigative standards are maintained
- ensuring that scale plans (forensic maps) are completed and that all relevant vehicles are inspected ensuring all relevant official documentation is completed (eg fatal email notification, POL 550, enquiry files and correspondence for criminal and coroner's court proceedings)
- providing comprehensive reports outlining causative factors relating to the crash being investigated
- assisting with prosecutions.

The National Advisor: Crash Investigation (NACI) based at Police National Headquarters provides national oversight and training coordination for the specialist district crash analysts. The NACI also has a wider role including liaison with partner agencies with respect to crash investigation, including dissemination of crash findings to local authorities and assisting with information and strategies to support deployment decisions in order to reduce crashes.

4.1.7 Traffic camera operations

The *Road Policing Strategy to 2010* identifies speed as one of the 'fatal five' factors that contribute to the road toll. Traffic cameras are deployed throughout New Zealand in order to help reduce mean speeds, and thus speed related crashes, through the mechanism of general deterrence. Police are programmed to deliver 91,700 traffic camera operation hours in 2008/09. Actual delivery however is expected to be approximately 86,320 traffic camera operation hours due to the timing of the procurement of new camera technology for the Auckland region.

The programme is managed through the Police Infringement Bureau which is responsible for:

- issuing traffic camera notices
- approving traffic camera sites
- researching, developing and documenting procedures and standards relating to camera deployment
- maintaining a site register of all traffic camera usage
- ensuring speed camera equipment is tested and calibrated according to requirements
- monitoring and reporting on traffic camera data
- arranging site surveys and site reviews
- responding to official queries about traffic camera matters.

In order to improve the deterrent effect of speed cameras, Police introduced an 'anywhere, anytime' policy for the operation of speed cameras in April 2004. Placing cameras so that they are not obvious to speeding drivers raises the level of uncertainty for those drivers who speed and then slow down before coming into speed camera range.⁹ This initiative has proven to be highly successful in positively influencing driver behaviour and reducing the average mean speed.

A second speed initiative, the 'Speed Kills Kids' road safety campaign, was introduced by Police in 2006. This initiative aims to reduce road safety risks to children and ensure they do not lose their lives needlessly when simply going to or from school. The enforcement threshold was reduced to four km/h within 250 metres on each side of school boundaries, and is designed to further reduce speeding and thus reducing the number of child pedestrian casualties.

Support was received from a range of stakeholders, including Land Transport NZ, Ministry of Transport, Accident Compensation Corporation, Ministry of Education, the New Zealand School of Trustees Association, and the Automobile Association. Their support has helped this initiative to develop and move forward successfully.

4.1.8 Urban arterial and community traffic groups

In 2006/07 the Waitematā district appointed three staff to urban arterial enforcement with a focus on reducing mean speeds, and a further four staff tasked with responding to community traffic-related issues across the greater Auckland Region. These urban arterial and community traffic staff report to the Waitematā Road Policing Manager who ensures records of problems and issues identified and solved will be maintained.

⁹ From Vulcan P, Hayes I, Haworth N and Mclean J (2003) Assessment of strategies, policies and programmes affecting road safety. Research and Safety Services, Victoria, Australia.

4.1.9 Auckland Motorways

Auckland Motorways staff provide strategic enforcement and emergency response on the Auckland motorway network. Five additional non-sworn Motorway Support Officers have been approved in the 2008/09 year to assist with non-enforcement emergency response and traffic management services.

4.2 Road policing by the General Duties Branch

The second tier of road policing services is delivered by all general duties staff, whose principal activities are directed towards criminal, public safety and disorder offences. General Duties staff contribute to road policing activities including attending a large number of the less serious crashes, enforcing traffic laws as appropriate, and assisting with specialist campaigns such as drink-driving enforcement.

This active involvement in road policing by general duties staff has many benefits, including:

- further enhancing the principle of general deterrence
- demonstrating police commitment to road policing as core policing
- enabling a high level of enforcement on the roads
- encouraging greater understanding of road policing amongst all branches of Police.

The 2007 Ministry of Transport (MoT) survey of public attitudes to road safety revealed that public support for alcohol, speed and seatbelt enforcement continues to be high, with 45 percent suggesting that Police efforts to enforce road safety laws should be increased and 47 percent wanting enforcement maintained at the current level. Though support for Compulsory Breath testing (CBT) (75%), speed enforcement (75%) and seatbelt enforcement (90%) remained high, there was a small drop in the expectation of being caught if speeding.

4.3 Other road policing and road safety groups

Other major groups delivering road policing services are district and strategic intelligence analysts and police education officers (PEOs).

4.3.1 Road policing analysts

All police districts and the CVIU have at least one Road Policing Analyst (RPA). These analysts are usually based within the intelligence units of the district. The role of the RPA is to support risk targeted road policing with the information and intelligence needed to ensure road policing delivery is as effective and efficient as possible.

This support includes:

- collection, collation and evaluation of relevant information
- analysis of road safety problems, patterns and issues
- linking crime problems, patterns and issues where applicable
- disseminating information for strategic, operational and tactical decision-making including data required for road safety action plans and risk targeting
- monitoring progress and supplying feedback to police managers, frontline staff and road safety partners.

4.3.2 Road safety education

Police has a current staffing of 120 FTE Police Education Officers (PEOs). These staff are sworn Police members within the Youth Education Service. They work in partnership with schools, teachers and the school community to implement programmes about crime prevention, drug misuse prevention, road safety and violence prevention. They are trained at the University of Auckland Faculty of Education, with ongoing on-the-job training conducted throughout the year, to work co-operatively with teachers so that youth benefit from the expertise and experience of the Police officer and see both their teacher and the Police officer giving the same safety messages. PEOs are seen by schools as road safety experts, but their job does not begin and end in the classroom as they are often used to help solve enforcement and engineering problems within the school community.

Road safety education is a vital part of police business. Officers who work in this area:

- are involved in the training and monitoring of school traffic safety teams school patrols, school wardens and bus wardens. New Zealand is unique in training school students to operate school crossing points, and has a proud record of a very low crash rate at these locations
- help teachers deliver programmes especially developed for use in school classrooms.

These programmes deal with age-appropriate road safety contexts, e.g. safe walking for primary classes, and alcohol-related and driving-related material for senior secondary classes.

Since 1996/97, school road safety education has been coordinated at the national level by a coordinator position in Police National Headquarters. The principal responsibilities of that position are to:

- manage and coordinate the Youth Education Service involvement in school road safety education
- build and manage new road safety education programmes that would be developed by or in conjunction with Police
- provide policy advice to the Manager Youth Education Service as it relates to school road safety.

Since the position was established it has proved a vital part of police business and has continued to grow. In the past six years a complete range of new programmes which link with the New Zealand curriculum framework has been developed. Programmes now include:

Police *Road Safe* series:

- *Stepping Out*
- *Riding By*
- *Safe Wheels*
- *Out and About*
- *Changing Gear*
- *Dare to Drive to Survive*
- *About ATVs.*

In addition, the parents' package, *Helping Hands*, supports the *Road Safe* series and informs parents of the most appropriate times to begin teaching children a number of essential road safety skills.

The Coordinator School Road Safety Education has been implementing the Police response to the *RoadSense / Ata Haere* strategy. This is delivered in schools by lead teachers, education facilitators and PEOs. The police officer's role is that of the road safety expert, with the facilitators providing educational strategies for teachers to include frequent road safety messages throughout all areas of the school curriculum.

5. Risk-targeted road policing

Risk-targeted road policing has three tiers: the annual National Land Transport Programme (NLTP); quarterly road safety action plans (RSAPs); and the implementation of these plans through crash books and risk-targeted patrol plans (RTPPs) and other deployment products. In addition, national and local strategic enforcement campaigns linked to the road safety calendar allow further coordination and delivery of education and enforcement activities.

5.1 The National Land Transport Programme (NLTP)

The RPP is one part of the National Land Transport Programme (NLTP). The RPP is the annual programme of enforcement activities delivered by New Zealand Police. In addition to supporting the Government's *Road Safety to 2010* strategy, the programme contributes to a range of other governmental strategies under the umbrella of the *New Zealand Transport Strategy*. The inclusion of the RPP in the NLTP integrates the planning, funding and delivery of enforcement activities with engineering and other NLTP activities.

5.2 Road safety action plans and network safety coordination on state highways

5.2.1 Road safety action plans (RSAPs)

RSAPs are developed at the territorial local authority level, or at the level of territorial local authority clusters or at Police district level. They involve a collaborative process whereby the key partners, namely the NZ Transport Agency¹⁰, local authorities, Police and community representatives agree on risks, identify objectives, direct tasks, set targets, develop plans and monitor and review progress. RSAPs are a partnership agreement in which partners accept individual and collective accountability. They are a jointly owned document of the key partners.

This joint approach recognises that the combined benefits of education, enforcement and engineering solutions are required to reduce crashes.

In general, RSAPs:

- are dynamic documents
- are informed by data from all key partners
- are outcome-focused, have local targets and address local road safety objectives
- set out the responsibilities and contribution of all parties
- have evidence-based performance measures
- include local and national campaigns
- include community focused activities
- strive to improve local road safety outcomes.

¹⁰ The NZ Transport Agency is the agency proposed to be established on 1 July 2008 from, in essence, the integration of Land Transport NZ and Transit NZ.

5.2.2 Network safety coordination on state highways

Network Safety Coordination projects identify a selection of worst corridors at a regional level by carrying out a detailed analysis of crash trends along particularly high-risk stretches of the State highway. Regional meetings of the NZ Transport Agency, relevant local authorities, community groups, ACC and Police develop a coordinated approach to focus engineering, education and enforcement activities at targeted specific problems along those predetermined stretches of highway. The project development, implementation and monitoring are part of the RSAP process. The national offices of the NZ Transport Agency and Police maintain an interest in Network Safety Co-ordination projects through receiving regular updates on progress.

5.2.3 Risk targeted patrol plans and crash books

Since March 2001, a RTPP model has been developed to ensure that strategic enforcement is directed towards the higher risk areas in order to maximise the effect on road trauma promoting behaviour and outcomes. Strategic enforcement is how Police efforts are allocated to the Police outputs of speed control, drinking and/or drugged driver control, restraint device control and visible road safety enforcement.

A major initiative in 2003/04 was the development of sector codes to assist with risk analysis and identification. Sector code analysis involves dividing the road network into stretches of roads, groups of intersections or geographical areas and assigning them with risk ratings based on algorithms that consider a variety of data including reported crashes.

This type of analysis has resulted in the design and implementation of crash books which are implemented nationally. Crash books are analytical documents that are intended to provide long-term risk profiles of stretches of roads, groups of intersections and geographical areas within a Police district or area. There are two different types of products (linear - highway, spatial area) to allow analysis based on the existing road hierarchy.

The nationwide implementation of the crash book system began during 2004/05 and the first priority was the development of a highway crash book for each Police district. Crash books covering all remaining spatial areas are nearing completion and expected to be fully operational nationally during 2008/09.

RTPPs are operational tasking documents that are critical to ensure the success of the risk targeted road policing model. The primary aim of RTPPs is to allocate strategic enforcement to known safety risks often by location and time. RTPPs are issued to both dedicated road policing and general duties staff and require sufficient analysis to enable the frontline supervisor to direct the delivery of strategic enforcement tactically to support RSAP objectives.

Crash books are a major basis for the RTPP process and any additional analysis required to support the RTPP process is carried out by the road policing analysts. RTPPs have been developed to incorporate a complete feedback loop for analysts, supervisors and patrol officers to ensure timely reporting of enforcement action taken and the measured progress of that action.

5.3 National and local strategic enforcement campaigns

A further way of targeting activity to risk is through the use of special campaigns.

Four national campaigns are delivered by each Police District at specified times throughout the year. Each Police area runs its own operation usually at the same time, providing a national coverage for each campaign.

A local campaign is a coordinated and pre-planned operation of at least seven days of concentrated road policing on the activities of speeding, drink and/or drugged driving, and failure to wear restraints. Districts are expected, according to risks identified through the RSAP process, to combine an operation with other 'fatal five' activities, such as restraint and intersection enforcement campaigns. It is delivered in conjunction with supporting activity provided by local road safety partners, such as advertising (in particular 'moment of truth' advertising, including billboards, radio and pamphlets) and behaviour surveys before and after the campaign. Local campaigns are not usually coordinated at a national or district level. Instead, coordination normally occurs at the Police area level. Local campaigns should be recorded in road safety action plans (RSAPs), defined by an operation order, and will have records kept which show purpose, duration, location and outcomes achieved.

The following table lists the number of national and local campaigns (each one is to be undertaken over a seven-day minimum) to be delivered by each Police district throughout the 2008/09 year. Police Districts and Areas are free to deliver additional campaigns, as appropriate. The timing for national and local campaigns is coordinated with the NZ Transport Agency/Police road safety `advertising calendar.

Table 9: National and local strategic enforcement campaigns

Activity	National campaigns	Local campaigns
Speed control	1	5
Drinking and/or drugged driver control	2	3
Restraint device control	1	4
Total:	4	12

6. Performance measurement

To complement the measures in this Road Policing Programme, Police will continue its internal performance monitoring. This includes national performance reporting on a quarterly basis in order to identify best practice, highlight issues and identify areas requiring improvement within districts, and crash reporting performance.

Quarterly performance reports focus on:

- a national scorecard comparing current performance between districts
- an individual district's performance progress over time.

This ensures the reports have a broad range of analysis to illustrate improvements or maintenance of enforcement over time, both within an individual district and at the national level.

The national scorecard is based on year-to-date data and provides a standardised method of reporting district performance across a number of output measures and outcomes. The scorecard is a critical analysis tool which enables a detailed understanding and overview of the strategic performance of all districts. Enhancements to the scorecard are on-going in order to improve analytical capability and to reflect changes in areas of performance focus.

The crash report is a quarterly performance report looking specifically at crash reporting and hospitalisation statistics at a district level, designed to enhance crash reporting.

Police have recently developed an outcomes based performance model for the purpose of reporting to the Ministers of Transport and Police. Police anticipate expanding this model in the 2008/09 year.

Part 3: PERFORMANCE MEASURES

1. Performance measures

To achieve the national *Road Safety to 2010* strategy goals and targets (shown in Table 10), improvements to safety outcomes are necessary at the district level. Performance measures for both outcomes and outputs are reflected in the performance measures set for 2008/09.

A selection of these measures are represented in the *2008/09 Information for Appropriations for Vote Police*, Output Expense Seven, Road Safety Programme and these have been identified in this programme. Where measurement is appropriate, actual outcome performance results have been shown for previous years by district. In each case districts will be expected to improve on their previous years' performances.

As a result of agreement with the Ministry of Transport (MOT), the Minister of Police and the Commissioner of Police, the other performance measures are acknowledged as Police/MoT measures.

Table 10: Overall road safety social cost and outcome goals and targets 2010

		2010 (not exceeding)
Social cost ¹	\$ billion	2.15
	cents per vehicle-km	4.4
	\$ per person	650
	\$ per vehicle	945
Deaths ²	Total	300
	Rate per billion vehicle-km	6.1
	Rate per 100,000 people	7.3
	Rate per 10,000 vehicles	1.1
Hospitalisations ³	Hospitalisations longer than 1 day	2,200
	Hospitalisations longer than 3 days	1,400

1 The cost of crashes resulting only in property damage is excluded because the data are unreliable and the cost is relatively small. Social costs are expressed in June 2001 prices.

2 Deaths are injuries that result in death within 30 days of the crash.

3 Hospitalisations are the number of hospital admissions in each area reported by the New Zealand Health Information Service. Along with fatalities, the numbers of people hospitalised longer than one and more than three days have been included as measures longer serious injuries. The similar hospitalisation targets in the *Road Safety to 2010* strategy targets are based on first stays in hospital. However in this programme hospitalisation figures longer than one and more than three days refer to all stays in hospital i.e. they include readmissions and transfers from one hospital to another, but exclude those who die in hospital.

Reducing the numbers of fatalities, fatal crashes and hospitalisations will continue to be a strong focus of the Road Policing Programme. Targets for district performance have been established and will be a major performance focus (see Tables 11 and 12 below).

Table 11: Number of fatalities and fatal crashes

District	Fatalities (No more than...)	Fatal crashes (No more than...)
Northland	24	21
Waitematā	21	18
Auckland	11	10
Counties/Manukau	24	21
Waikato	45	39
Bay of Plenty	50	44
Eastern	18	16
Central	45	40
Wellington	19	16
Tasman	19	16
Canterbury	31	28
Southern	23	21
Total	330	290

Note: Table 11 is based on a national target of no more than 330 deaths for 2008/09 – and assumes a straight line improvement between the 2006/07 target and the 2010 target of 300.

Table 12: Number injured seriously enough to be hospitalised for more than one day and more than three days

District	Hospitalised for more than 1 day * (No more than ...)	Hospitalised for more than 3 days * (No more than ...)
Northland	140	75
Auckland Region	695	480
Waikato	285	200
Bay of Plenty	195	100
Eastern	120	80
Central	215	130
Wellington	140	75
Tasman	80	45
Canterbury	285	190
Southern	175	100
Total	2330	1475

* this includes only the duration of the first stay in hospital and excludes deaths - this is to match the national targets for 2010.

2. Strategic road policing

All strategic control (including speed control, drink and/or drugged driver control, restraint device control and visible road safety enforcement).

Police Output Class 7: Road Safety Programme

Description:

Delivery of proactive Road Policing activities through risk-targeted patrolling:

- Proactive patrol activity will be directed by RTPPs based on intelligence analysis.

Police will contribute to the *Road Safety to 2010* strategy goals of:

- fewer than 300 deaths
- fewer than 2,200 hospitalisations longer than one day
- fewer than 1,400 hospitalisations longer than three days by 2010.

In addition to the results sought below, this activity contributes to:

- a reduction in the number of fatal and injury road crashes, with a particular focus on high risk sectors and high risk driver behaviour
- a reduction in recidivist offending by focusing on repeat offenders.

Quality

2008/09 Police Statement of Service Performance Measure	Performance Standard
All strategic road policing delivered in accordance with Risk Targeted Patrol Plans (RTPP) with regard to the fatal five factors: <ul style="list-style-type: none"> • Speed control • Drink or drugged driver control • Restraint device control • Careless/ dangerous driving • High risk drivers 	100%

Quantity

Police/MOT measures	Performance Standard
RTPPs prepared for specialist road policing groups: Highway Patrol, TAG and STU	Achieved
RTPPs prepared for General Duties staff	Achieved
Percentage of RTPPs that meet Police quality standards as determined by quarterly sample surveys conducted by Police.	100%

Speed control (including traffic camera operations)

Police Output Class 7: Road Safety Programme

Description

Detection and deterrence of speed offending, including enforcement activities at identified speed risk areas, through:

- directed patrols using radar and laser speed detection apparatus
- traffic surveillance using radar and laser speed detection apparatus
- traffic surveillance using mobile and fixed speed cameras throughout New Zealand
- evaluation of photographs taken by speed cameras
- issuing traffic and infringement offence notices and prosecution follow-up by issuing officers.

Police will contribute to the *Road Safety to 2010* strategy goals of fewer than 300 deaths, fewer than 2,200 hospitalisations longer than one day and fewer than 1,400 hospitalisations longer than three days by 2010.

In addition to the results sought below, this activity contributes to:

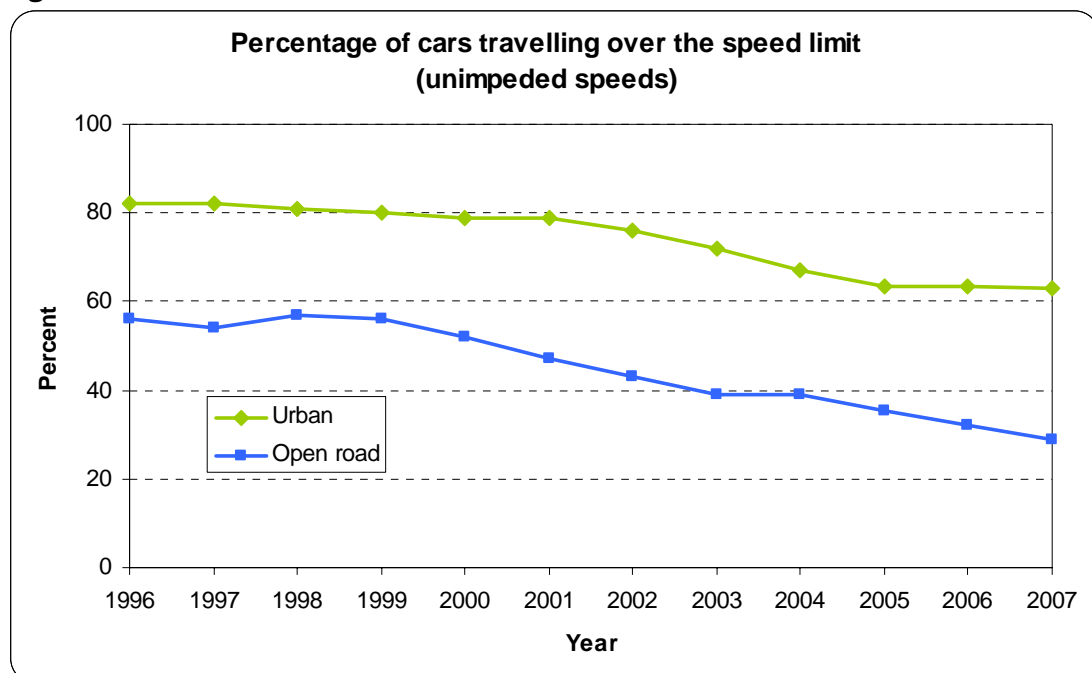
- a reduction in the number of fatal and injury road crashes, with a particular focus on speed-related crashes
- a reduction in the seriousness of all crashes through lower speeds
- a reduction in the number of crashes involving heavy motor vehicles, where the heavy motor vehicle driver is at fault, with a particular focus on speeding.

Cost

This activity will be delivered within budget at a cost of \$64.19 million (GST exclusive).

Results sought: Speed-related outcomes (lower is better)

Figure 5:



Quality

Police/MoT measure	Performance Standard
Percentage of respondents to an annual MoT survey who believe there is a high probability of detection of speeding.	>60% (National Target)

Table 13: Percentage of respondents to an annual MoT survey who believe there is a high probability of detection of speeding (%)

District	2004	2005	2006	2007
Northland	60	45	59	49
Waitematā	52	53	53	55
Auckland	59	62	58	44
Counties/Manukau	48	44	39	52
Waikato	54	65	57	43
Bay of Plenty	56	62	60	67
Eastern	50	56	58	60
Central	70	66	58	60
Wellington	65	47	54	49
Tasman	63	62	62	63
Canterbury	66	56	49	62
Southern	62	60	52	55
National	59	56	54	54

Districts will be expected to improve on their previous performance.

Police/MoT measure	Performance Standard
Percentage of drivers traveling over the 100 km/h open road speed limit as measured by an annual MoT survey.	<15% (National Target)

Table 14: Percentage of drivers exceeding the 100km/h open road speed limit as measured by a MoT survey (%)

Police District	2003	2004	2005	2006	2007
Northland	27	32	31	30	24
Waitematā	n/a	n/a	n/a	n/a	n/a
Auckland City	n/a	n/a	n/a	n/a	n/a
Counties / Manukau	53	61	60	60	57
Waikato	41	46	38	41	39
Bay of Plenty	41	36	33	36	30
Eastern	46	43	38	21	22
Central	44	46	43	24	21
Wellington	34	28	30	14	12
Tasman	23	23	11	11	7
Canterbury	44	44	42	47	42
Southern	37	28	28	34	28
National	39	39	36	32	29

Districts will be expected to improve on their previous performance.

Police/MOT measure	Performance Standard
Percentage of drivers travelling over the 50 km/h urban speed limit as measured by an annual MoT survey.	<15% (National Target)

Table 15: Percentage of drivers exceeding the 50kmh urban speed limit as measured by the MoT survey (%)

Police District	2003	2004	2005	2006	2007
Northland	64	60	55	66	67
Waitematā	86	76	81	83	81
Auckland City	79	74	72	81	78
Counties-Manukau	84	81	81	84	84
Waikato	84	77	73	72	61
Bay of Plenty	79	75	75	70	65
Eastern	69	65	53	56	52
Central	57	54	56	43	43
Wellington	61	56	48	43	45
Tasman	51	50	45	39	40
Canterbury	76	69	70	75	73
Southern	73	69	48	59	68
National	72	67	63	63	63

Districts will be expected to improve on their previous performance.

Quantity

Police/MOT measures	Performance Standard
One national speed campaign to be delivered.	Achieved
Five local speed campaigns to be delivered in each police district.	Achieved

Figure 6:

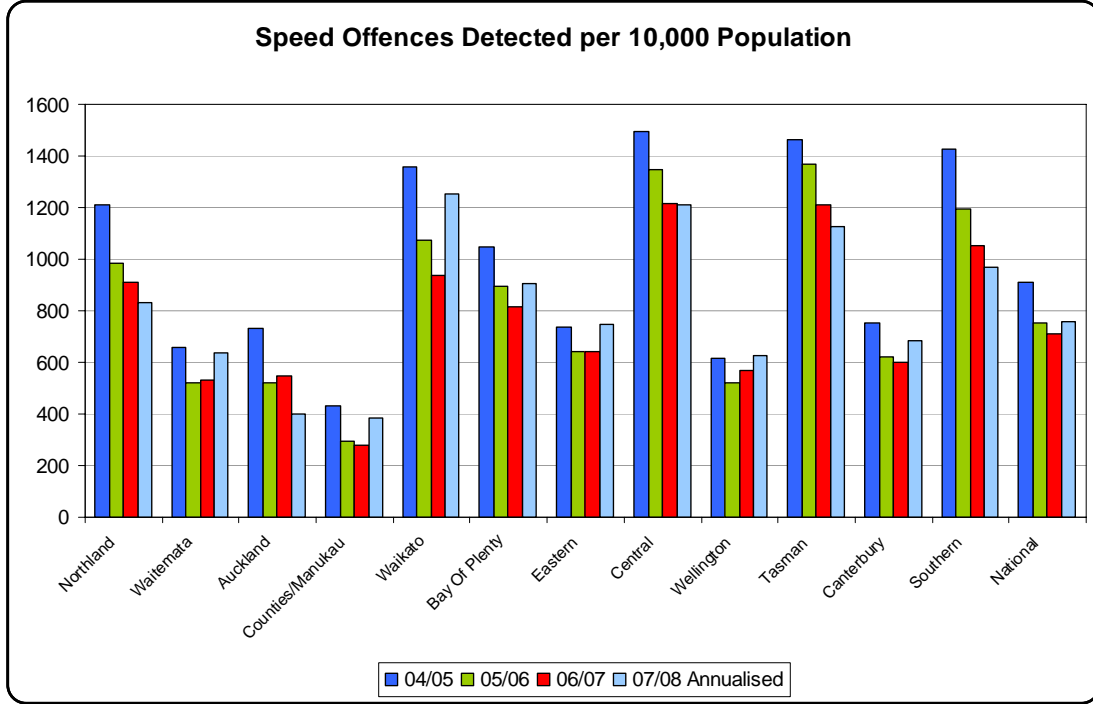
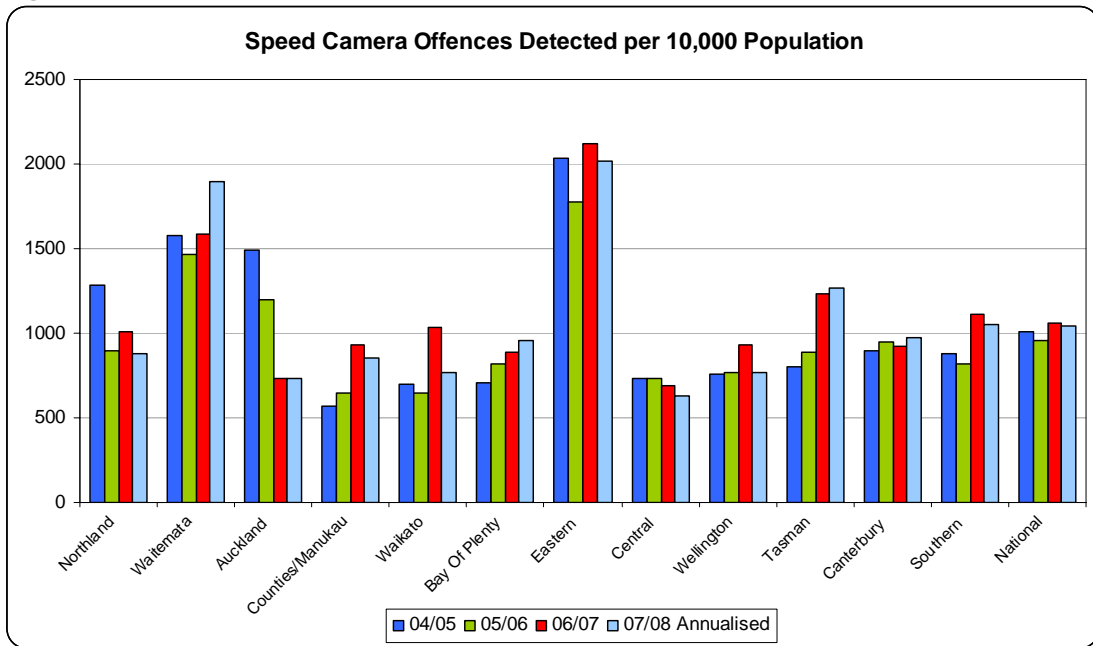


Figure 7:



Drink and/or drugged driver control

Police Output Class 7: Road Safety Programme

Description:

Detection and deterrence of drink and drug-drive offending and targeting recidivist drink and drug-drivers through:

- directed patrols for compulsory breath tests (CBT) and mobile breath tests (MBT) activities
- traffic surveillance
- conducting examinations of alcohol or drug-impaired drivers and subsequent forensic analysis of blood samples
- issuing traffic offence notices and prosecution follow-up by issuing officers TAG operations including enhanced CBT covering all Police districts
- purchase of alcohol and drug intelligence and prevention services across all Police districts.

Police will contribute to the *Road Safety to 2010* strategy goals of fewer than 300 deaths, fewer than 2,200 hospitalisations longer than one day and fewer than 1,400 hospitalisations longer than three days by 2010.

In addition to the results sought below, this activity contributes to:

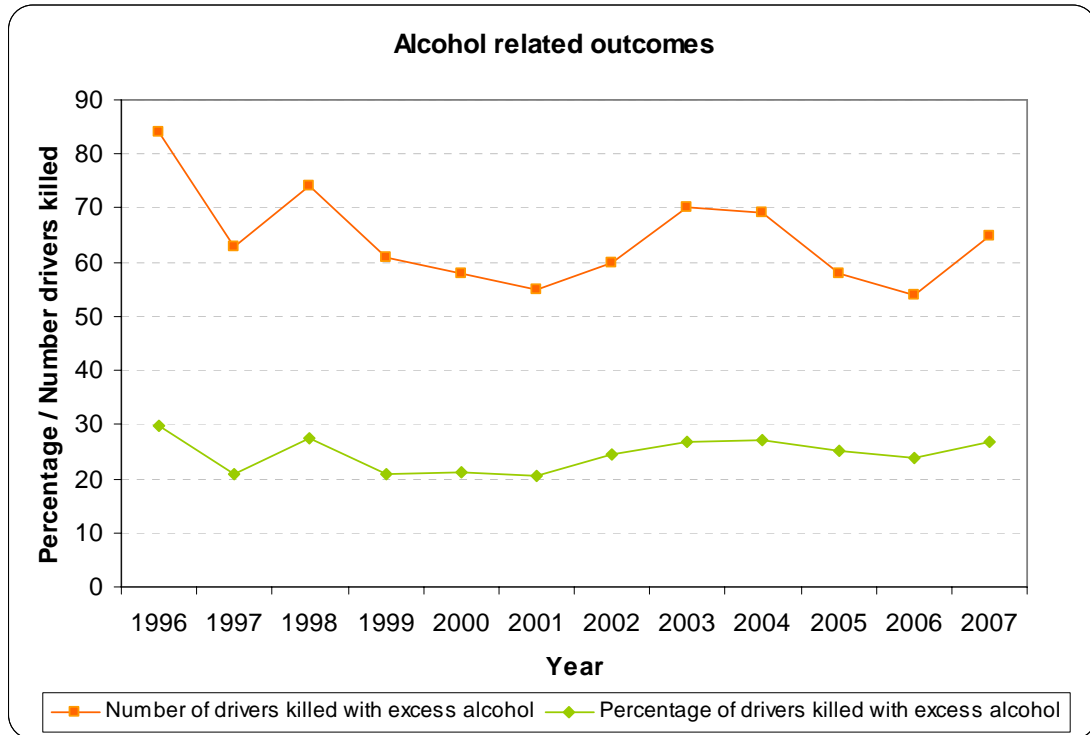
- a reduction in the proportion of drivers checked between 10 pm and 2 am who are over the legal limit, as measured by the biennial MoT Roadside Alcohol Survey. Crash data identified no apparent national shift in alcohol related crash times
- a reduction in drink/drug-drive offending rates as measured by the number of drink drive related prosecutions as a ratio to MBT and CBT
- a reduction in alcohol-related road crashes at district levels from the previous years.

Cost

This activity will be delivered within budget at a cost of \$69.512 million (GST exclusive).

Results sought (lower is better)

Figure 8:



Quantity

2008/09 Police Statement of Service Performance Measure		Performance Standard
Number of Compulsory Breath Tests conducted.		More than 1,900,000
Police/MOT measure		Performance Standard
Number of driver fatalities with excess alcohol.		<48 (National Target only)

Table 16: Number of compulsory breath tests to be conducted by non-TAG staff

District	Non-TAG CBT Target
Northland	>32,000
Waitematā	>58,000
Waitematā (Auckland Motorways)	>17,000
Auckland	>73,000
Counties/Manukau	>53,000
Waikato	>55,000
Bay of Plenty	>52,000
Eastern	>38,000
Central	>56,000
Wellington	>67,000
Tasman	>16,000
Canterbury	>75,000
Southern	>47,000
National	>639,000

Table 17: Number of compulsory breath tests to be conducted by TAG staff

District	TAG CBT target
Northland	60,000
Waitemata	0
Auckland Metro TAG	389,000
Auckland	0
Counties/Manukau	0
Waikato	128,000
Bay of Plenty	112,000
Eastern	42,000
Central	128,000
Wellington	114,000
Tasman	104,000
Canterbury	72,000
Southern	112,000
National	>1,261,000

Quantity

2008/09 Police Statement of Service Performance Measure	Performance Standard
Number of Mobile Breath Tests conducted.	More than 700,000

Table 18: Number of mobile breath tests to be conducted by all staff

District	Total MBT target
Northland	>26,000
Waitemata	>78,000
Auckland City	>40,000
Counties/Manukau	>40,000
Waikato	>78,000
Bay of Plenty	>78,000
Eastern	>36,000
Central	>78,000
Wellington	>78,000
Tasman	>45,000
Canterbury	>78,000
Southern	>45,000
National	>700,000

Police/MOT measure	Performance Standard
Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped and tested at CBT checkpoints.	>60% (National Target)

Table 19: Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped and tested at CBT checkpoints (%)

District	2004	2005	2006	2007
Northland	69	67	64	61
Waitematā	71	58	55	53
Auckland	51	57	46	62
Counties / Manukau	69	60	51	76
Waikato	53	59	52	49
Bay Of Plenty	49	45	59	60
Eastern	57	68	48	47
Central	60	55	50	47
Wellington	47	61	32	41
Tasman	50	54	54	50
Canterbury	51	40	40	51
Southern	47	48	43	45
National	56	55	48	54

Districts will be expected to improve on their previous performance.

Quality

Police/MOT measure	Performance Standard
Percentage of driver fatalities with excess alcohol.	<21% (National Target only)

Quantity

Police/MOT measure	Performance Standard
Two national drink drive campaigns to be delivered	Achieved
Three local drink drive campaigns in each police district.	Achieved

Figure 9:

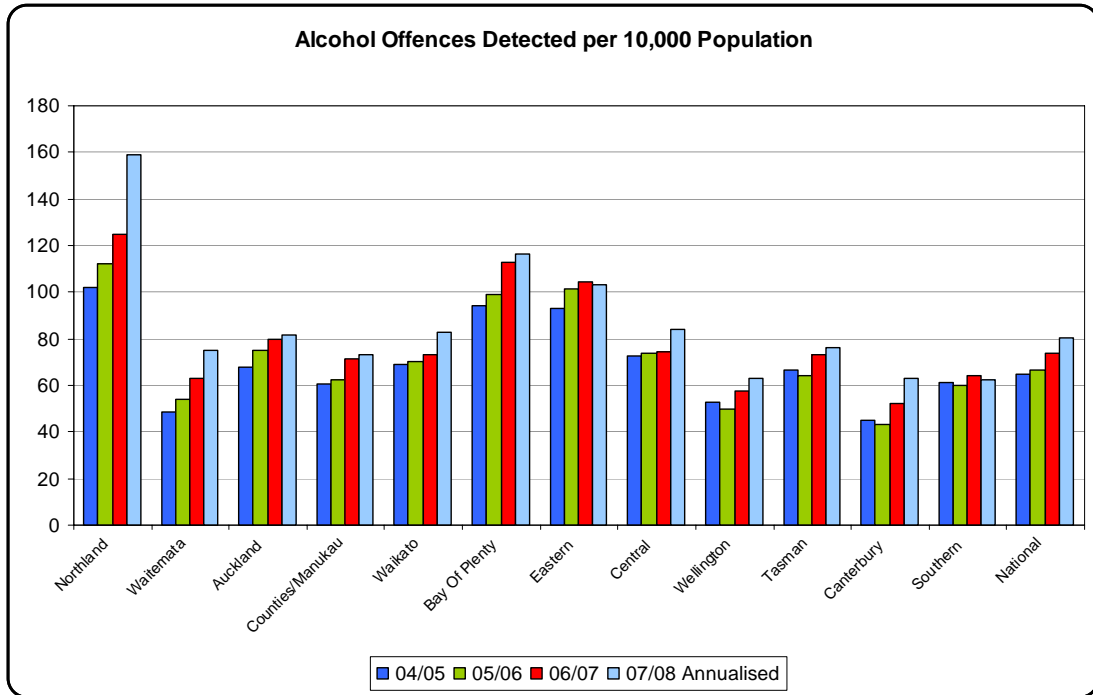


Table 20: Traffic Alcohol Group (TAG) operations by Police District

Police district	Total FTE	Funding
Northland	10.0	\$25,000
Waitematā (Auckland Motorways)	34.4	\$325,000
Waikato	19.8	\$60,000
Bay of Plenty	10.8	
Eastern	7.0	
Central	16.0	\$40,000
Wellington	19.0	\$25,000
Tasman	7.0	
Canterbury	12.0	\$40,000
Southern	7.0	\$50,000
Total	142.8	\$565,000

Restraint device control

Police Output Class 7: Road safety programme

Description:

Enforcement of breaches of front and rear restraint usage law through:

- directed patrols
- traffic surveillance
- issuing traffic and infringement offence notices and prosecution follow-up by issuing officers.

Police will contribute to the *Road Safety to 2010* strategy goals of fewer than 300 deaths, fewer than 2,200 hospitalisations longer than one day and fewer than 1,400 hospitalisations longer than three days by 2010.

In addition to the results sought below, this activity contributes to a reduction in the number of vehicle occupants killed and seriously injured as a result of motor vehicle crashes where occupants failed to wear safety belts/use child restraints.

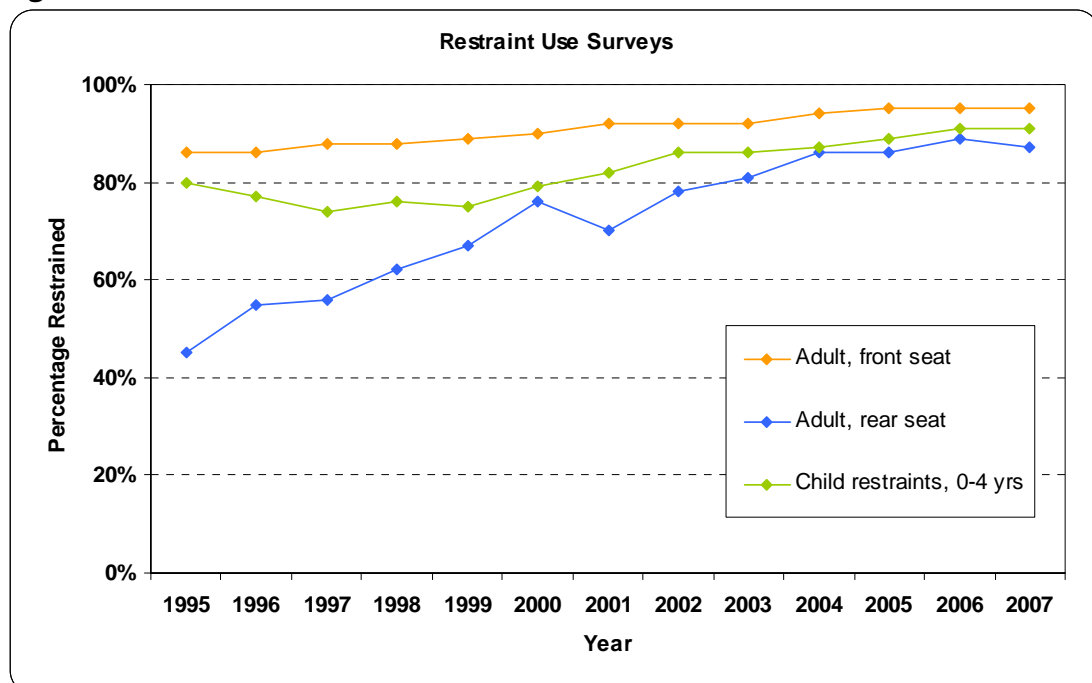
Cost

This activity will be delivered within budget at a cost of \$13.751 million (GST exclusive).

Performance criteria (higher is better)

Results sought

Figure 10:



Quality

Police/MOT measures	Performance Standard
Percentage of vehicle occupants wearing seat belts in the front seat as measured by an annual MoT survey	>97% (National Target)
Percentage of vehicle occupants wearing seat belts in the rear seat as measured by an annual MoT survey	>95% (National Target)
Percentage of children appropriately restrained as measured by an annual MoT survey	>98% (National Target)
Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped by Police for non-compliance with front and rear restraint requirements.	Front >40% (National Target) Back >20% (National Target)

Table 21: Percentage of vehicle occupants wearing seat belts as measured by a MoT survey (%)

District	2003			2004			2005			2006			2007		
	Front	Rear	Child	Front	Rear	Child	Front	Rear	Child	Front	Rear	Child	Front	Rear	Child
Northland	90	87	84	93	89	95	93	94	98	98	99	100	99	71	95
Waitematā	96	82	91	98	93	89	98	91	93	98	96	93	97	96	90
Auckland	99	87	86	96	80	88	98	72	86	100	98	84	98	97	89
Counties / Manukau	93	78	69	94	89	68	95	70	86	95	83	97	94	83	91
Waikato	92	81	91	94	85	86	96	83	90	94	84	86	95	86	87
Bay of Plenty	94	74	78	95	81	83	94	85	90	95	88	90	94	84	87
Eastern	90	75	81	92	84	91	91	96	96	97	89	87	91	87	94
Central	90	85	90	92	84	93	93	89	90	96	93	94	96	92	95
Wellington	91	82	90	94	87	89	96	84	91	96	89	92	95	87	91
Tasman	93	89	92	95	91	93	95	88	91	96	89	93	96	85	92
Canterbury	92	81	93	94	87	93	96	85	83	94	87	85	97	93	90
Southern	93	82	89	95	77	91	95	83	92	95	84	92	95	81	95
National	92	81	86	94	86	87	95	86	89	95	89	91	95	87	91

Districts will be expected to improve on their previous performance.

Table 22: Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped by police for non-compliance with front and rear restraint requirements

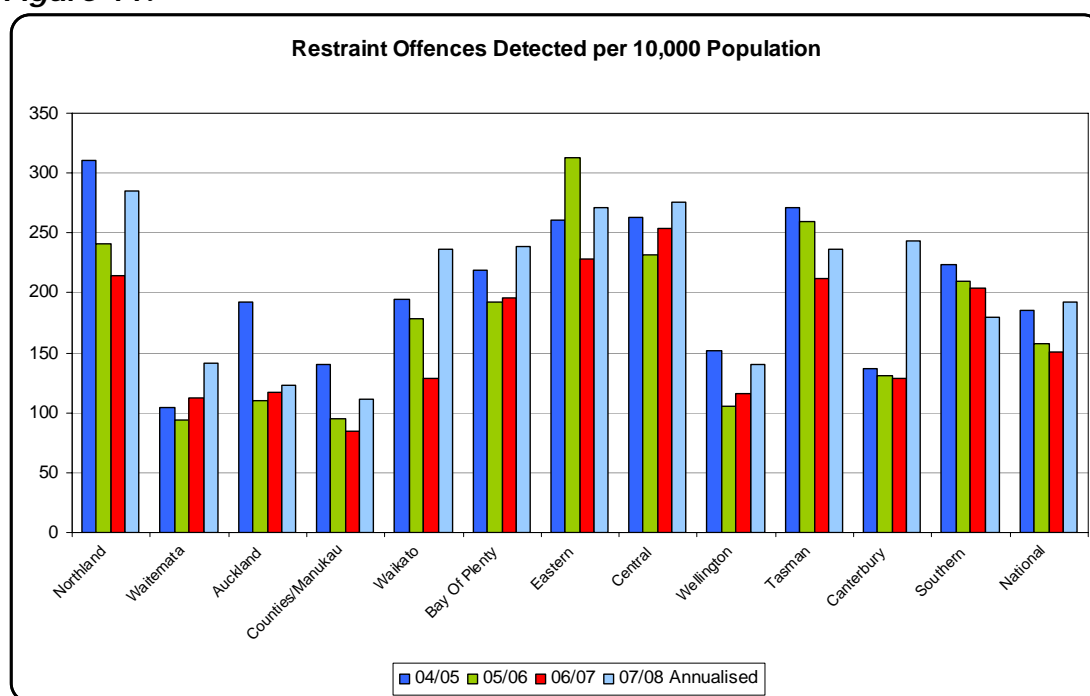
District	2004		2005		2006		2007	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Northland	58	16	46	21	46	16	45	23
Waitematā	37	5	26	6	40	15	32	21
Auckland	28	10	39	12	32	13	33	22
Counties / Manukau	37	16	31	13	34	20	39	27
Waikato	41	19	41	13	37	19	46	17
Bay Of Plenty	34	6	31	12	40	17	43	18
Eastern	44	24	40	21	39	22	44	19
Central	40	23	43	17	39	14	46	17
Wellington	45	33	38	22	32	16	36	11
Tasman	45	12	48	17	49	12	43	8
Canterbury	44	19	30	16	31	13	31	15
Southern	45	10	44	16	46	19	40	19
National	40	16	36	15	37	16	38	18

Districts will be expected to improve on their previous performance.

Quantity

Police/MOT measures	Performance Standard
One national restraint campaign to be delivered	Achieved
Four local restraint campaigns to be delivered.	Achieved

Figure 11:



Visible Road Safety and General Enforcement

- **Dangerous and Careless Drivers**
- **High Risk Drivers**
- **Other road code and traffic law enforcement**

Output Class 7: Road Safety Programme

Description:

From July 1 2008, visible road safety and general enforcement is broken into three key focus areas (the first two of which are linked to Road Policing's fatal five):

- Dangerous and Careless Drivers, which include:
 - intersections
 - failing to keep left
 - driving while fatigued or drowsy
 - driver distraction.
- High Risk Drivers, which include:
 - driving while unlicensed or disqualified
 - young drivers
 - motorcyclists
 - illegal street racing
 - recidivists.
- Other road code and traffic law enforcement, including:
 - intersections (including failing to comply with red traffic lights and failure to stop at stop signs)
 - vehicle fitness (including smoky and noisy vehicles)
 - cyclists
 - pedestrians
 - obscured and missing registration plates
 - regulatory offences.

The enforcement of these laws is in addition to those addressed by other Police outputs and are as identified in the road trauma promoting offences in Part 5.

Police RTPPs for this output are to be based on risk profiles, targeting road safety risks at district and area level, and will promote safer driving practices through:

- directed patrols
- traffic surveillance
- response to offences observed
- issuing traffic and infringement offence notices and follow-up by issuing officers.

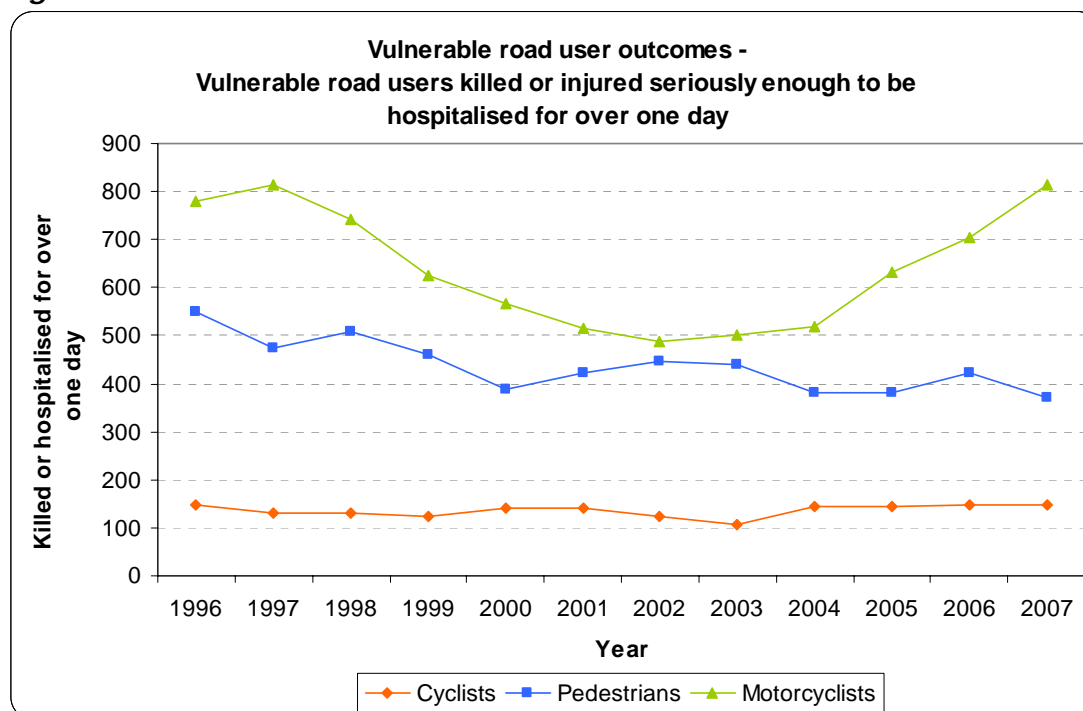
Police will contribute to the *Road Safety to 2010* strategy goals of fewer than 300 deaths, fewer than 2,200 hospitalisations longer than one day and fewer than 1,400 hospitalisations longer than three days by 2010.

Cost

This activity will be delivered within budget at a cost of \$44.132 million (GST exclusive).

Results sought

Figure 12:



Quantity

Other Police/MOT measures	Performance Standard
Number of pedestrians killed or injured seriously enough to be hospitalised longer than one day.	<392 (National Target)

Table 23: Number of pedestrians killed or hospitalised longer than one day*

District	2005	2006	2007	Target (based on 3 year average)
Northland	17	17	21	18
Auckland Region	170	178	138	162
Waikato	35	31	30	32
Bay of Plenty	19	28	31	26
Eastern	11	14	20	15
Central	27	21	30	26
Wellington	29	53	27	36
Tasman	7	9	6	7
Canterbury	40	48	49	46
Southern	28	23	20	24
National	383	422	372	392

* includes re-admissions and transfers from one hospital to another.

Districts will be expected to improve on their 3 year average performance.

Police/MOT measure	Performance Standard
Number of cyclists killed or injured seriously enough to be hospitalised longer than one day.	<146 (National Target)

Table 24: Number of cyclists killed or hospitalised longer than one day*

District	2005	2006	2007	Target (based on 3 year average)
Northland	4	1	5	3
Auckland Region	46	44	46	45
Waikato	16	16	9	14
Bay of Plenty	11	17	11	13
Eastern	5	7	11	8
Central	15	10	7	11
Wellington	10	12	20	14
Tasman	8	12	2	7
Canterbury	25	20	33	26
Southern	3	8	5	5
National	143	147	149	146

* Includes re-admissions and transfers from one hospital to another.

Districts will be expected to improve on their 3 year average performance.

Police/MOT measure	Performance Standard
Number of motor cyclists killed or injured seriously enough to be hospitalised longer than one day.	<717 (National Target)

Table 25: Number of motor cyclists killed or hospitalised longer than one day*

District	2005	2006	2007	Target (based on 3 year average)
Northland	29	46	41	39
Auckland Region	182	207	205	198
Waikato	64	80	110	85
Bay of Plenty	56	61	75	64
Eastern	39	39	49	42
Central	57	53	77	62
Wellington	40	44	58	47
Tasman	41	37	35	38
Canterbury	77	79	107	88
Southern	47	57	58	54
National	632	703	815	717

* Includes re-admissions and transfers from one hospital to another.

Districts will be expected to improve on their 3 year average performance.

Quality

Police/MOT measure	Performance Standard
Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped by Police for non-compliance with selected aspects of the road code and traffic laws.	>35% (National Target)

Table 26: Percentage of respondents to an annual MoT survey who believe there is a high probability of being stopped by Police for non-compliance with selected aspects of the road codes and traffic laws

District	2004	2005	2006	2007
Northland	45	49	47	39
Waitematā	32	24	27	28
Auckland	40	29	28	35
Counties / Manukau	35	27	27	43
Waikato	29	37	24	32
Bay of Plenty	31	37	41	34
Eastern	40	30	31	40
Central	40	35	36	45
Wellington	45	44	33	33
Tasman	26	39	30	46
Canterbury	37	27	33	26
Southern	31	36	37	27
National	36	33	32	34

Districts will be expected to improve on their previous performance.

Quantity

Police/MOT measure	Performance Standard
Percentage of all visible road safety enforcement traffic and infringement offence notices (Traffic Offence Notices - TONs and IONs) issued relating to manner of driving and driver duties or obligation offences.	Not less than 25%

Figure 13:

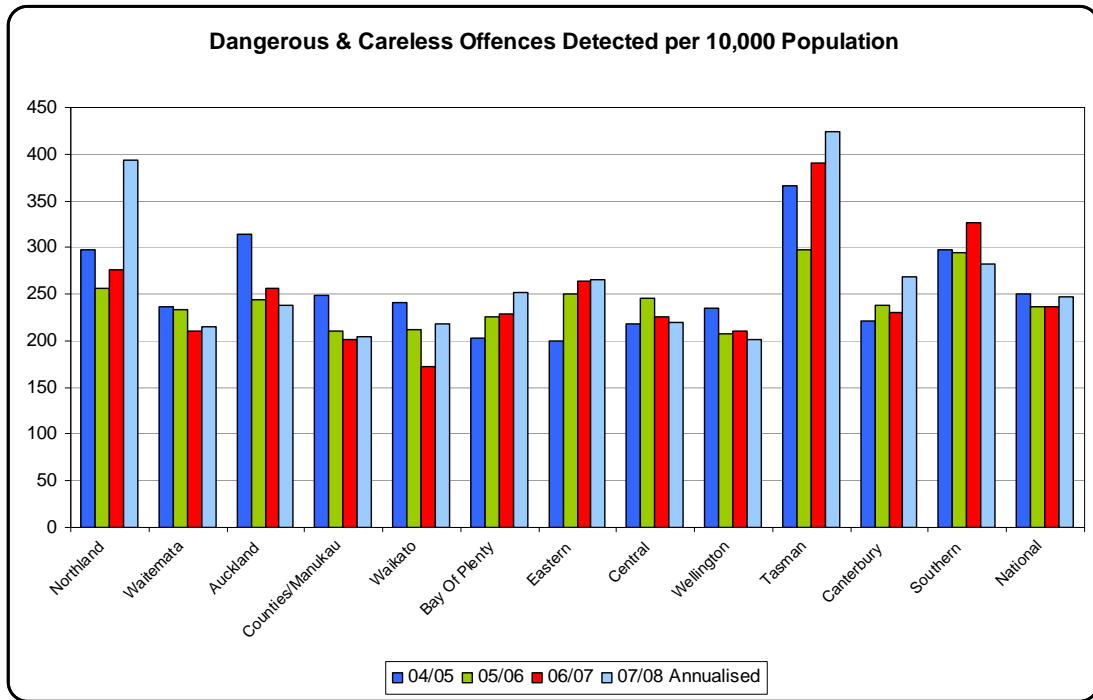


Figure 14:

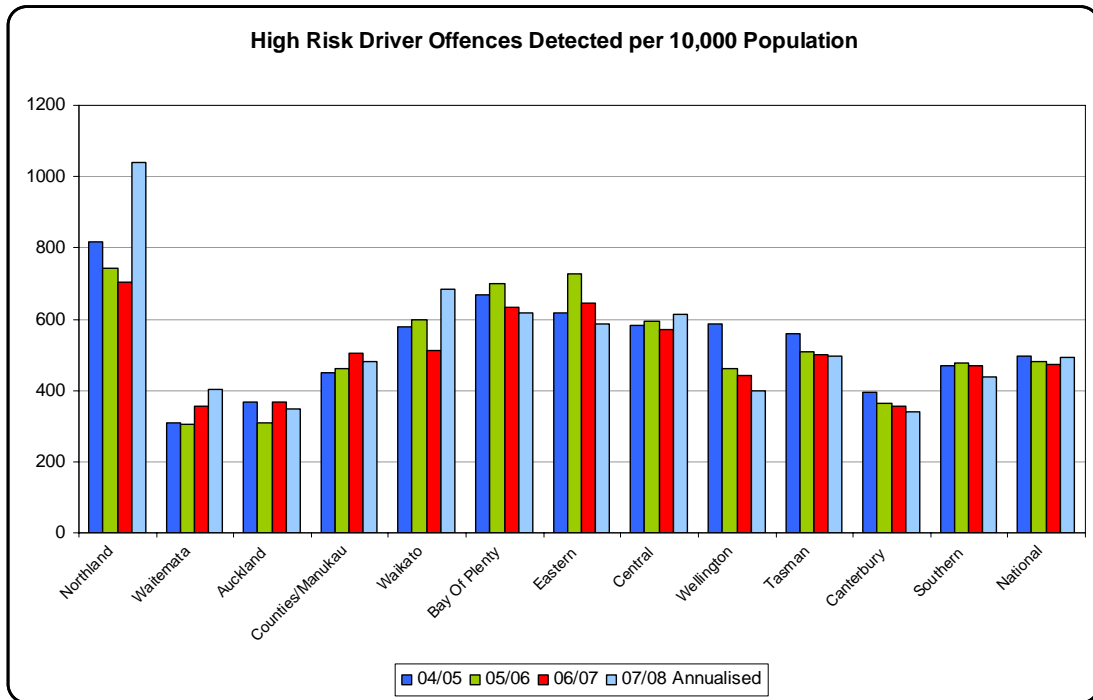
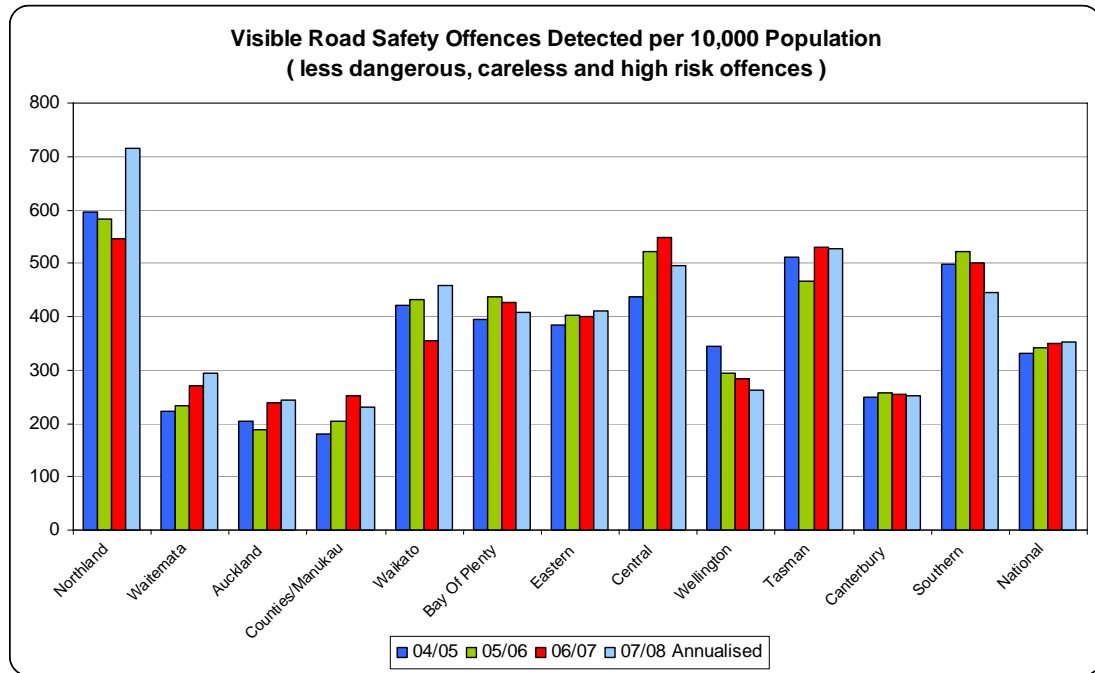


Figure 15:



Commercial vehicle investigation (CVI) and road user charges (RUC) enforcement

Police Output Class 7: Road Safety Programme

Description:

Risk-targeted enforcement of commercial vehicle driver behaviour¹¹, driver and transport licensing, driving hours and logbooks, passenger safety, vehicle and load dimensions, vehicle road and bridge weight limits, load security and the safe carriage of dangerous substances on land, commercial vehicle fitness, road user charges, heavy vehicle speed, alcohol and drug use by commercial drivers and commercial vehicle driver restraints by CVIU through:

- intelligence and offence data gathering, analysis and dissemination through RTPPs
- commercial vehicle surveillance and investigation, in particular where driving hours may be exceeded and other legislative requirements not met
- targeted commercial vehicle enforcement delivered at NZ Transport Agency weighbridges and by mobile patrols
- commercial vehicle safety inspection (including mobile brake testing of commercial vehicles)
- environmental enforcement (noisy and smoky vehicles)
- targeted heavy motor vehicle speed operations (supplementary to the Highway Patrol and Speed Control outputs)
- enforcement activity and follow-up inquiries by the issuing officer.

Results sought

Police will contribute to the *Road Safety to 2010* strategy goals of fewer than 300 deaths, fewer than 2,200 hospitalisations longer than one day and fewer than 1,400 hospitalisations longer than three days by 2010.

In addition, the Police will contribute to the following results:

- a reduction in the number of crashes where the truck driver was at fault, with a particular focus on:
 - commercial vehicle driver behaviour
 - driver fatigue
 - alcohol and drugs
 - vehicle defects
 - loading.

Cost

This activity will be delivered within budget at a total cost of \$16.841 million (GST exclusive).

¹¹ Commercial vehicle stops include instances where the driver's behaviour does not meet legislative requirements and includes; exceeding speed limits and driving hours, failing to keep left or under the influence of drink or drugs.

Quantity

2008/09 Police Statement of Service Performance Measure	Estimated Demand
Number of commercial vehicles stopped by mobile patrols and weighbridges.	180,000 to 220,000

Quality

2008/09 Police Statement of Service Performance Measure	Performance Standard
Percentage of all commercial vehicles stopped for which vehicle inspection reports are completed.	100%

Quantity and quality

Police/MOT measures	Performance Standard
Percentage of the CVIU's service and delivery charter measures that are met.	100%
Number of development projects (inter-agency development of the Operator Rating System project).	1
Number of risk-targeted HMV speed operations (two campaigns per CVIU area).	8

Quality

Police/MOT measures	Performance Standard
Percentage of CVIU enforcement activity delivered in accordance with RTPPs.	100%
Percentage of weighbridge opening times based on assessed risk and meeting minimum requirements.	100%
Percentage of all vehicles stopped at weighbridges and by mobile patrols that are checked for compliance with safety standards and RUC requirements.	100%

Timeliness

Police/MOT measure	Performance Standard
Percentage of vehicle inspection reports provided to NZ Transport Agency within five days of the inspection for each CVIU area.	95%

3. Community engagement on road safety

Police community services

Police Output Class 7: Road Safety Programme

Description:

Support for road safety through:

- community road safety liaison and consultation (attendance at meetings, the provision of information, etc)
- assisting with the development and delivery of road safety action plans
- participation in community focused activities as agreed and planned at the local level.

Results sought

Police will contribute to the *Road Safety to 2010* strategy as listed for other Police outputs in this programme.

Cost

This activity will be delivered within budget at a cost of \$4.877 million (GST exclusive).

Performance criteria:

Quantity

Police/MOT measure	Performance Standard
Percentage of local authorities (or local authority clusters) for which a RSAP is prepared that Police have contributed to.	100%

School road safety education

Police Output Class 7: Road Safety Programme

Description:

Management and delivery of Police road safety education services to schools, including the development of road safety education programmes. School road safety education services and training of school traffic safety teams are delivered by trained, sworn Police education officers (PEOs). Monitoring of school traffic safety teams can be delivered by PEOs or other sworn Police staff who have completed school patrol monitoring training.

Definitions of terms used in the performance criteria below are:

1. A school road safety education session is defined as:

- classroom delivery of approved road safety programmes (*i.e. Stepping Out, Riding By, Out and About, Changing Gear, Safe Wheels, Dare to Drive to Survive, Tracks are for Trains, About ATV's*)
- planning and preparation of road safety lessons with teachers
- delivery to adults (teachers/parents/caregivers)
- the training of school traffic safety Teams (excluding monitoring)
- the promotion and explanation of available road safety programmes to a school
- assisting with road safety issues around a school.

For recording purposes, each half hour of the events above equates to one education session. For example, if a class is taught one hour of road safety education, this equates to two education sessions.

2. School traffic safety teams include school patrols operating on pedestrian crossings and kea crossings, traffic wardens and bus wardens.

Results sought

Police will contribute to the *Road Safety to 2010* strategy as listed for other Police outputs in this programme.

Cost

This activity will be delivered within budget at a cost of \$6.547 million (GST exclusive).

Performance criteria:

Quality

2008/09 Police Statement of Service Performance Measure	Performance Standard
Percentage of all schools contacted by Police Education Officers and/or in receipt of school road safety education sessions.	100%

Quantity

Police/MOT measure	Performance Standard
Number of education sessions delivered annually.	50,000 (half hour sessions)

Quality

Police/MOT measure	Performance Standard
Percentage of all schools with school traffic safety teams (see definition 2 above) that have received training in accordance with the <i>School traffic safety team manual</i> .	100%
Percentage of all schools with school traffic safety teams (see definition 2 above) that have been monitored in accordance with the <i>School Traffic Safety team manual</i> .	100%

4. Road policing incident and emergency management

Crash attendance and investigation

Police Output Class 7: Road Safety Programme

Description

Management of road crash and investigation of cause factors through:

- management of crash sites, including preservation of life and safeguarding property
- collection, preservation and forensic examination of physical evidence
- conducting enquiries with other road users and witnesses, and preparation of files for judicial and coronial hearings
- support for traffic crash victims
- prompt resumption of safe traffic flows at crash sites
- completion of the Large Bus and Truck Crash Report for crashes attended by the CVIU
- completion of traffic crash reports ensuring special attention is focused upon the accurate recording and classification of all injuries sustained by any person involved in a crash.

Result sought

Monitoring of safety performance and a better understanding of the factors which contribute to crashes, including the performance of parts of the road network, resulting in improved targeting of resources, and determining the causes of individual crashes for appropriate enforcement action or other court proceedings.

Cost

This activity will be delivered within budget at a cost of \$33.796 million (GST exclusive).

Performance criteria:

Quantity

2008/09 Police Statement of Service Performance Measure	Estimated Demand
Number of crashes attended and reported to NZ Transport Agency: Fatal crashes	330 to 370
Number of crashes attended and reported to NZ Transport Agency: Serious injury crashes	2,000 to 2,200
Number of crashes attended and reported to NZ Transport Agency: Minor injury crashes	8,000 to 9,000
Number of crashes attended and reported to NZ Transport Agency: Non-injury crashes	26,000 to 29,000

Quality

Police/MOT measures	Performance Standard
Percentage of crashes/casualties reported to NZ Transport Agency on a traffic crash report (POL 565) for fatal crashes.	100%
Percentage of crashes/casualties reported to NZ Transport Agency on a traffic crash report (POL 565) for casualties resulting in hospitalisation for over one day.	70%
Delivery of this output in accordance with identified best-practice procedures as measured by a file sample survey: a) In relation to non-serious traffic crashes, the file sample survey to be more than 200 files per annum correct files. b) In relation to serious traffic crashes ¹² the file survey to be based on a review of traffic crash reports prepared in each police district.	Better than 92% Better than 95%
Percentage of hospitalisations longer than one day which have matching injury traffic crash reports (POL 565).	At least 70%
Ratio of hospitalisations longer than one day to reported serious injuries as recorded from traffic crash reports (POL565).	1

12 Serious traffic crashes include fatal traffic crashes.

Traffic management services¹⁴

Police Output Class 7: Road Safety Programme

Description

Management of road traffic through¹⁵:

- evacuation and patrol services during incidents, emergencies and disasters to facilitate resumption of safe traffic flows at affected areas
- traffic management services at civic and sporting events
- management of traffic as appropriate, for example:
 - in metropolitan and provincial cities during holiday periods;
 - arising from vehicle breakdowns;
 - where traffic control devices fail.

Result sought

Managing traffic so that it flows safely and smoothly.

Cost

This activity will be delivered within budget at a cost of \$11.419 million (GST exclusive).

Performance criteria:

Quantity

2008/09 Police Statement of Service Performance Measure	Estimated Demand
Number of traffic incidents, blockages and breakdowns recorded.	80,000 to 90,000
Number of unique Priority One (P1) traffic events created.	Benchmark to be established in 2008/09

¹⁴ Was previously three individual outputs: traffic flow supervision; incidents, emergencies and disasters; and events.

¹⁵ Includes all of the Auckland motorway network.

Table 27: Number of traffic incidents, blockages and breakdowns attended

District	2002/03	2003/04	2004/05	2005/06	2006/07
Northland	2,745	2,243	2,636	2,400	2,737
Waitematā	22,969	21,835	21,928	22,885	24,359
Auckland	5,182	4,301	4,227	3,587	3,595
Counties Manukau	6,358	5,068	5,268	5,071	4,221
Waikato	7,511	6,284	6,128	6,187	6,273
Bay of Plenty	7,153	6,302	6,792	6,631	7,015
Eastern	4,472	3,975	4,426	4,516	4,551
Central	7,564	7,366	8,283	9,029	9,223
Wellington	9,468	9,145	10,323	10,568	11,012
Tasman	3,316	3,131	3,022	2,986	3,246
Canterbury	5,757	5,408	5,199	5,495	6,314
Southern	4,898	5,086	4,909	5,594	5,243
Total	87,393	80,144	83,141	84,949	87,789

Quality

2008/09 Police Statement of Service Performance Measure	Performance Standard
Number of complaints upheld against the Police relating to attendance at traffic emergencies and disasters.	fewer than 5
Percentage of Priority One (P1) traffic events created that are attended within 10 minutes of being reported if in an urban area.	Benchmark to be established in 2008/09
Percentage of Priority One (P1) traffic events created that are attended within 30 minutes of being reported if in a rural area.	Benchmark to be established in 2008/09

5. Road policing resolutions

Sanctions, prosecutions and court orders

Police output class 7: Road Safety Programme

Description

This activity covers the management of sanctions, prosecution and court orders through:

- processing of traffic infringement and offence notices
- prosecution of offences against transport and road safety related legislation
- processing of limited licence applications
- the execution of warrants to arrest, fines warrants and other warrants, and the serving of summonses and other minor offence notices generated under the Transport Act (court documents)
- contributing to the enforcement of roadside suspensions.

Result sought

Achieving specific deterrence through increasing both the certainty of apprehension and response to irresponsible road users and operators.

Cost

This activity will be delivered within budget at a cost of \$7.773 million (GST exclusive).

Performance criteria

Quantity

2008/09 Police Statement of Service Performance Measure	Estimated Demand
Number of traffic prosecutions.	80,000

Quality

2008/09 Police Statement of Service Performance Measure	Performance Standard
Number of complaints upheld relating to the execution of road policing court documents.	Nil

Police/MOT measures	Performance Standard
Percentage of prima facie cases established for informations laid which proceed to prosecution.	Not less than 99%
Percentage of files with victim impact statements on file as determined from a Police file sample survey.	100%

Timeliness

Police/MOT measures	Performance Standard
Percentage of Police prosecution files with victim impact statements where the statement is no older than 28 days, when this is required for sentencing as determined from a Police file sample survey.	100%
Number of hearings that do not proceed on the date agreed between the Court and Police for reasons that are the responsibility of Police.	Nil
Percentage of speed offence notices issued later than 30 days after the camera photograph is taken.	Nil

6. Commercial Vehicle Investigation Unit Service Delivery Charter

Vision

Safer Drivers, Safer Vehicles = Safer Communities.

Values

- Maintain the highest levels of honesty and integrity at all times
- Uphold the rule of law in a fair and equitable manner
- Treat everyone with dignity and respect
- Consult, advise and educate in response to the needs of staff and community
- Foster open and meaningful communication
- Be a loyal, effective and professional member of NZ Police
- Maintain the highest levels of confidentiality.

Definitions

Commercial vehicles include:

- Heavy motor vehicles (where Gross Laden Weight exceeds 3,500 kilograms)
- Light diesel vehicles (Includes courier vehicles)
- Vehicles used in a transport service (Includes light passenger service vehicles)

Commercial vehicle stops will entail an examination for the following:

- safety compliance
- road-user charge compliance.

Safety compliance

- Driver Licence status and driver sobriety
- Where fitted, driver and passenger restraints are worn
- Driving hours, including fatigued drivers
- Evidence of vehicle inspection is current
- There is no obvious vehicle safety defect
- The load is secure (including compliance when carrying Dangerous Goods)
- An appropriate CVIU Level of Vehicle Inspection is adopted during enforcement stops.

A more detailed explanation of the five levels of inspection used by the CVIU can be found in Table1.

Road-user charges compliance

- The Road User Licence displayed is appropriate for the vehicle and load
- An operational distance recorder is fitted to the vehicle.

The appropriate roadside enforcement action resulting from a commercial vehicle stop is at the discretion of the officer. In taking such action the officer will have regard to the *CVIU Enforcement Standards Guide and the HMV Categorisation of Defects Guide*.

The CVIU guides are available on the [Police website](#).

Table 28: CVIU VEHICLE INSPECTION LEVELS AND STANDARDS

Note: "Inspection Reports" include the following Police Forms:

1.	<i>Commercial Vehicle Inspection Report (New Form 08/09)</i>
2.	<i>POL1075</i>
3.	<i>POL700</i>
4.	<i>POL1095 (taxis)</i>

CVIU Levels of Inspections	Standard
<p><u>CVIU Level 1 Inspection</u></p> <ul style="list-style-type: none"> Level 1 inspections are no longer applicable 	N/A
<p><u>CVIU Level 2 Inspection</u></p> <p>This inspection requires the following matters to be inspected:</p> <p><i>Safety compliance</i></p> <ul style="list-style-type: none"> Driver Licence status and sobriety Driving hours / Logbook check Where fitted, driver and passenger restraints are worn Evidence of vehicle inspection is current There is no obvious vehicle safety defect evident The load is secure. <p><i>Road User Charges Compliance</i></p> <ul style="list-style-type: none"> The Road User Licence displayed is appropriate for the type of vehicle, load, distance and/or time An accurate distance recorder is fitted to the vehicle. 	<p>Level 2 inspections should be limited to light diesel vehicles in the main and should not exceed 5% of all vehicles inspected.</p> <p>Completion of "Inspection Reports" as appropriate in every instance where a breach or an offence has been detected.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p> <p>Note: Any out of service action relating to HMV's is in accordance with HMV Categorisation of Defects Guide.</p>
<p><u>CVIU Level 3 Inspection</u></p> <p>This inspection requires the following matters to be inspected:</p> <p><i>Safety compliance</i></p> <ul style="list-style-type: none"> Driver Licence status and sobriety Driving hours / Logbook check Where fitted, driver and passenger restraints are worn Evidence of vehicle inspection is current There is no obvious vehicle safety defect evident The load is secure Vehicle inspection be conducted by an enforcement officer who is qualified to conduct a heavy vehicle safety inspection The inspection will involve the testing and inspection of some mechanical components in accordance with HMV Categorisation of Defects Guide. 	<p>Note: Level 3 Inspections is the minimum standard expected requirement for commercial vehicle safety inspections.</p> <p>Completion of appropriate "Inspection Reports" is required for <u>all</u> Level 3 inspections.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p>

<p>Road User Charges Compliance</p> <ul style="list-style-type: none"> • The Road User Licence displayed is appropriate for the type of vehicle, load, distance and/or time • An accurate distance recorder is fitted to the vehicle. 	
<p><u>CVIU Level 4 Inspection</u> Level 4 inspections will be carried out by a member of the CVIU appointed as a dangerous goods enforcement officer and will consist of:</p> <p>Safety compliance</p> <ul style="list-style-type: none"> • Driver Licence status and sobriety • Driving hours / Logbook check • Where fitted, driver and passenger restraints are worn • Evidence of vehicle inspection is current • There is no obvious vehicle safety defect evident • The load is secure. <p>Road User Charges Compliance</p> <ul style="list-style-type: none"> • The Road User Licence displayed is appropriate for the type of vehicle, load, distance and/or time • An accurate distance recorder is fitted to the vehicle. <p>Dangerous Goods An assessment of compliance relative to the Dangerous Goods Rule 45001.</p>	<p>Completion of appropriate "Inspection Reports" is required in every instance where a breach or an offence has been detected.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p> <p>Note: Level 4 inspections to be carried out in conjunction with Level 2, 3 or 5 inspections as appropriate</p>
<p><u>CVIU Level 5 Inspection</u> Level 5 inspections will be full vehicle safety compliance inspections conducted by a vehicle safety officer in accordance with:</p> <ul style="list-style-type: none"> • HMV Categorisation of Defects Guide • Vehicle Inspection Requirements Manual (VIRM) 	<p>Completion of appropriate "Inspection Reports" is required for <u>all</u> Level 5 inspections.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p>
<p><u>CVIU Level 6 Inspection</u> Level 6 inspections will be full brake test inspections conducted by a vehicle safety officer in accordance with:</p> <ul style="list-style-type: none"> • CVIU Brake Testing Guidelines <p>Note: Any faults found during Level 6 inspections must be followed up with a Level 5 inspection.</p>	<p>Completion of appropriate "Inspection Reports" is required for all Level 6 inspections.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p>

<p>CVIU Level 7 Inspection</p> <p>Level 7 inspections will be full inspections targeting either noisy or smoky vehicles. The inspections will include all vehicles (light and heavy), not only commercial vehicles.</p> <ul style="list-style-type: none"> • Smoke tests will be conducted in accordance the visible vapour test, using the "10 second rule" as per Section 7.5, Road User Rule 2004 • Noise test will be conducted in accordance with Vehicle Equipment Rule. <p>Note: Any faults detected during Level 7 inspections of commercial vehicles, must be followed up with Level 2, 3 or 5 inspections as appropriate.</p>	<p>Completion of "Inspection Reports" is required for heavy vehicles that have been subjected to a Level 7 inspection.</p> <p>95% of completed copies of the "Inspection Reports" to be forwarded to NZ Transport Agency within 5 days of the inspection.</p> <p>Vehicles breaching emissions or noise standards to be placed of service (POE)</p>
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CVIU PERFORMANCE MEASURES for 2008/09

Table 29: CVIU - POLICE NATIONAL HEADQUARTERS

As a Measure of Quality	
PROVIDE	on a quarterly basis, reports on the activities of the CVIU to the Ministers of Transport and Police.
WORK	<p>on a joint NZ Transport Agency/Police project to pilot and enhance the collection of information from roadside vehicle stops. This project includes the categorisation of vehicle inspections, the information to be collected at each category of stop, the development of risk profiling, and consideration of how this information is used to develop the CVIU's intelligence capability and can be accessed by NZ Transport Agency for safety rating purposes; including to:</p> <ul style="list-style-type: none"> • continuing development work on the introduction of electronic collection of data at the roadside • assisting with the development of the Operator Rating System (ORS) • assist in the development of the NZ Transport Agency Road Side Inspection Database (RID).
CONSULT	<p>with:</p> <ul style="list-style-type: none"> • the transport industry on matters of mutual interest with the aim of achieving a high level of compliance within all sectors of the industry • strategic partners such as NZ Transport Agency and Ministry of Transport on matters of mutual interest.
MANAGE	<p>the operation of the CVIU within Police including:</p> <ul style="list-style-type: none"> • the implementation of the Road Policing Strategic Plan <i>Towards 2010</i> • continue to enhance the whole of policing approach to CVIU staff • continue to align CVIU enforcement activity to better align with other Road Policing Strategies by;

	<ul style="list-style-type: none"> ➤ the maintenance of the <i>CVIU Enforcement Standards Guide</i> ➤ the maintenance of the <i>CVIU Induction, Training and Policy Manual</i> ➤ the maintenance of the <i>HMV Categorisation of Defects Guide</i> ➤ the identification, co-ordination and delivery of CVIU training needs, including the delivery of four specialist training courses to each of the four CVIU areas ➤ the targeting of resources to areas of identified risk ➤ the conduct of performance audits of each of the four CVIU areas.
ENHANCE	the strategic, tactical intelligence and vehicle safety compliance capability within the CVIU to ensure that areas of greatest risk continue to be targeted and resourced.
ENSURE	that the overall delivery of commercial vehicle enforcement is in accordance with the CVIU Charter 08/09.
ENSURE	the delivery of eight (8) heavy vehicle speed control enforcement campaigns, (Two [2] in each CVIU Area).

PERFORMANCE MEASURES: CVIU AREAS 1,2,3 & 4 for 2008/09

Table 30: Alignment of CVIU Areas to:

CVIU Areas	Alignment to Police Districts
CVIU Area 1	Northland, Waitematā, Auckland City & Counties Manukau
CVIU Area 2	Waikato, Bay of Plenty & Eastern (Gisborne/East Cape)
CVIU Area 3	Central, Eastern (Hawkes Bay) & Wellington
CVIU Area 4	Tasman, Canterbury & Southern

Table 31: PERFORMANCE MEASURES FOR ALL CVIU AREAS

(NOTE: Each vehicle component stopped counts as one vehicle)

As a Measure of Quality:	
INVESTIGATE AND REPORT	on crashes involving commercial vehicle crashes attended by CVIU. Consider investigation using the HS&E Act 1992 or any other enactment if necessary.
CONDUCT	safety inspections of commercial vehicles, including a minimum of 10% of the Taxi fleet in each metropolitan area.
CONDUCT	commercial vehicle inspections are undertaken in accordance with CVIU Inspection Levels and standards including smoke and noise enforcement
CONDUCT	brake test inspections of commercial vehicles in accordance with CVIU Levels of Inspection and standards.
ENSURE	that any commercial vehicle inspected that is identified as having a brake defect is subject to a more thorough inspection commensurate with the severity of the defect found, and a vehicle inspection report is completed
ENSURE	that vehicle inspections are undertaken in accordance with the CVIU Inspection Levels and standards.
ENSURE	delivery of two heavy vehicle speed control enforcement campaigns are conducted to areas of identified risk.
ENSURE	that all mobile patrols and compliance station enforcement activity is deployed to address identified risks
ENSURE	that all hours of operation of the particular CVIU Area compliance stations are documented and all enforcement activity (Mobile and Compliance station) is based on identified risks.
In addition, CVIU will assist NZ Transport Agency Transport Advisors with off-road brake tests subject to Police operational requirements.	

As a Measure of Timeliness:	
ENSURE	that 95 percent of all CVIU large bus and truck crash report forms are completed and with NZ Transport Agency within 24 hours of the crash.
ENSURE	that 95 percent of all vehicle "Inspection Reports" are provided to NZ Transport Agency within five working days as measured from NZ Transport Agency reports database.

Table 32: SPECIFIC CVIU AREA PERFORMANCE MEASURES (includes Table 31)

CVIU Area 1	
• Mobile Patrols	
• Vehicle Safety Inspections	
• Compliance Station Activity	Neilson Street, Stanley Street and Drury
ASSIGN	a minimum of twenty two (22) staff to mobile and compliance station enforcement activities
ASSIGN	three (3) appropriately-qualified enforcement officers to conduct roadside safety inspections of commercial vehicles including brake testing.
ENSURE	that the Compliance Stations are open for a combined minimum of eight hours per day for 180 days per annum

CVIU Area 2	
• Mobile Patrols	
• Vehicle Safety Inspections	
• Compliance Station Activity	Rotokawa and Turangi
ASSIGN	a minimum of twenty three (23) staff to mobile and compliance station enforcement activities.
ASSIGN	three (3) appropriately-qualified enforcement officers to conduct roadside safety inspections of commercial vehicles including brake testing.
ENSURE	that the Rotokawa Compliance Station is open for a minimum of five hours per day for 300 days per annum
ENSURE	that the Turangi Compliance Station is open for a minimum of three hours per day for 180 days per annum

CVIU Area 3	
• Mobile Patrols	
• Vehicle Safety Inspections	
• Compliance Station Activity	Ohakea and Plimmerton
ASSIGN	a minimum of twenty six (26) staff to mobile and compliance station enforcement activities.
ASSIGN	three (3) appropriately-qualified enforcement officers to conduct roadside safety inspections of commercial vehicles including brake testing.
ENSURE	that the Ohakea Compliance Station is open for a minimum of five hours per day for 300 days per annum.
ENSURE	that the Plimmerton Compliance Station is open for a minimum of five hours per day for 300 days per annum

CVIU Area 4	
• Mobile Patrols	
• Vehicle Safety Inspections	
• Compliance Station Activity	Glasnevin
ASSIGN	a minimum of twenty three (23) staff to mobile and compliance station enforcement activities.
ASSIGN	three (3) appropriately-qualified enforcement officers to conduct roadside safety inspections of commercial vehicles including brake testing.
ENSURE	that the Glasnevin Compliance Station is open for a minimum of five hours per day for 300 days per annum.

PART 4: POLICE DISTRICT AND LOCAL AUTHORITY RESOURCE ALLOCATIONS

1. Preface

Part four of the RPP provides details of the approved Police road policing resources for each local authority cluster or area. The recommended allocation of road policing resources for each local authority cluster or area takes into consideration local RPP consultation and recommendations, and reflects the strength of the road safety partnership.

2. Presentation of police resources

Police allocations for 2008/09 show the number of full time equivalent (FTE) Police staff that are funded to be delivered to the various road policing activities. These FTEs remain allocated to the various activities (speed enforcement, drink and/or drugged driver control, etc) as has been the case in the past.

Table 33 presents a national summary of Police resources for 2008/09 across all Police activities

Table 34 presents Police resources for activities to be delivered by each Police district during the 2008/09 year.

Table 35 presents Police resources for activities to be delivered in each local authority area or cluster in New Zealand during the 2008/09 year.

2.1 Consideration of approved organisations' recommendations

The consultation processes for the preparation of the programme provided for approved organisations to comment on the level of road policing activities allocated to each activity, and to recommend the same, or more or less based on the road safety trends and outcomes for the area/s involved. Specifically they were asked, for each NZ Police activity, to indicate whether the emphasis was about right, a lesser emphasis would be acceptable, or whether more emphasis was needed; and for comment and/ or justification. They were also invited to make comment on road policing in general or on the RPP itself.

The following table contains the policy applied by the NZ Transport Agency, in consultation with NZ Police, when considering approved organisations' road policing recommendations.

Table 33: Local authority 2008/2009 road policing recommendations

Recommendation Type	Outcome
"Emphasis about right" recommendations.	Recommendations endorsed.
"More emphasis needed" recommendations with no off-setting "lesser emphasis acceptable" recommendation.	Supported where resources were available – see section 3.1. In some instances this additional resource is being managed at the NZ Police District level (as for the Highway patrol) and is therefore not included in individual territorial authority/territorial authority cluster allocations.
"Lesser emphasis acceptable" recommendations with no off-setting "more emphasis needed" recommendation.	Recommendations not supported (although there were very few of these).
Recommendations containing a mix of "More emphasis needed" and "lesser emphasis acceptable" recommendations.	Where: (a) the hours were specified The recommendations were endorsed where appropriate. (b) the hours were not specified The recommendations were considered on a case by case basis and as a general rule no more than 10% of the hours were transferred.
Minor mixed recommendations.	To be addressed at the local level through RSAPs, RTTPs and crash books.

2.2 Flexibility to target to risk

It is accepted that based on current crash risks, a Police district may want to deliver services with a different emphasis between strategic activities from those specified in the following tables. For example, based on the latest analysis of crash risks, a Police area may, in consultation with their road safety partners, decide to spend more time on restraint enforcement and less on visible road safety. The process to change the emphasis will be through the RSAP process. Through that process, partner agencies will be in the best position to assess current and emerging crash risk and make changes to the allocation split. Such changes will be clearly set out in the RSAP minutes and be available for auditing.

The approach adds more flexibility to shift resources to deal with crash risk. The entire focus is upon maximising our flexibility and by doing so, maximise the reduction in road trauma that can be achieved through risk-targeted road policing.

Table 34: National summary of Police resources

Category Activity	Full Time Equivalent (FTE) staff
Strategic road policing	
Speed control	208.6
Drinking or drugged driver control	268.5
Restraint device control	74.8
Visible road safety and general enforcement	218.0
Commercial Vehicle Investigation Unit	106.0
Traffic camera operations	73.5
Strategic road policing - urban arterial routes	3.0
Strategic road policing - rural arterial routes	30.0
Highway patrol	231.7
Enhanced alcohol CBT project	142.8
Strategic road policing - NRSC test area	3.8
Strategic road policing total:	1,360.7
Community engagement on road safety	
Police community services	28.9
School road safety education	42.0
Community engagement on road safety total:	70.9
Road policing incident and emergency management	
Crash attendance and investigation	206.5
Traffic management	61.5
Road policing incident and emergency management total:	268.0
Road policing resolutions	
Court orders	8.6
Sanctions and prosecutions	41.3
Road policing resolutions total:	49.9
Grand total:	1,749.5

Note: figures have been rounded

Table 35: Police resources by police district

NZ Police District	Activity category	Full Time
Activity		Equivalent (FTE) Staff
Police National Headquarters		
Strategic road policing		
	Commercial Vehicle Investigation Unit	106.0
	Strategic road policing total:	106.0
Road policing resolutions		
	Sanctions and prosecutions	41.3
	Road policing resolutions total:	41.3
Police National Headquarters Police District total:		147.3

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Northland	
Strategic road policing	
Speed control	6.9
Drinking or drugged driver control	11.9
Restraint device control	2.3
Visible road safety and general enforcement	6.8
Traffic camera operations	4.2
Strategic road policing - rural arterial routes	5.0
Highway patrol	18.0
Enhanced alcohol CBT project	10.0
Strategic road policing total:	65.1
Community engagement on road safety	
Police community services	1.7
School road safety education	1.5
Community engagement on road safety total:	3.2
Road policing incident and emergency management	
Crash attendance and investigation	8.2
Traffic management	1.1
Road policing incident and emergency management total:	9.3
Road policing resolutions	
Court orders	0.2
Road policing resolutions total:	0.2
Northland Police District total:	77.7

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Waitematā	
Strategic road policing	
Speed control	15.5
Drinking or drugged driver control	23.1
Restraint device control	4.1
Visible road safety and general enforcement	17.2
Traffic camera operations	11.2
Strategic road policing - urban arterial routes	3.0
Highway patrol	17.0
Strategic road policing total:	91.1
Community engagement on road safety	
Police community services	6.7
School road safety education	3.5
Community engagement on road safety total:	10.2
Road policing incident and emergency management	
Crash attendance and investigation	17.6
Traffic management	2.7
Road policing incident and emergency management total:	20.3
Road policing resolutions	
Court orders	0.8
Road policing resolutions total:	0.8
Waitematā Police District total:	122.4

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Waitematā (Auckland Motorways)	
Strategic road policing	
Speed control	7.5
Drinking or drugged driver control	6.8
Restraint device control	2.0
Visible road safety and general enforcement	15.9
Enhanced alcohol CBT project	34.4
Strategic road policing total:	66.5
Community engagement on road safety	
Police community services	0.7
Community engagement on road safety total:	0.7
Road policing incident and emergency management	
Crash attendance and investigation	6.0
Traffic management	20.7
Road policing incident and emergency management total:	26.7
Road policing resolutions	
Court orders	0.1
Road policing resolutions total:	0.1
Waitematā (Auckland Motorways) Police District total:	93.9

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Auckland	
Strategic road policing	
Speed control	20.0
Drinking or drugged driver control	28.7
Restraint device control	6.7
Visible road safety and general enforcement	26.4
Traffic camera operations	4.0
Strategic road policing total:	85.8
Community engagement on road safety	
Police community services	2.9
School road safety education	4.2
Community engagement on road safety total:	7.1
Road policing incident and emergency management	
Crash attendance and investigation	28.7
Traffic management	8.9
Road policing incident and emergency management total:	37.5
Road policing resolutions	
Court orders	0.9
Road policing resolutions total:	0.9
Auckland Police District total:	131.4

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Counties/Manukau	
Strategic road policing	
Speed control	14.3
Drinking or drugged driver control	21.1
Restraint device control	5.9
Visible road safety and general enforcement	20.0
Traffic camera operations	7.1
Highway patrol	9.0
Strategic road policing total:	77.4
Community engagement on road safety	
Police community services	1.3
School road safety education	4.3
Community engagement on road safety total:	5.6
Road policing incident and emergency management	
Crash attendance and investigation	22.0
Traffic management	4.0
Road policing incident and emergency management total:	26.0
Road policing resolutions	
Court orders	0.9
Road policing resolutions total:	0.9
Counties/Manukau Police District total:	110.0

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Waikato	
Strategic road policing	
Speed control	15.9
Drinking or drugged driver control	21.9
Restraint device control	5.3
Visible road safety and general enforcement	15.6
Traffic camera operations	6.8
Strategic road policing - rural arterial routes	5.0
Highway patrol	32.5
Enhanced alcohol CBT project	19.8
Strategic road policing total:	122.8
Community engagement on road safety	
Police community services	2.5
School road safety education	3.7
Community engagement on road safety total:	6.2
Road policing incident and emergency management	
Crash attendance and investigation	17.8
Traffic management	2.8
Road policing incident and emergency management total:	20.6
Road policing resolutions	
Court orders	0.5
Road policing resolutions total:	0.5
Waikato Police District total:	150.1

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Bay of Plenty	
Strategic road policing	
Speed control	16.6
Drinking or drugged driver control	25.7
Restraint device control	4.7
Visible road safety and general enforcement	12.8
Traffic camera operations	7.0
Strategic road policing - rural arterial routes	5.0
Highway patrol	32.5
Enhanced alcohol CBT project	10.8
Strategic road policing total:	114.9
Community engagement on road safety	
Police community services	1.7
School road safety education	3.6
Community engagement on road safety total:	5.3
Road policing incident and emergency management	
Crash attendance and investigation	14.6
Traffic management	2.0
Road policing incident and emergency management total:	16.6
Road policing resolutions	
Court orders	0.6
Road policing resolutions total:	0.6
Bay of Plenty Police District total:	137.5

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Eastern	
Strategic road policing	
Speed control	9.0
Drinking or drugged driver control	14.8
Restraint device control	7.0
Visible road safety and general enforcement	10.8
Traffic camera operations	5.6
Strategic road policing - rural arterial routes	5.0
Highway patrol	16.0
Enhanced alcohol CBT project	7.0
Strategic road policing total:	75.2
Community engagement on road safety	
Police community services	0.7
School road safety education	3.0
Community engagement on road safety total:	3.7
Road policing incident and emergency management	
Crash attendance and investigation	10.2
Traffic management	1.6
Road policing incident and emergency management total:	11.8
Road policing resolutions	
Court orders	0.5
Road policing resolutions total:	0.5
Eastern Police District total:	91.3

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Central	
Strategic road policing	
Speed control	20.6
Drinking or drugged driver control	22.7
Restraint device control	7.8
Visible road safety and general enforcement	21.1
Traffic camera operations	6.9
Strategic road policing - rural arterial routes	5.0
Highway patrol	35.5
Enhanced alcohol CBT project	16.0
Strategic road policing total:	135.5
Community engagement on road safety	
Police community services	1.7
School road safety education	3.3
Community engagement on road safety total:	4.9
Road policing incident and emergency management	
Crash attendance and investigation	16.2
Traffic management	2.3
Road policing incident and emergency management total:	18.6
Road policing resolutions	
Court orders	0.8
Road policing resolutions total:	0.8
Central Police District total:	159.8

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Wellington	
Strategic road policing	
Speed control	24.3
Drinking or drugged driver control	25.0
Restraint device control	8.7
Visible road safety and general enforcement	23.3
Traffic camera operations	6.2
Highway patrol	14.0
Enhanced alcohol CBT project	19.0
Strategic road policing total:	120.5
Community engagement on road safety	
Police community services	1.4
School road safety education	4.6
Community engagement on road safety total:	6.0
Road policing incident and emergency management	
Crash attendance and investigation	20.2
Traffic management	8.9
Road policing incident and emergency management total:	29.1
Road policing resolutions	
Court orders	1.0
Road policing resolutions total:	1.0
Wellington Police District total:	156.6

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Tasman	
Strategic road policing	
Speed control	9.5
Drinking or drugged driver control	11.6
Restraint device control	3.2
Visible road safety and general enforcement	8.6
Traffic camera operations	3.4
Highway patrol	20.2
Enhanced alcohol CBT project	7.0
Strategic road policing total:	63.6
Community engagement on road safety	
Police community services	0.9
School road safety education	1.7
Community engagement on road safety total:	2.7
Road policing incident and emergency management	
Crash attendance and investigation	9.0
Traffic management	1.1
Road policing incident and emergency management total:	10.1
Road policing resolutions	
Court orders	0.4
Road policing resolutions total:	0.4
Tasman Police District total:	76.8

Note: figures have been rounded

NZ Police District	Full Time
Activity category	Equivalent
Activity	(FTE) Staff
Canterbury	
Strategic road policing	
Speed control	25.9
Drinking or drugged driver control	29.4
Restraint device control	10.4
Visible road safety and general enforcement	22.0
Traffic camera operations	5.6
Highway patrol	20.0
Enhanced alcohol CBT project	12.0
Strategic road policing - NRSC test area	3.8
Strategic road policing total:	129.2
Community engagement on road safety	
Police community services	5.3
School road safety education	4.5
Community engagement on road safety total:	9.7
Road policing incident and emergency management	
Crash attendance and investigation	22.7
Traffic management	3.9
Road policing incident and emergency management total:	26.6
Road policing resolutions	
Court orders	1.2
Road policing resolutions total:	1.2
Canterbury Police District total:	166.7

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Southern	
Strategic road policing	
Speed control	22.5
Drinking or drugged driver control	25.8
Restraint device control	6.7
Visible road safety and general enforcement	17.5
Traffic camera operations	5.6
Strategic road policing - rural arterial routes	5.0
Highway patrol	17.0
Enhanced alcohol CBT project	7.0
Strategic road policing total:	107.0
Community engagement on road safety	
Police community services	1.4
School road safety education	4.2
Community engagement on road safety total:	5.6
Road policing incident and emergency management	
Crash attendance and investigation	13.2
Traffic management	1.4
Road policing incident and emergency management total:	14.7
Road policing resolutions	
Court orders	0.7
Road policing resolutions total:	0.7
Southern Police District total:	128.0
Grand total:	1,749.5

Note: figures have been rounded

Table 36: Police resources by local authority/local authority cluster

NZ Police District Approved Organisation Activity	Full Time Equivalent (FTE) Staff
Police National Headquarters	
Nationally managed activities	
Sanctions and prosecutions	41.3
Commercial Vehicle Investigation Unit	106.0
Nationally managed activities total:	147.3
Police National Headquarters total:	147.3
Northland	
Police district managed activities	
Court orders	0.2
Traffic camera operations	4.2
Strategic road policing - rural arterial routes	5.0
Enhanced alcohol CBT project	10.0
Police district managed activities total:	19.3
Transit NZ	
Highway patrol	18.0
Transit NZ total:	18.0
Far North District	
Speed control	1.9
Drinking or drugged driver control	3.8
Restraint device control	0.7
Visible road safety and general enforcement	2.0
Police community services	0.5
School road safety education	0.5
Crash attendance and investigation	2.7
Traffic management	0.1
Far North District total:	12.3
Kaipara District	
Speed control	0.9
Drinking or drugged driver control	1.9
Restraint device control	0.4
Visible road safety and general enforcement	0.9
Police community services	0.4
School road safety education	0.3
Crash attendance and investigation	1.5
Traffic management	0.2
Kaipara District total:	6.3
Whangārei District	
Speed control	4.2
Drinking or drugged driver control	6.2

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Restraint device control	1.2
Visible road safety and general enforcement	3.9
Police community services	0.9
School road safety education	0.7
Crash attendance and investigation	4.0
Traffic management	0.8
Whangārei District total:	21.8
Northland Police district total:	77.7

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Waitematā	
Police district managed activities	
Police community services	4.0
Court orders	0.8
Traffic camera operations	11.2
Strategic road policing - urban arterial routes	3.0
Police district managed activities total:	19.0
Transit NZ	
Highway patrol	17.0
Transit NZ total:	17.0
North Shore City	
Speed control	6.9
Drinking or drugged driver control	8.0
Restraint device control	1.3
Visible road safety and general enforcement	7.1
Police community services	1.5
School road safety education	1.4
Crash attendance and investigation	8.0
Traffic management	1.0
North Shore City total:	35.1
Rodney District	
Speed control	4.6
Drinking or drugged driver control	5.9
Restraint device control	1.1
Visible road safety and general enforcement	2.7
Police community services	0.2
School road safety education	0.6
Crash attendance and investigation	2.9
Traffic management	0.4
Rodney District total:	18.3
Waitakere City	
Speed control	4.1
Drinking or drugged driver control	9.1
Restraint device control	1.6
Visible road safety and general enforcement	7.5
Police community services	1.1
School road safety education	1.6
Crash attendance and investigation	6.7
Traffic management	1.3
Waitakere City total:	33.0
Waitematā Police district total:	122.4

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
Waitematā (Auckland Motorways)		
Police district managed activities		
	Court orders	0.1
	Enhanced alcohol CBT project	34.4
	Police district managed activities total:	34.4
Transit NZ		
	Speed control	7.5
	Drinking or drugged driver control	6.8
	Restraint device control	2.0
	Visible road safety and general enforcement	15.9
	Police community services	0.7
	Crash attendance and investigation	6.0
	Traffic management	20.7
	Transit NZ total:	59.5
	Waitematā (Auckland Motorways) Police district total:	93.9

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Auckland	
Police district managed activities	
Court orders	0.9
Traffic camera operations	4.0
Police district managed activities total:	5.0
Auckland City	
Speed control	20.0
Drinking or drugged driver control	28.7
Restraint device control	6.7
Visible road safety and general enforcement	26.4
Police community services	2.9
School road safety education	4.2
Crash attendance and investigation	28.7
Traffic management	8.9
Auckland City total:	126.4
Auckland Police district total:	131.4

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Counties/Manukau	
Police district managed activities	
Court orders	0.9
Traffic camera operations	7.1
Police district managed activities total:	8.0
Transit NZ	
Highway patrol	9.0
Transit NZ total:	9.0
Franklin District	
Speed control	2.1
Drinking or drugged driver control	3.0
Restraint device control	0.7
Visible road safety and general enforcement	2.7
Police community services	0.3
School road safety education	0.7
Crash attendance and investigation	2.8
Traffic management	0.4
Franklin District total:	12.7
Manukau City	
Speed control	9.8
Drinking or drugged driver control	13.3
Restraint device control	4.0
Visible road safety and general enforcement	12.7
Police community services	0.7
School road safety education	3.1
Crash attendance and investigation	16.3
Traffic management	2.9
Manukau City total:	62.8
Papakura District	
Speed control	2.4
Drinking or drugged driver control	4.7
Restraint device control	1.2
Visible road safety and general enforcement	4.6
Police community services	0.3
School road safety education	0.5
Crash attendance and investigation	2.9
Traffic management	0.7
Papakura District total:	17.5
Counties/Manukau Police district total:	110.0

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
Waikato		
Police district managed activities		
	Court orders	0.5
	Traffic camera operations	6.8
	Strategic road policing - rural arterial routes	5.0
	Enhanced alcohol CBT project	19.8
	Police district managed activities total:	32.1
Transit NZ		
	Highway patrol	32.5
	Transit NZ total:	32.5
Hamilton City		
	Speed control	3.9
	Drinking or drugged driver control	5.9
	Restraint device control	1.7
	Visible road safety and general enforcement	5.8
	Police community services	1.0
	School road safety education	1.2
	Crash attendance and investigation	7.8
	Traffic management	0.6
	Hamilton City total:	27.9
Hauraki, Matamata-Piako and Thames-Coromandel Districts		
	Speed control	4.9
	Drinking or drugged driver control	6.8
	Restraint device control	1.4
	Visible road safety and general enforcement	4.2
	Police community services	0.3
	School road safety education	1.2
	Crash attendance and investigation	4.0
	Traffic management	0.8
	Hauraki, Matamata-Piako and Thames-Coromandel Districts total	23.5
Otorohanga, Waikato, Waipa and Waitomo Districts		
	Speed control	7.1
	Drinking or drugged driver control	9.2
	Restraint device control	2.3
	Visible road safety and general enforcement	5.6
	Police community services	1.2
	School road safety education	1.2
	Crash attendance and investigation	6.0
	Traffic management	1.4
	Otorohanga, Waikato, Waipa and Waitomo Districts total	34.0
	Waikato Police district total:	150.1

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	

Bay of Plenty

Police district managed activities

Court orders	0.6
Traffic camera operations	7.0
Strategic road policing - rural arterial routes	5.0
Enhanced alcohol CBT project	10.8

Police district managed activities total: 23.4

Transit NZ

Highway patrol	32.5
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Transit NZ total: 32.5

South Waikato and Taupo Districts

Speed control	4.7
Drinking or drugged driver control	6.2
Restraint device control	1.4
Visible road safety and general enforcement	3.7
Police community services	0.2
School road safety education	0.7
Crash attendance and investigation	4.2
Traffic management	0.7

South Waikato and Taupo Districts total: 21.9

Kawerau, Opotiki and Whakatane Districts

Speed control	1.8
Drinking or drugged driver control	4.5
Restraint device control	0.8
Visible road safety and general enforcement	1.7
Police community services	0.2
School road safety education	0.6
Crash attendance and investigation	2.1
Traffic management	0.2

Kawerau, Opotiki and Whakatane Districts total: 12.0

Rotorua District

Speed control	3.4
Drinking or drugged driver control	6.3
Restraint device control	1.1
Visible road safety and general enforcement	3.2
Police community services	0.6
School road safety education	1.3
Crash attendance and investigation	2.8
Traffic management	0.8

Rotorua District total: 19.4

Tauranga and Western Bay of Plenty Districts

Speed control	6.6
Drinking or drugged driver control	8.8
Restraint device control	1.3

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Visible road safety and general enforcement	4.1
Police community services	0.7
School road safety education	0.9
Crash attendance and investigation	5.5
Traffic management	0.3
Tauranga and Western Bay of Plenty Districts total:	28.3
Bay of Plenty Police district total:	137.5

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Eastern	
Police district managed activities	
Court orders	0.5
Traffic camera operations	5.6
Strategic road policing - rural arterial routes	5.0
Enhanced alcohol CBT project	7.0
Police district managed activities total:	18.1
Transit NZ	
Highway patrol	16.0
Transit NZ total:	16.0
Gisborne and Wairoa Districts	
Speed control	3.0
Drinking or drugged driver control	5.4
Restraint device control	2.5
Visible road safety and general enforcement	3.8
Police community services	0.3
School road safety education	1.1
Crash attendance and investigation	2.7
Traffic management	0.3
Gisborne and Wairoa Districts total:	19.1
Central Hawke's Bay and Hastings Districts	
Speed control	3.8
Drinking or drugged driver control	5.7
Restraint device control	2.8
Visible road safety and general enforcement	4.1
Police community services	0.2
School road safety education	1.2
Crash attendance and investigation	4.4
Traffic management	0.9
Central Hawke's Bay and Hastings Districts total:	23.0
Napier City	
Speed control	2.3
Drinking or drugged driver control	3.8
Restraint device control	1.8
Visible road safety and general enforcement	2.8
Police community services	0.2
School road safety education	0.7
Crash attendance and investigation	3.1
Traffic management	0.4
Napier City total:	15.1
Eastern Police district total:	91.3

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Central	
Police district managed activities	
Court orders	0.8
Traffic camera operations	6.9
Strategic road policing - rural arterial routes	5.0
Enhanced alcohol CBT project	16.0
Police district managed activities total:	28.7
Transit NZ	
Highway patrol	35.5
Transit NZ total:	35.5
New Plymouth District	
Speed control	3.8
Drinking or drugged driver control	5.7
Restraint device control	1.3
Visible road safety and general enforcement	5.1
Police community services	0.4
School road safety education	0.6
Crash attendance and investigation	2.9
Traffic management	0.6
New Plymouth District total:	20.4
South Taranaki and Stratford Districts	
Speed control	2.0
Drinking or drugged driver control	2.2
Restraint device control	0.8
Visible road safety and general enforcement	2.3
Police community services	0.1
School road safety education	0.2
Crash attendance and investigation	1.8
Traffic management	0.2
South Taranaki and Stratford Districts total:	9.5
Horowhenua District	
Speed control	2.2
Drinking or drugged driver control	1.8
Restraint device control	0.6
Visible road safety and general enforcement	0.8
Police community services	0.2
School road safety education	0.3
Crash attendance and investigation	1.8
Traffic management	0.3
Horowhenua District total:	8.0
Manawatu District	
Speed control	1.3
Drinking or drugged driver control	3.0
Restraint device control	0.5

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Visible road safety and general enforcement	1.5
Police community services	0.2
School road safety education	0.4
Crash attendance and investigation	0.9
Traffic management	0.1
Manawatu District total:	8.0
Palmerston North City	
Speed control	2.7
Drinking or drugged driver control	3.3
Restraint device control	1.4
Visible road safety and general enforcement	4.6
Police community services	0.2
School road safety education	0.8
Crash attendance and investigation	2.7
Traffic management	0.4
Palmerston North City total:	16.2
Rangitikei District	
Speed control	2.5
Drinking or drugged driver control	1.2
Restraint device control	0.5
Visible road safety and general enforcement	1.2
Police community services	0.1
School road safety education	0.2
Crash attendance and investigation	1.8
Traffic management	0.1
Rangitikei District total:	7.5
Ruapehu District	
Speed control	2.0
Drinking or drugged driver control	1.3
Restraint device control	0.4
Visible road safety and general enforcement	1.1
Police community services	0.1
School road safety education	0.1
Crash attendance and investigation	0.8
Traffic management	0.3
Ruapehu District total:	6.2
Tararua District	
Speed control	1.1
Drinking or drugged driver control	1.2
Restraint device control	0.6
Visible road safety and general enforcement	1.3
Police community services	0.2
School road safety education	0.2
Crash attendance and investigation	1.1
Traffic management	0.1
Tararua District total:	5.7

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
Wanganui District		
	Speed control	3.0
	Drinking or drugged driver control	2.9
	Restraint device control	1.7
	Visible road safety and general enforcement	3.1
	Police community services	0.1
	School road safety education	0.5
	Crash attendance and investigation	2.5
	Traffic management	0.3
	Wanganui District total:	14.2
	Central Police district total:	159.8

Note: figures have been rounded

NZ Police District Activity category Activity	Full Time Equivalent (FTE) Staff
Wellington	
Police district managed activities	
Court orders	1.0
Traffic camera operations	6.2
Enhanced alcohol CBT project	19.0
Police district managed activities total:	26.1
Transit NZ	
Highway patrol	14.0
Transit NZ total:	14.0
Carterton, Masterton and South Wairarapa Districts	
Speed control	1.6
Drinking or drugged driver control	2.4
Restraint device control	0.5
Visible road safety and general enforcement	1.6
Police community services	0.1
School road safety education	0.5
Crash attendance and investigation	1.7
Traffic management	0.3
Carterton, Masterton and South Wairarapa Districts total	8.7
Hutt City	
Speed control	4.7
Drinking or drugged driver control	5.9
Restraint device control	2.0
Visible road safety and general enforcement	5.3
Police community services	0.3
School road safety education	1.2
Crash attendance and investigation	3.9
Traffic management	1.9
Hutt City total:	25.3
Kapiti Coast District and Porirua City	
Speed control	4.7
Drinking or drugged driver control	6.3
Restraint device control	1.3
Visible road safety and general enforcement	3.7
Police community services	0.4
School road safety education	1.0
Crash attendance and investigation	3.4
Traffic management	2.3
Kapiti Coast District and Porirua City total:	23.1
Upper Hutt City	
Speed control	2.3
Drinking or drugged driver control	2.0
Restraint device control	0.7
Visible road safety and general enforcement	2.5

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
	Police community services	0.1
	School road safety education	0.5
	Crash attendance and investigation	1.2
	Traffic management	0.8
	Upper Hutt City total:	10.2
	Wellington City	
	Speed control	11.0
	Drinking or drugged driver control	8.2
	Restraint device control	4.2
	Visible road safety and general enforcement	10.2
	Police community services	0.6
	School road safety education	1.3
	Crash attendance and investigation	9.9
	Traffic management	3.6
	Wellington City total:	49.1
	Chatham Islands	
	Drinking or drugged driver control	0.1
	Visible road safety and general enforcement	0.1
	Chatham Islands total:	0.2
	Wellington Police district total:	156.6

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
Tasman		
Police district managed activities		
	Court orders	0.4
	Traffic camera operations	3.4
	Enhanced alcohol CBT project	7.0
Police district managed activities total:		10.8
Transit NZ		
	Highway patrol	20.2
Transit NZ total:		20.2
Kaikoura and Marlborough Districts		
	Speed control	1.8
	Drinking or drugged driver control	3.9
	Restraint device control	0.7
	Visible road safety and general enforcement	1.9
	Police community services	0.2
	School road safety education	0.6
	Crash attendance and investigation	2.0
	Traffic management	0.3
Kaikoura and Marlborough Districts total:		11.3
Nelson City and Tasman District		
	Speed control	4.9
	Drinking or drugged driver control	4.2
	Restraint device control	1.7
	Visible road safety and general enforcement	4.0
	Police community services	0.5
	School road safety education	0.9
	Crash attendance and investigation	3.6
	Traffic management	0.7
Nelson City and Tasman District total:		20.5
Buller, Grey and Westland Districts		
	Speed control	2.8
	Drinking or drugged driver control	3.5
	Restraint device control	0.8
	Visible road safety and general enforcement	2.7
	Police community services	0.2
	School road safety education	0.3
	Crash attendance and investigation	3.4
	Traffic management	0.2
Buller, Grey and Westland Districts total:		14.0
Tasman Police district total:		76.8

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	

Canterbury

Police district managed activities

Court orders	1.2
Traffic camera operations	5.6
Enhanced alcohol CBT project	12.0
Strategic road policing - NRSC test area	3.8

Police district managed activities total: 22.6

Transit NZ

Highway patrol	20.0
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Transit NZ total: 20.0

Ashburton District

Speed control	1.8
Drinking or drugged driver control	2.0
Restraint device control	0.5
Visible road safety and general enforcement	1.2
Police community services	0.2
School road safety education	0.3
Crash attendance and investigation	0.6
Traffic management	0.2

Ashburton District total: 6.9

Christchurch City

Speed control	16.4
Drinking or drugged driver control	17.3
Restraint device control	7.8
Visible road safety and general enforcement	12.6
Police community services	3.2
School road safety education	2.5
Crash attendance and investigation	16.3
Traffic management	2.7

Christchurch City total: 78.7

Hurunui District

Speed control	1.3
Drinking or drugged driver control	1.0
Restraint device control	0.4
Visible road safety and general enforcement	1.1
Police community services	0.2
School road safety education	0.1
Crash attendance and investigation	0.6
Traffic management	0.0

Hurunui District total: 4.8

Mackenzie, Timaru and Waimate Districts

Speed control	2.9
Drinking or drugged driver control	5.5
Restraint device control	0.7

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
	Visible road safety and general enforcement	3.6
	Police community services	1.1
	School road safety education	0.7
	Crash attendance and investigation	2.5
	Traffic management	0.5
	Mackenzie, Timaru and Waimate Districts total:	17.4
	Selwyn District	
	Speed control	2.0
	Drinking or drugged driver control	1.4
	Restraint device control	0.5
	Visible road safety and general enforcement	1.9
	Police community services	0.5
	School road safety education	0.3
	Crash attendance and investigation	1.7
	Traffic management	0.3
	Selwyn District total:	8.6
	Waimakariri District	
	Speed control	1.5
	Drinking or drugged driver control	2.2
	Restraint device control	0.5
	Visible road safety and general enforcement	1.6
	Police community services	0.1
	School road safety education	0.5
	Crash attendance and investigation	1.0
	Traffic management	0.2
	Waimakariri District total:	7.7
	Canterbury Police district total:	166.7

Note: figures have been rounded

NZ Police District	Full Time Equivalent (FTE) Staff
Activity category	
Activity	
Southern	
Police district managed activities	
Court orders	0.7
Traffic camera operations	5.6
Strategic road policing - rural arterial routes	5.0
Enhanced alcohol CBT project	7.0
Police district managed activities total:	18.3
Transit NZ	
Highway patrol	17.0
Transit NZ total:	17.0
Central Otago and Queenstown-Lakes Districts	
Speed control	3.2
Drinking or drugged driver control	4.0
Restraint device control	1.1
Visible road safety and general enforcement	1.7
Police community services	0.3
School road safety education	0.5
Crash attendance and investigation	0.9
Traffic management	0.4
Central Otago and Queenstown-Lakes Districts total:	12.1
Clutha District	
Speed control	1.2
Drinking or drugged driver control	1.7
Restraint device control	0.5
Visible road safety and general enforcement	0.9
Police community services	0.1
School road safety education	0.2
Crash attendance and investigation	0.6
Traffic management	0.0
Clutha District total:	5.2
Dunedin City	
Speed control	7.8
Drinking or drugged driver control	9.0
Restraint device control	2.6
Visible road safety and general enforcement	9.3
Police community services	0.5
School road safety education	2.3
Crash attendance and investigation	6.0
Traffic management	0.4
Dunedin City total:	37.8
Waitaki District	
Speed control	2.0
Drinking or drugged driver control	1.2
Restraint device control	0.4

Note: figures have been rounded

NZ Police District	Activity category	Full Time Equivalent (FTE) Staff
	Activity	
	Visible road safety and general enforcement	1.3
	Police community services	0.3
	School road safety education	0.3
	Crash attendance and investigation	0.8
	Traffic management	0.1
	Waitaki District total:	6.6
	Invercargill City, Gore and Southland Districts	
	Speed control	8.2
	Drinking or drugged driver control	9.9
	Restraint device control	2.1
	Visible road safety and general enforcement	4.3
	Police community services	0.1
	School road safety education	0.9
	Crash attendance and investigation	4.9
	Traffic management	0.5
	Invercargill City, Gore and Southland Districts total:	31.0
	Southern Police district total:	128.0
Grand total:		1,749.5

Note: figures have been rounded

Part 5: GLOSSARY OF TERMS AND ADDITIONAL INFORMATION

1. Glossary of terms

Appropriately trained Police officers

Police officers completing Serious and fatal Crash analytical reports should be trained to at least advanced investigator level (Level III). Wherever possible, staff tasked with investigation into serious and fatal crashes should be appropriately trained, or supported by an appropriately trained, crash investigator.

Approved organisation

An approved organisation is defined in the Land Transport Management Act 2003 as regional councils, territorial authorities and approved public organisations which are the Department of Conservation, the National Waitangi Trust Board, and the Auckland Regional Transport Authority (ARTA). Transit New Zealand is also an approved organisation until the 2008 amendment to the Act is enacted when it will merge with Land Transport New Zealand to become the New Zealand Transport Agency (NZTA).

Auckland Regional Transport Authority (ARTA)

The purpose of the Auckland Regional Transport Authority (ARTA) is to plan, fund and develop the Auckland regional land transport system that contributes to an affordable, integrated, safe, responsive and sustainable transport system for the Auckland region.

Community focused activities

Community focused land transport activities (community focused activities) comprise both road safety and land transport sustainability projects and activities. They include what was previously known as the Community Road Safety Programme (CRSP), the Safer Routes trial programme (now renamed Neighbourhood Accessibility Plans) and travel behaviour change activities. Councils work with their communities to identify the issues that affect them and to deliver programmes that will address these issues. The funding of community focused activities is managed through the National Land Transport Programme (NLTP) processes which also plan and manage the funding of land transport education, engineering, public transport, research, road policing, training, and other activities. This combined planning and funding process encourages the integration of education, enforcement and engineering activities leading to a safer and more sustainable land transport system.

Compulsory Breath Testing (CBT)

CBT involves the stopping of vehicles at checkpoints in order for the drivers to undergo breath alcohol screening tests. CBT projects adopt best international practice and are prevention programmes, their aim being to convince drivers not to drink and drive.

Crash Analysis System (CAS)

The Crash Analysis System (CAS) is an integrated system providing tools to analyse crash data and related data. It has a mapping capability integrated with a querying and reporting capability.

CAS integrates the following information:

- *Traffic crashes* - approximately 38,000 are reported to New Zealand Transport Agency each year by Police. Crashes are coded to categorise the crash movement and cause. The data collection goes back to 1980 and comprises approximately 720,000 crashes.
- *Site data* - mainly crash reduction study sites and speed camera sites. This is used for ongoing monitoring of the effects of the crash reduction studies and speed camera programmes, and for technical analysis of the effects of specific interventions (eg flush medians).
- *Crash report images* - these are scanned copies of Police crash reports. Analysts investigating specific sites or crash types get maximum benefit from the crash data if they can source the original interview notes and diagrams.
- *Roading data* - understanding of crashes is enhanced by information about the road on which they occurred, and the traffic flows on that road. Crashes and roading data have been linked to the road vectors that are shown in the CAS maps and this allows crashes and roading data to be combined. Information can then be provided regarding the number of crashes on a road in comparison with what is typical for the type of road and traffic flow.
- *Spatial data* - this is the underlying map data. It comprises roads, state highways, railways, natural features (rivers, lakes, etc) and polygons (territorial authorities, Police districts, New Zealand Transport Agency regions, Transit NZ districts, mesh blocks, etc).

Crash reduction studies

The Crash Reduction Study or 'Black Spot' programme, has been running since 1985. Crash reduction studies are joint initiatives between the New Zealand Transport Agency and road providers. The programme identifies road sites with high crash rates - black spots - and makes improvements to them where necessary. Remedial works have been implemented at about 60 percent of black spots. Sites that have been improved have shown an average reduction in crashes of 34%, which corresponds to an estimated saving of about \$3.0 billion in social cost.

FTEs (Full-time equivalents)

Police full-time equivalents calculated by dividing total hours by 1,500.

Infringement Offence Notices (IONs)

An infringement offence notice is a prescribed form used to report traffic infringements for which the penalty provision is, in the first instance, the payment of a set fee.

Joint crash investigation

NZ Transport Agency supports road controlling authorities (RCAs) in undertaking joint crash investigations to identify safety deficiencies and to recommend appropriate remedial measures. RCAs should examine crash records on at least an annual basis, with reference to the annual road safety reports produced by NZ Transport Agency. A formal crash investigation team should also be drawn together at intervals of between one and five years (depending on the size of the RCA) to review crash patterns in more depth. In addition, a regular series of reports on crash investigation study interventions effects is produced.

Land Transport Management Act 2003

The purpose of the Land Transport Management Act 2003 (LTMA) will be, once the 2008 amendment is enacted, to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system. It will also establish the NZ Transport Agency.

Laser speed detection apparatus

Laser speed detectors emit a narrow beam of collimated light, which is directed at individual vehicles moving closer to or away from the laser unit. The light beam is reflected to the laser unit which measures the change in time taken from transmission to reception. This enables the unit to calculate the distance from the vehicle to the unit and the change in distance over time produces a direct speed reading. Laser units can only be used in stationary mode.

Local Government Acts 1974 and 2002

The purpose of the Local Government Act 2002 (LGA 2002) is to provide for democratic and effective local government that recognises the diversity of New Zealand communities. It provides the planning and decision-making principles and procedures local authorities must follow when deciding the activities they undertake and the manner in which they undertake them.

Local campaigns

A local campaign is a coordinated and pre-planned operation of at least seven days of concentrated road policing on the activities of speeding, drink and/or drugged driving, and failure to wear restraints. Districts are anticipated, according to risks identified through the RSAP process, to combine an operation with other "fatal five" activities, such as restraint and intersection enforcement campaigns. It is delivered in conjunction with supporting activity provided by local road safety partners, e.g. advertising (in particular 'moment of truth' advertising, e.g. billboards, radio, pamphlets) and behaviour surveys before and after the campaign. Local campaigns are not usually coordinated at a national or district level. Instead, coordination normally occurs at the Police area level. Local campaigns should be recorded in road safety action plans (RSAPs), defined by an operation order, and will have records kept which show purpose, duration, location and outcomes achieved.

Local road safety issues and data reports

Each year (around July) NZ Transport Agency regional offices produce a road safety issues report and a road safety data report for each territorial authority and regional council area, and for the state highways throughout New Zealand. These reports provide information on crash trends over a five-year period, highlighting the casualty characteristics, crash locations, crash types and characteristics, and the social cost of crashes. The reports also include a brief summary of the effects of existing road safety measures and outline key problems for the local area. In addition, comparisons with national trends and peer groups are provided throughout the report. The peer-group analysis compares the performance of each area with those of others with similar characteristics. These reports are available from NZ Transport Agency regional offices.

Ministry of Transport driver alcohol survey

The roadside driver alcohol survey is carried out biennially under contract to the Ministry of Transport, with the co-operation of Police, in order to estimate the levels of alcohol on the breath of drivers during the main drinking times and days (i.e. between 10.00 pm and 2.00 am on Friday and Saturday nights). Vehicles are stopped from the traffic stream while passing randomly-sampled sites, and drivers are breath tested and interviewed.

Ministry of Transport public attitudes survey

An annual survey, undertaken through household interviews of 1,600 New Zealanders (with a minimum of 100 per local government region) to monitor attitudes to road safety issues, particularly alcohol-impaired driving, speed and safety belt use.

Mobile Breath Testing (MBT)

This is a Police alcohol testing activity conducted during routine patrols, where a driver who is stopped for any reason (other than at CBT sites) is subjected to a breath test.

Measurement of road user attitudes and behaviour

NZ Transport Agency and the Ministry of Transport are responsible for measurement of road user attitudes and behaviour through ongoing monitoring, surveys and research including:

- vehicle kilometres travelled (VKT) survey
- safety belt and helmet-wearing surveys
- roadside alcohol survey
- speed surveys
- attitude surveys
- breath/blood alcohol test data.

National Land Transport Fund (NLTF)

The National Land Transport Fund (NLTF), established by the LTMA, is the cumulative balance of land transport revenues which include road user charges, excise duty on petrol and motor vehicle registration fees.

National Land Transport Programme (NLTP)

The National Land Transport Programme (NLTP) is the document that lists land transport education, engineering, public transport, research, road policing, training, and other activities to be funded from the National Land Transport Fund (NLTF) for the forward three-year period.

National Road Safety Committee (NRSC)

The NRSC is the principal inter-agency forum for communicating and agreeing top level strategy between the agencies on matters related to road safety, and for ensuring proper coordination between the parties on all significant matters associated with road safety. The NRSC is made up of the Secretary for Transport (chair), the Commissioner of Police, and the Chief Executives of NZ Transport Agency, the Accident Compensation Corporation, Transit New Zealand and Local Government New Zealand. Associate members are the Director General of Health, the Secretary for Labour and the Secretary for Justice.

National Road Safety Management Group (NRSMSG)

The NRSMSG supports the NRSC and meets before and after each NRSC meeting. The NRSMSG comprises senior managers and officials from those agencies represented on the NRSC; other members may be co-opted as appropriate. The NRSMSG sets up task groups from time to time to address specific road safety issues.

National speed surveys

The annual speed surveys measure the winter speed of free-running vehicles on both rural and urban roads to determine whether speeds are increasing or decreasing from year to year. The surveys inconspicuously measure vehicular speeds at randomly chosen sites using laser guns or tribo-electric cables.

New Zealand Transport Agency (NZTA)

The 2008 amendment to the Land Transport Management Act proposes the establishment of the New Zealand Transport Agency (NZTA) – in essence by merging Land Transport New Zealand and Transit New Zealand.

New Zealand Transport Strategy

The government's New Zealand Transport Strategy (NZTS) provides direction and opportunities for the transport sector. It defines the government's vision for transport, which is that by 2010, New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system. The NZTS guides transport policy, and implementation is now occurring through legislation, policy and rules such as the Land Transport Management Act 2003 and the *Road Safety to 2010* strategy. In 2004 a review of the government transport sector was undertaken to consider whether it had the capability and is best arranged to implement the NZTS. Structural and non-structural changes were recommended, which were endorsed by Cabinet in June 2004, and were implemented in late 2004/early 2005.

Offence notices

A generic term which includes all types of prescribed forms relating to traffic offences issued by Police. See also traffic offence notices (TONs) and infringement offence notices (IONs).

Independent Police Conduct Authority

The statutory body that investigates complaints against Police.

Police activities or combinations of police activities

The New Zealand Transport Agency (NZTA) will be required to prepare every three years as from 2009/12, its recommendation for Police activities or combinations of Police activities to be funded from the National Land Transport Fund (NLTF). These activities, in essence, comprise the Road Policing Programme. In preparing its recommendation, for the Minister of Transport's consideration and approval, the NZTA is required to take into account how Police activities or combinations of Police activities:

- (a) assist economic development
- (b) assist safety and personal security
- (c) improve access and mobility
- (d) protect and promotes public health
- (e) ensure environmental sustainability.

Police Education Officer (PEO)

A sworn Police officer who has gone on to specialise in education. The training currently is conducted by the University of Auckland, Faculty of Education. A PEO works in the Youth Education Service of Police.

Police Infringement Bureau (PIB)

This is a national office which processes offence notices issued either from the speed camera programme or by Police officers on the roadside. The PIB provides a processing service for Police districts and a central point of contact and associated customer services for the public.

PIB Processes

PIB processes include court orders, warrants and summonses issued through the Courts.

Prosecutions

A prosecution as used in the Road Policing Programme resolutions activity, relates to all traffic notices (IONs/TONs) whether admitted or paid, or denied and requiring a charge to be laid before a court, and includes all other charges laid before a court that relate to traffic offences, which are progressed by the Police Prosecution Service, on behalf of Police

Qualified external audit

A function carried out by independent and qualified auditors.

Radar speed detection apparatus

Radar speed detectors work by emitting a beam of microwave radio energy toward a target. If the target is moving the microwave energy signal's frequency is changed by this movement and reflected back to the radar device. The changed reflected signal, known as Doppler shift, provides a means of obtaining the target vehicle's speed. Police use radar devices in both stationary and mobile modes.

Regional Transport Committees (RTCs), Regional Land Transport Strategies (RLTSs) and Regional Land Transport Programmes (RLTPs)

The 2008 amendment to the Land Transport Management Act 2003 proposes that each regional council and unitary authority must establish a Regional Transport Committee (RTC), which consists of appointees from the regional council, territorial authorities in the region, the New Zealand Transport Agency (NZTA), and one person to represent each of the objectives of economic development, safety and personal security, public health, access and mobility, environmental sustainability, cultural interests.

The function of each RTC is to prepare a Regional Land Transport Strategy (RLTS) for its region, and a Regional Land Transport Programme (RLTP) for its region.

RLTSs are required to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system, and contribute to the five New Zealand Transport Strategy (NZTS) objectives. A RLTS must be renewed at least once every six years, and cover a period of at least 30 years.

RLTPs provide an avenue for approved organisations and the proposed New Zealand Transport Agency to recommend funding for land transport activities from the National Land Transport Fund (NLTF). Activities are listed in the National Land Transport Programme (NLTP) – see explanation above.

Restraint device

A term used to describe safety equipment in motor vehicles which includes safety belts, child restraints and infant safety seats.

Risk Targeted Patrol Plans (RTPP)

RTPPs are intelligence documents that inform as to risks and are critical to ensure the success of the risk targeted road policing model. RTPPs are informed by several data sources including CAS, Police Crash books and other data. RTPPs may include deployment tasking, or be supported by deployment frameworks to allocate strategic enforcement activities to known safety risks often by location and time. RTPPs are prepared for both dedicated road policing and general duties staff and require sufficient analysis to enable the frontline supervisor to direct the delivery of strategic enforcement activities tactically in support of the objectives of the RSAP.

Road Policing Programme (RPP)

A national level road policing plan that is funded from the National Land Transport Fund (NLTF). It is updated annually and provides guidance to Police districts of road policing activities.

Road Safe series

A series of school road safety programmes produced by Police that is linked to the New Zealand Curriculum Framework. The programmes cover all years of the school system as follows:

Stepping Out	Years 0 to 3
Riding By	Years 4 to 6
Out and About	Years 7 and 8
Changing Gear	Years 9 and 10
Safe Wheels	Years 11 to 13
Tracks are for Trains	

Road safety action plans (RSAPs)

RSAPs are developed at the territorial local authority level, or at the level of territorial local authority clusters or at Police district level. They involve a collaborative process whereby the key partners, namely the NZ Transport Agency⁴, local authorities, Police and community representatives agree on risks, identify objectives, direct tasks, set targets, develop plans and monitor and review progress. RSAPs are a partnership agreement in which partners accept individual and collective accountability. They are a jointly owned document of the key partners.

Road Safety Co-ordinators (RSCs)

Road safety coordinators (RSCs) play a key role in promoting and co-ordinating community awareness of road safety and in facilitating community, organisational and individual involvement in local road safety activities. Road safety co-ordinators are generally appointed by local authorities in conjunction with local road safety co-ordinating groups. RSCs are funded through Community focused activities – see explanation above.

Road Safety to 2010 strategy

The government's *Road Safety to 2010* strategy provides the direction for road safety in New Zealand, and describes the results the government plans to achieve by 2010. The government's goal is to reduce road casualties to fewer than 300 deaths and 4,500 hospitalisations per year by the end of 2010.

Road controlling authorities (RCAs)

RCAs are territorial authorities and the soon to be established New Zealand Transport Agency (NZTA). They have the management responsibility for all public roads within their boundaries (in the case of territorial authorities), and for the national state highway network (in the case of the proposed NZTA).

Road trauma-promoting offences

Designated offences which increase the risk of a traffic crash or the severity of injuries received in a crash, for example: speeding, drink-driving, failing to stop at a stop sign, corner cutting and overtaking at 'no passing' lines, or failing to wear a safety belt.

Rules process

Briefly, there are five colour-coded stages that a rule can pass through as it moves from being a proposal to becoming law:

Blue phase initiation of policy proposals

The relevant sections of NZ Transport Agency or Ministry of Transport prepare the proposed policy. This phase may include discussion papers or a statement of proposed policy.

Red phase formal write-up of policy proposals as a legal draft (optional)

This is an optional phase for which a preliminary draft of the rule is prepared. The draft is distributed to a limited audience, essentially registered interest groups.

Yellow phase draft for public consultation

This is the official draft which is prepared for comment. It is advertised in newspapers and distributed widely for public comment

Green phase draft for information (optional)

This is an optional phase. A draft is prepared that may be released at the discretion of Land Transport NZ if, for example, there have been major changes in the policy or a significant delay since the yellow draft was released.

White phase departmental draft

This is the final draft which is sent to the Ministry of Transport with accompanying papers. The Ministry may also decide to circulate this draft to other government departments and agencies. After the white phase the final rule is submitted to the Minister of Transport to be signed into law, if agreed by Cabinet.

School traffic safety teams (STSTs)

The name given to the collective operations of the school patrol, traffic and bus warden systems. STST personnel are trained by Police Education Officers at the end of the year, with re-training early in the new year. School patrols are monitored throughout the year by Police Education Officers and other police staff who have been trained in monitoring school patrols.

Significant events

These are local, national and international events of significant size which warrant special Police attention to traffic problems that are likely to arise.

Speed black spots

Areas of road which have a history of serious crashes and where speed is identified as a significant factor in those crashes.

Targeted audience rating points (TARPs)

TARPs measure the percentage of viewers in the target audience watching the advertisement relative to the advertising spend.

Traffic Alcohol Group (TAG)

TAG teams are specialist groups established to combat alcohol-related offending on New Zealand's roads. Police districts use local intelligence to decide which tactics are best suited to address alcohol-related offending in their areas, and teams operate in both rural and urban environments. Among other things, the TAG teams operate high profile compulsory breath test (CBT) campaigns. These normally involve a mixture of resources including a 'booze bus' and marked and unmarked cars.

Traffic Offence Notices (TONs)

A traffic offence notice is a prescribed form used to report traffic offences, other than those issued as infringement offence notices (IONs), and are generally issued for serious offences.

Traffic surveillance

Traffic surveillance involves monitoring the progress and behaviour of traffic streams, particularly at times of heavy traffic flows.

2008/09 Geographic Relationships

Relationship between Land Transport NZ regions, Police districts, Police areas, territorial authorities, regional councils and Transit NZ¹⁶

Land Transport NZ regions (4)	Police districts (12)	Police areas (43)	Territorial authorities ¹⁷ (73)	Regional councils (12)	Transit NZ (7)	
Northern	Northland	Far North	Far North	Northland	Auckland	
		Whangarei	Kaipara			
			Whangarei			
	Waitematā	Rodney	Rodney	ARTA ¹⁸		Auckland
		North Shore	North Shore			
		Waitakere	Waitakere			
	Auckland	Auckland City	Auckland			Auckland
		Auckland East				
		Auckland West				
	Counties/ Manukau	Counties Manukau West ¹⁹	Manukau			
		Counties Manukau Central				
		Counties Manukau East				
		Counties Manukau South	Papakura			
			Franklin ²⁰			

16 At the time of publication the proposal for the NZ Transport Agency's organisational design was still being established so the specific details of its regional boundaries were not available.

17 Local authorities which have agreed to develop and submit 'Joint Plans' for Safety Administration Programme Police delivery of road safety activities across their combined area have been represented in this column.

18 ARTA: Auckland Regional Transport Authority. Established under section 7 of the Local Government (Auckland) Amendment Act 2004 with the objective (S8(1)): "...to plan, fund and develop the Auckland regional land transport system in a way that contributes to an integrated, safe, responsive and sustainable land transport system for the Auckland Region".

19 The Counties Manukau West area incorporates part of the Auckland City Council Area.

20 Part of the Franklin territorial authority area is in the Auckland Regional Council area and part is in the Waikato Regional Council area.

Land Transport NZ regions (4)	Police districts (12)	Police area (43)	Territorial authorities ¹⁷ (73)	Regional councils (12)	Transit NZ (7)	
Midlands	Waikato	Hamilton	Hamilton	Waikato	Hamilton	
		Waikato East	Joint			Thames-Coromandel
						Matamata-Piako
						Hauraki
		Waikato West	Joint			Waikato
						Waipa
	Waitomo					
	Otorohanga					
	Bay of Plenty	Taupo	Joint	South Waikato		
				Taupo		
				Tauranga		
		Western Bay of Plenty	Joint	Western Bay of Plenty		
				Kawerau		
		Eastern Bay of Plenty	Joint	Opotiki		
Whakatane						
Rotorua			Rotorua			

17 Local authorities which have agreed to develop and submit 'Joint Plans' for Safety Administration Programme Police delivery of road safety activities across their combined area have been represented in this column.

Land Transport NZ regions (4)	Police districts (12)	Police areas (43)	Territorial authorities ¹⁷ (73)	Regional councils (12)	Transit NZ (7)
Central	Eastern	Gisborne	Joint Gisborne (Unitary Authority)	Hawke's Bay	Napier
		Napier	Napier		
		Hastings	Joint Hastings		
			Central Hawke's Bay		
Midlands	Central	New Plymouth	New Plymouth	Taranaki	Wanganui
		Rural Taranaki	Stratford		
			South Taranaki		
Central		Wanganui	Wanganui	Manawatu/ Wanganui	
		Ruapehu	Rangitikei		
			Ruapehu		
		Palmerston North Rural ²¹	Horowhenua		
			Tararua		
			Manawatu		
		Palmerston North City	Palmerston North		

17 Local authorities which have agreed to develop and submit 'Joint Plans' for Safety Administration Programme Police delivery of road safety activities across their combined area have been represented in this column.

21 The Palmerston North Police area also incorporates the top half of the Kapiti Coast District Council area.

Land Transport NZ regions (4)	Police districts (12)	Police area (43)	Territorial authorities ¹⁷ (73)		Regional councils (12)	Transit NZ (7)
Central	Wellington	Kapiti-Mana	Joint	Kapiti Coast	Wellington	Wellington
				Porirua		
		Wellington	Wellington			
		Lower Hutt	Hutt City			
		Upper Hutt	Upper Hutt			
		Wairarapa	Joint	South Wairarapa		
		Carterton				
		Masterton				
	[Wellington]	Chatham Islands ²²				
Tasman	Nelson Bays		Joint	Nelson (Unitary Authority)		
				Tasman (Unitary Authority)		
	Marlborough		Joint	Marlborough (Unitary Authority)		
Southern			Joint	Kaikoura	Canterbury	Christchurch

17 Local authorities which have agreed to develop and submit 'Joint Plans' for Safety Administration Programme Police delivery of road safety activities across their combined area have been represented in this column.

22 Chatham Islands policing is administered under the Wellington Police district. Land Transport NZ's links with Chatham Islands is through its Southern Region (Christchurch office).

Land Transport NZ regions (4)	Police districts (12)	Police area (43)	Territorial authorities ¹⁷ (74)		Regional councils (12)	Transit NZ (7)			
Southern	Tasman	West Coast	Joint	Buller	West Coast	Christchurch			
				Grey					
				Westland					
	Canterbury	Northern Canterbury	Hurunui	Joint	Waimakariri		Canterbury		
			Christchurch Central		Christchurch				
			Southern Canterbury		Selwyn				
			Mid-South Canterbury		Ashburton			Joint	Timaru
					Mackenzie				
					Waimate				
			Southern		Otago Rural			Joint	Central Otago
	Queenstown-Lakes								
	Waitaki								
	Dunedin	Dunedin		Clutha	Southland				
Southland	Joint	Gore		Southland					
		Southland							
		Invercargill							
						Dunedin			

17 Local authorities which have agreed to develop and submit 'Joint Plans' for Safety Administration Programme Police delivery of road safety activities across their combined area have been represented in this column.

**▶▶▶ ROAD SAFETY
IS EVERYONE'S
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