

2010/11 Road Policing Programme (RPP)

A variation of the 2009/12 RPP



NZ TRANSPORT AGENCY
WAKA KOTAHI



New Zealand
POLICE
Nga Pirihimana O Aotearoa



Ministry of **Transport**
TE MANATŪ WAKA

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The 2010/11 Road Policing Programme (RPP) is a variation of the 2009/12 RPP. It was prepared by the NZ Transport Agency, and approved by the Minister of Transport in consultation with the Minister of Police, in accordance with section 18 of the Land Transport Management Act 2003. It contains the 2010/11 police activities to be funded from the National Land Transport Fund which comprise Vote Police output class 7.

2010/11 Road Policing Programme (RPP)

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Part 1: RPP strategic context and road safety progress

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1 Introduction

1.1 The 2010/11 Road Policing Programme (RPP)

The 2010/11 RPP aligns with *Safer Journeys*, New Zealand's road safety strategy to 2020, and was prepared by the New Zealand Transport Agency (NZTA) in consultation with NZ Police and the Ministry of Transport. The overriding outcome sought by the 2010/11 RPP is a reduction in deaths and injuries on New Zealand roads and in associated social cost. The Minister of Transport, in consultation with the Minister of Police, has approved \$296.015 million for the delivery of the work programme detailed in this RPP.

1.2 Legislative provision

The 2010/11 RPP was prepared as a variation to the 2009/12 RPP in accordance with section 18M of the Land Transport Management Act 2003 (LTMA). It forms part of the 2009/12 RPP, and is funded from the National Land Transport Fund (NLTF).

1.3 Recommended funding summary

The funding for the 2010/11 RPP, which aligns with Budget 2010 for Vote Police output class 7, is set out in table 1.1 below. See Part 2 of this RPP for further funding explanation and detail.

Table 1.1 NLTF funding for the 2010/11 RPP as a variation to the 2009/12 RPP

	2010/11 (\$m)
Current approved 2010/11 funding in the 2009/12 RPP	284.581
2009 wage and salary settlement variation (previously approved by Minister of Transport)	5.644
Capital charge on property revaluation	3.790
Budget 2010 for Vote Police output class 7	\$294.015
New funding for SMART ¹ technology support	2.000
2010/11 RPP variation	\$296.015

¹ SMART: Secure Mobile Access and Recording Technology

2 RPP strategic context

2.1 Government Policy Statement

The *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19* (GPS) identifies the importance of reducing deaths and serious injuries as a result of road crashes. The government's new road safety strategy, *Safer Journeys*, expands on this objective.

2.2 *Safer Journeys* – New Zealand's road safety strategy to 2020

On 3 March 2010, the Minister of Transport, Hon Steven Joyce released *Safer Journeys*, a 10-year road safety strategy designed to reduce the number of people killed and seriously injured on our roads.

The Minister noted that the need for action was clear, because despite substantial progress over the last 30 years New Zealand lagged behind many other countries in road safety. During recent years, about 400 people per annum have been killed on our roads, nearly 2900 people have been seriously injured and approximately 13,000 New Zealanders have suffered minor injuries as a result of road crashes.

The long-term goal for road safety in New Zealand is set out in the *Safer Journeys* vision: 'A safe road system increasingly free of death and serious injury'. This vision recognises that while we can never prevent all road crashes from happening, we can ultimately stop crashes resulting in death and serious injury.

To support the vision, *Safer Journeys* takes a safe system approach to road safety with actions spread across the entire road system: road use, vehicles, speeds and roads and roadsides. This approach means working across all elements of the system and recognises that everybody has responsibility for road safety. It acknowledges the possibility of driver error and human vulnerability to crash forces, and seeks to minimise trauma severity when crashes do occur. This RPP recognises that road policing plays a critical role in achieving a safe road system.

2.2.1 Areas of concern and first actions

The issues of most concern are the priorities for road safety in New Zealand, and *Safer Journeys* describes the actions New Zealand will take to address these issues.

Safer Journeys identifies a number of first actions to start in 2010 that will address four areas of high concern: increasing the safety of young drivers, reducing alcohol/drug-impaired driving, safer roads and roadsides, and increasing the safety of motorcycling. The first actions package will also focus on the medium area of concern – high-risk drivers – through the young drivers and alcohol/drug-impaired driving actions.

Other areas of medium concern are: improving the safety of the light vehicle fleet, safe walking and cycling, improving the safety of heavy vehicles, reducing the impact of fatigue and addressing distraction. Continued or emerging focus areas are increasing the level of restraint use and increasing the safety of older New Zealanders.

2.2.2 Implementing *Safer Journeys*

The actions in *Safer Journeys* are aimed at addressing the priority areas through a safe system approach. These actions, along with existing initiatives, are intended to help build a safer road transport system.

A key part of implementing the strategy is the development of a sector-wide action plan which will identify the actions to be taken, the time line for actions and the responsibility for their implementation. It will also detail how progress will be monitored and actions evaluated. NZ Police and the NZTA are key contributors to the development of the action plan.

Implementation will be tailored to respond to the differing needs of New Zealand's communities and will increasingly focus on communities at risk while retaining a balance between general and specific road safety enforcement. Currently, New Zealand's road system delivers significantly better road safety outcomes for some population groups, regions and methods of transport than for others. Māori, however, are almost twice as likely to die or be seriously injured in road crashes as other ethnic populations because their demographic is over represented with youth, rural and lower socio-economic profiles – the three key demographic characteristics related to road deaths and injuries. The increased focus on communities at risk is intended to help address these issues.

2.3 What *Safer Journeys* will achieve

By 2020 through *Safer Journeys* New Zealand aims to:

- Increase the safety of **young drivers** by reducing the road fatality rate of our young people from 21 per 100,000 population to a rate similar to that of young Australians of 13 per 100,000.
- Reduce **alcohol/drug impaired driving** by reducing the level of fatalities caused by drink and/or drugged driving, currently 28 deaths per one million population, to a rate similar to that in Australia of 22 deaths per one million population.
- Achieve **safer roads and roadsides** by significantly reducing the crash risk on New Zealand's high-risk routes.
- Achieve **safer speeds** by significantly reducing the impact of speed on crashes by reducing the number of crashes attributed to speeding and driving too fast for the conditions.
- Increase the safety of **motorcycling** by reducing the road fatality rate of motorcycle and moped riders from 12 per 100,000 population to a rate similar to that of the best performing Australian state, Victoria, which is 8 per 100,000.
- Improve the safety of the **light vehicle fleet** by having more new vehicles enter the country with the latest safety features. The average age of the New Zealand light vehicle fleet will also be reduced from over 12 years old to a level similar to that of Australia, which is 10 years.
- Achieve **safer walking and cycling** by achieving a reduction in the crash risk for pedestrians and particularly cyclists, while at the same time encouraging an increase in use of these modes through safer roading infrastructure.
- Improve the safety of **heavy vehicles** by reducing the number of serious crashes involving heavy vehicles.
- Reduce the impact of **fatigue** and addressing **distraction** by making New Zealanders' management of driver distraction and fatigue a habitual part of what it is to be a safe and competent driver.
- Reduce the impact of **high-risk drivers** by reducing the number of repeat alcohol and speed offenders and incidents of illegal street racing.
- Increase the level of **restraint use** by achieving a correct use and fitting rate of 90 percent for child restraints and make the use of booster seats the norm for children aged 5 to 10.
- Increase the safety of **older New Zealanders** by reducing the road fatality rate of older New Zealanders from 15 per 100,000 population to a rate similar to that of older Australians of 11 per 100,000.

2.4 *Safer Journeys* and the RPP

The 2010/11 RPP is a first step towards changing the direction of the RPP to support the *Safer Journeys* vision of 'a safe road system increasingly free of death and serious injury'.

In particular, the high priority given to young drivers and motorcyclists in *Safer Journeys* has been recognised by the creation of two new RPP activities to directly address these issues, namely 'young driver safety' and 'motorcycling safety'. Previously these high-risk road users were addressed as part of broader road policing activities. Now, with increased transparency, the safety of these road users will be enhanced.

The rationale for the creation and reallocation of funds to the young driver safety and motorcycling safety activities is based on crashes from 2007 to 2009 and the percentage of risk associated with these drivers/riders – as evidenced in the baseline activities of speed control, drinking or drugged driver control, restraint device control and visible road safety and general enforcement. To this end a proportion of funding and associated indicative Police FTEs has been reallocated to the new activities. In addition, some funding has been moved from restraints to drinking or drugged driver control, because while restraints are an area of continuing concern in *Safer Journeys*, alcohol use is a significant factor among fatally injured people not wearing safety belts.

In addition, the NZ Police RPP work programme has been restructured to focus on the outcomes *Safer Journeys* seeks to achieve. This has involved realigning activities and redeveloping the performance and reporting framework.

The NZTA, the Ministry of Transport and NZ Police are together focused on ensuring that effective road safety interventions are progressed. To that end, *Safer Journeys* will be subject to further analysis in 2010/11 in order to maximise implementation through the RPP, and ensure funding remains available within the Board-approved allocation from the National Land Transport Programme to progress specific *Safer Journeys* initiatives that require funding and cannot be accommodated within baseline.

2.5 NZTA strategic priorities

Transport-related incidents remain one of the main causes of accidental loss of life in New Zealand and are a leading cause of death for children and young adults – and the majority of these deaths and serious injuries occur on roads.

Consequently, improving road safety is one of the NZTA's five priority areas for its work programme.

2.6 NZ Police Road Policing Strategy

NZ Police's *Road Policing Strategy to 2010* sets out the road policing focus on the 'fatal five' namely:

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

This strategy is due for renewal by the end of 2010. An integral part of the new strategy will be to align the key areas of focus for road policing with *Safer Journeys*.

3 Road safety progress

3.1 National overview of road safety progress

The following pages contain a brief overview of road safety outcome trends in New Zealand. In addition to road deaths and days spent in hospital as a result of road crashes, the intermediate outcome trends for speed, alcohol and restraint use are highlighted.

Since 1990, road deaths and days in hospital have dropped by about 50 percent (figure 1.1). Over the same period the number of motor vehicles on our roads has increased by 50 percent. Nevertheless, road traffic crashes result in the loss of more years of life than any other source of injury in New Zealand and are the leading cause of death for children. Current figures equate to roughly one person being killed every 23 hours and one person being admitted to hospital every 65 minutes. Looking at the trends since the beginning of 2001 (figure 1.2), there has been no further reduction in the number of days spent in hospital. Overall since January 2001, road deaths have decreased by 20 percent.

Figure 1.1 Road deaths, days in hospital, vehicles and population indexed to January 1990

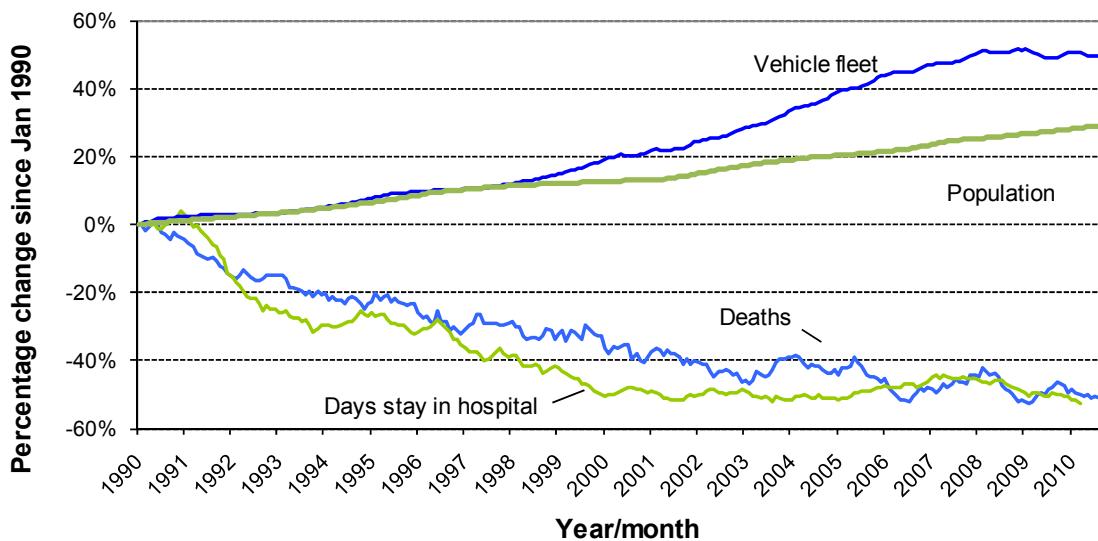
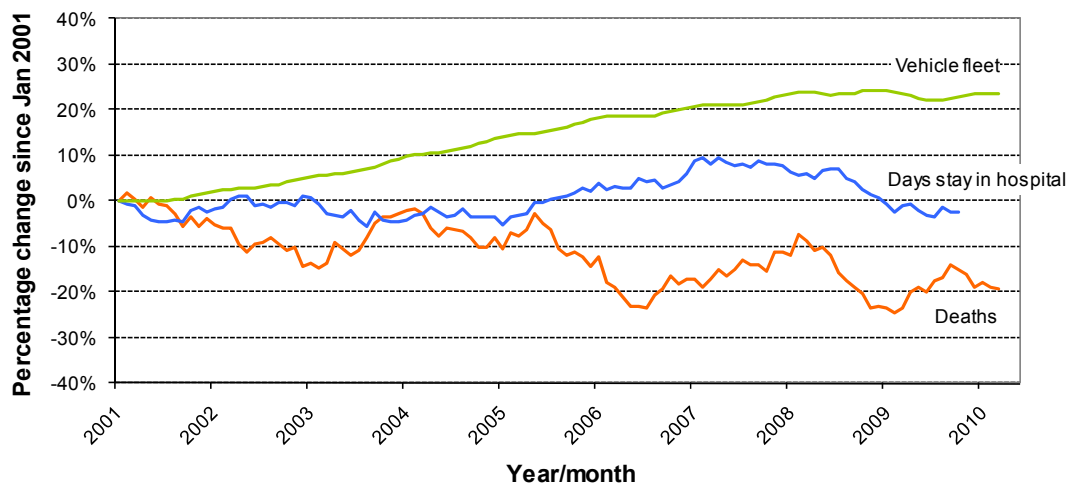


Figure 1.2 Road deaths, days in hospital and vehicles indexed to January 2001



Regarding regional road safety outcomes, table 1.2 displays the 2010 goals (as per the *Road Safety to 2010* strategy) for fatalities and hospitalisations of more than one day, and progress towards achieving these as at 2009.

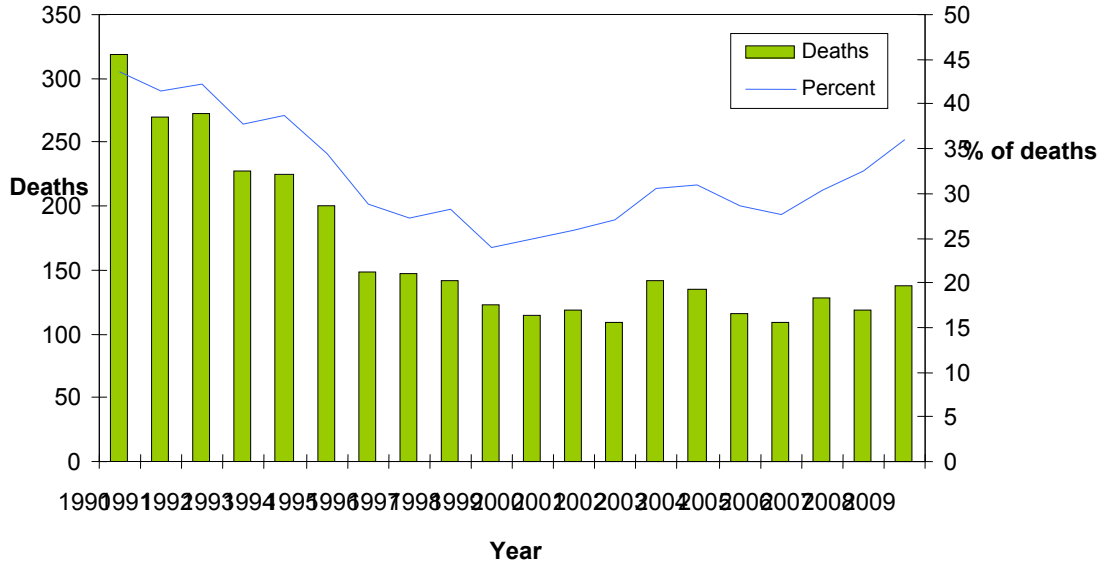
Table 1.2 Regional road safety outcomes (2009) and goals (2010)

Region	Fatalities and hospitalisations of more than 1 day	
	2009	2010 Goal (not exceeding)
Northland	177	150
Auckland	792	690
Waikato	391	330
Bay of Plenty	274	210
Gisborne	49	30
Hawke's Bay	121	110
Taranaki	83	60
Manawatu/Wanganui	182	190
Wellington	185	150
Nelson/Marlborough	111	60
West Coast	49	30
Canterbury	354	300
Otago	161	110
Southland	76	70

3.1.1 Drink-driving

In terms of alcohol-related outcomes (figure 1.3), both the number and percentage of fatal crashes where alcohol was cited as a contributing factor dropped markedly during the 1990s. In the early 1990s, more than 250 people died each year in crashes where alcohol was a contributing factor. This was 40 percent of all road deaths. The number has now dropped to about 120 deaths a year, just over 30 percent of all road deaths. There has been no improvement in alcohol-related crashes since 1999; in fact the percentage of fatal crashes involving alcohol has increased over that time.

Figure 1.3 Road deaths where alcohol was a contributing factor 1990 to 2009

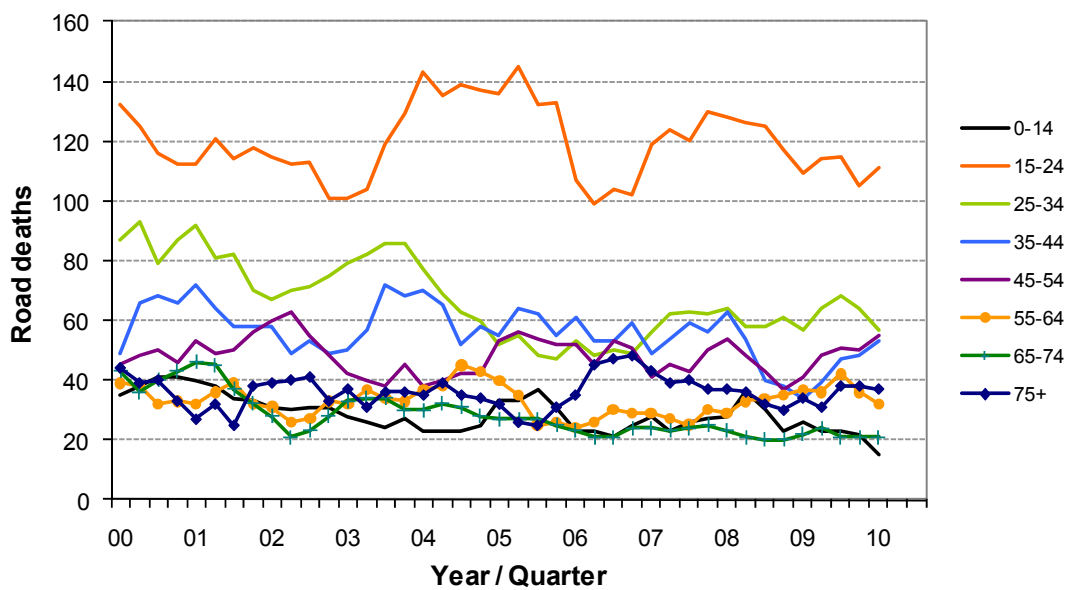


3.1.2 Young drivers

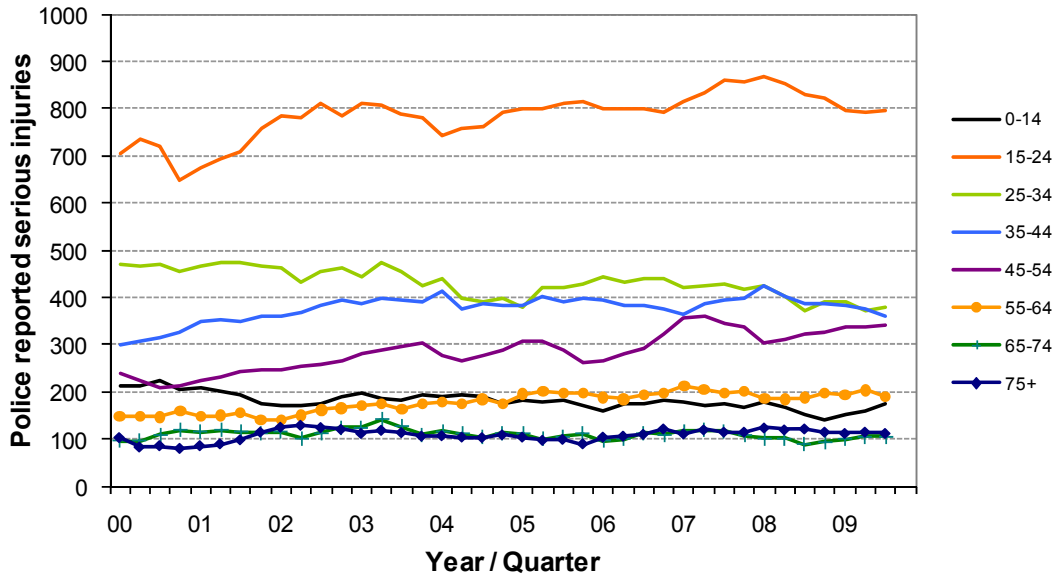
The 15-24, 35-44 and 45-54 age groups have experienced rising numbers of road deaths in the first quarter of 2010. To the end of the third quarter in 2009, serious injury levels among the 15-24 age group remain prominent, as shown in figures 1.4 and 1.5 below.

Figures 1.4 and 1.5 Road deaths and serious injuries by age group

Road deaths by age group



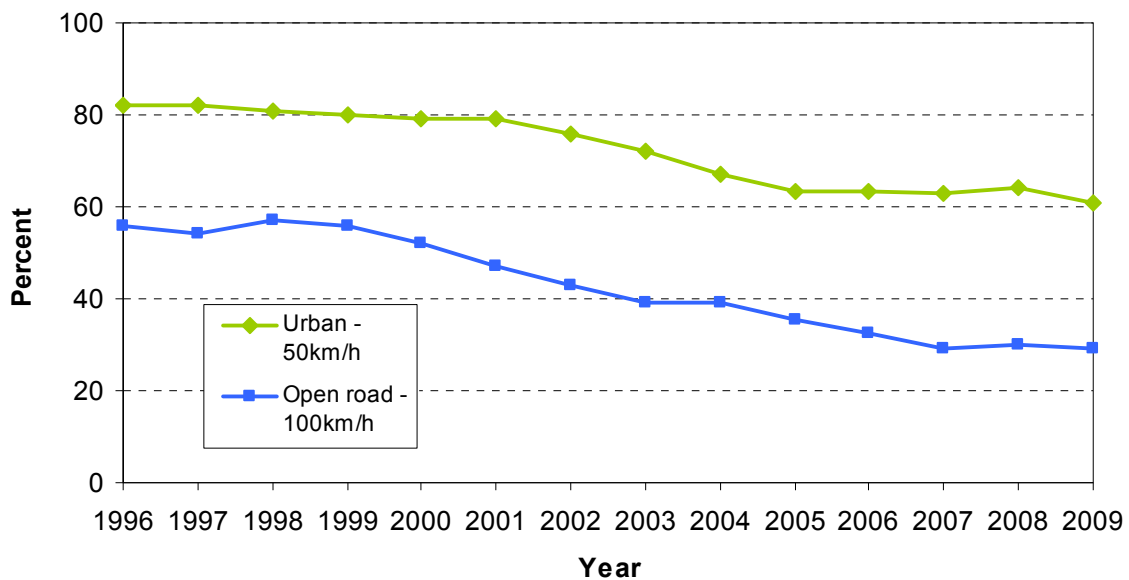
Police reported serious injuries by age group



3.1.3 Speed

Regarding speed-related outcomes, the percentage of car drivers choosing to travel above the speed limit has reduced since about 2000 (figure 1.6). On urban roads the percentage above the limit has dropped from 80 percent in 1996 to nearly 60 percent in 2009, and on the open road it has dropped from about 55 percent to 30 percent during the same years.

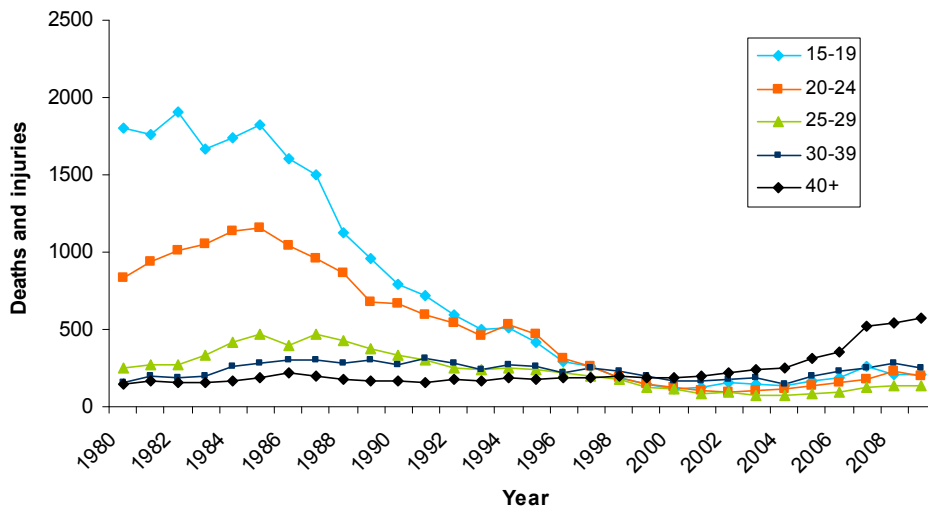
Figure 1.6 Percentage of vehicles travelling over the speed limit 1996 to 2009 (unimpeded speeds)



3.1.4 Motorcycling safety

Motorcyclist deaths and injuries dropped significantly during the 1990s. However, from 2000 there has been no further decrease and since 2005 deaths and injuries have risen. The number of motorcycle casualties in 2009 was double the total in 2000. This is particularly noticeable for motorcyclists aged over 40 years – see figure 1.7.

Figure 1.7 Motorcycle deaths and injuries by age group



3.2 National and NZ Police district control charts

Figures 1.8 and 1.9 contain control charts which display road safety deaths nationally and by NZ Police district, respectively, for the 2009/10 year. Control charts monitor road safety outcome performance and are used by NZ Police to monitor Police district progress. They illustrate how the nation as a whole and individual Police districts are performing in relation to the targets specified in the *Road Safety to 2010* strategy.

Figure 1.8 National control chart for fatalities for the 2009/10 financial year

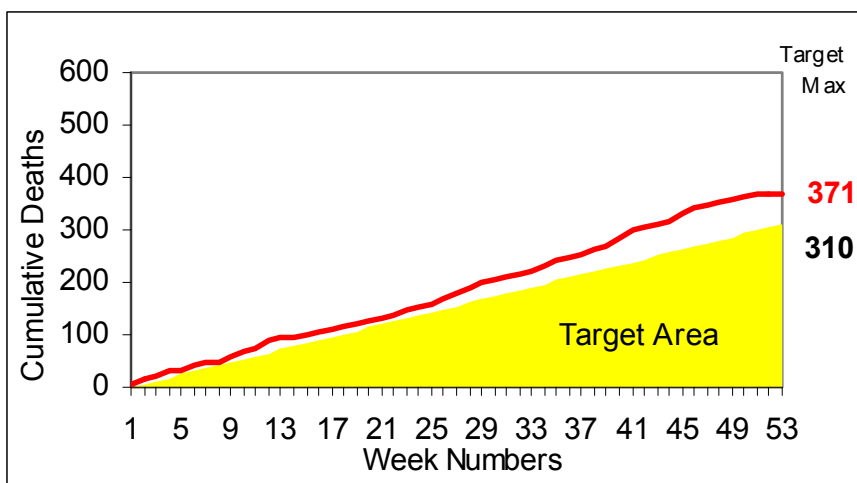
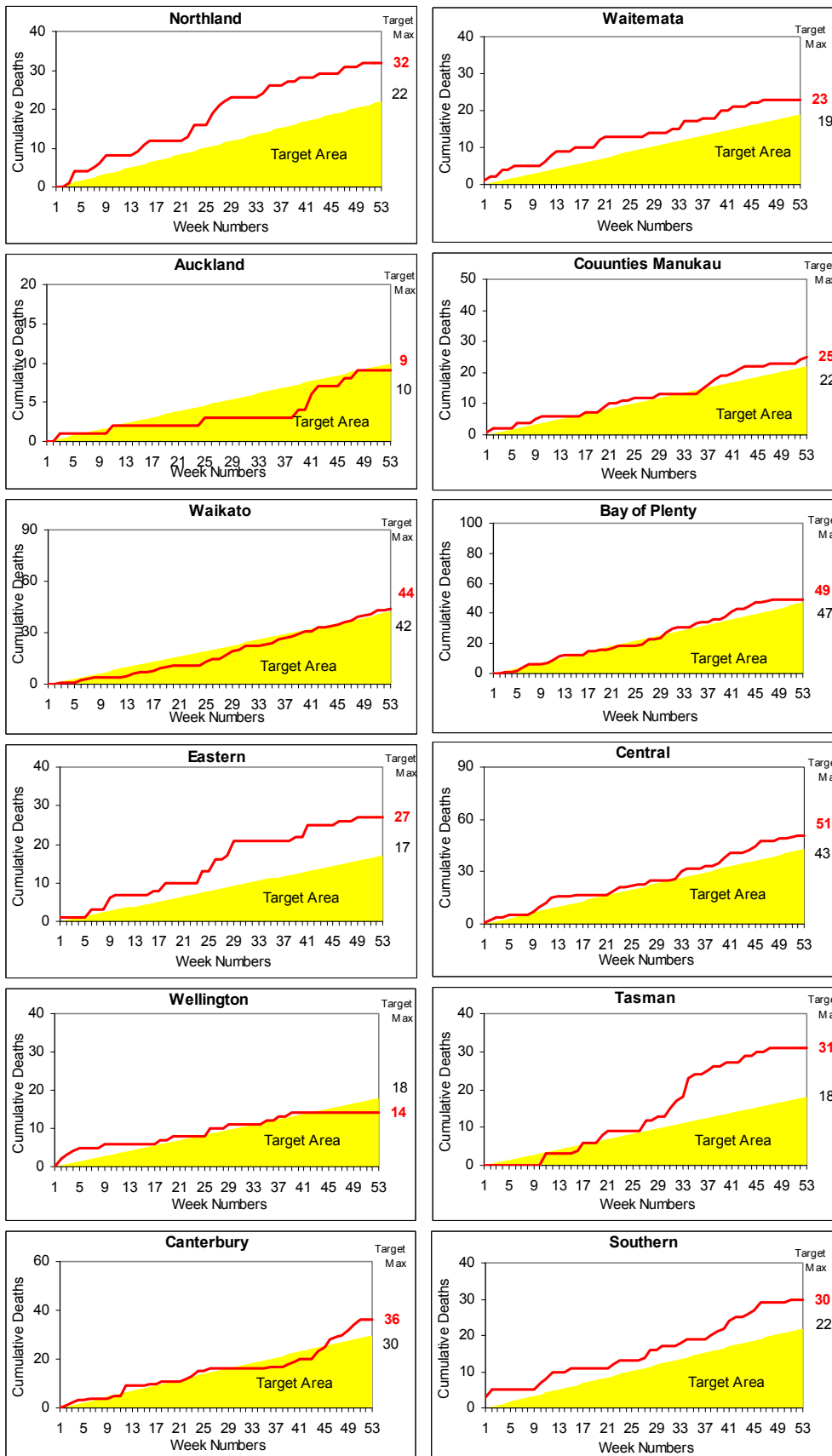


Figure 1.9 Police district control charts for fatalities for the 2009/10 financial year



3.2.1 Road safety outcomes and intermediate outcomes

Table 1.3 provides a summary of road safety outcomes and intermediate outcomes achieved over the last eight calendar years.

Table 1.3 Road safety outcomes and intermediate outcomes 2002 to 2009

Safety outcomes	2002	2003	2004	2005	2006	2007	2008	2009
Social cost** (2001 prices, \$b)	2.72	2.80	2.74	2.73	2.75	2.89	2.63	2.60
Number of road deaths	405	461	435	405	393	421	365	384
per billion vehicle-kilometres	11.0	12.1	11.2	10.3	9.9	10.5	9.2	9.6
per 10,000 vehicles	1.5	1.6	1.5	1.3	1.3	1.3	1.1	1.2
per 100,000 population	10.3	11.5	10.7	9.9	9.5	10.0	8.6	8.9
Fatal crashes	365	405	375	341	350	375	330	337
per 10,000 vehicle	1.3	1.4	1.3	1.1	1.1	1.2	1.0	1.0
per 100,000 population	9.3	10.1	9.2	8.3	8.5	8.9	7.7	7.8
Reported serious injuries	2,600	2,578	2,491	2,531	2,629	2,654	2,531	2,425
All reported injuries	13,918	14,372	13,890	14,451	15,174	16,013	15,174	14,541
per 10,000 vehicle	51	51	48	48	49	50	47	45
per 100,000 population	353	358	342	353	367	379	356	341
Number hospitalised (discharges)	6,530	6,540	6,580	7,210	7,680	7,440	7,560	7,530
Hospitalised, more than 1 day*	2,750	2,720	2,710	2,860	3,020	3,060	2,880	2,660
Hospitalised, more than 3 days*	1,740	1,700	1,700	1,840	1,900	1,990	1,880	1,720
Cyclists, pedestrians killed or hospitalised (more than 1 day)	570	550	526	526	571	525	519	480
Behaviour measures	2002	2003	2004	2005	2006	2007	2008	2009
Number of drivers killed with excess alcohol	60	70	69	58	54	65	59	66
Proportion of drivers killed with excess alcohol	24%	27%	27%	25%	24%	27%	28%	28%
Proportion of fatal crashes with driver alcohol as contributor	26%	31%	31%	29%	28%	31%	31%	34%
Proportion of fatal crashes with excess speed as contributor	30%	35%	37%	33%	31%	31%	34%	30%
Speed, rural winter mean (km/h)	99.1	98.0	97.8	97.1	96.4	96.3	96.6	96.3
Speed, percentage exceeding 100km/h	43%	39%	39%	36%	32%	29%	30%	29%
Speed, rural winter 85th percentile (km/h)	107	105	105	104	103	103	103	103
Speed, urban mean (km/h)	54.3	53.7	52.9	52.4	52.6	52.5	52.6	52.3
Speed, percentage exceeding 60km/h	76%	72%	67%	63%	63%	63%	64%	61%
Speed, urban 85th percentile (km/h)	61	60	58	58	58	58	58	57
Safety belts (adult): front	92%	92%	94%	95%	95%	95%	95%	95%
Safety belts (adult): rear	78%	81%	86%	86%	89%	87%	87%	87%
Children restrained: 0-14, all	94%	96%	97%	94%	96%	94%	97%	97%
Child restraints used, 0-4 yrs	86%	86%	87%	89%	91%	91%	90%	91%
Cycle helmets, weekday	89%	89%	92%	91%	94%	92%	92%	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: 2010/11 RPP funding and resource allocation

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1 2010/11 RPP funding

1.1 New funding

1.1.1 Implementing SMART technology

The 2010/11 RPP contribution to SMART provides for the following: \$1 million for the purpose of automating Police data capture and processing so that when SMART devices are used at the roadside, data from these devices does not need to be manually entered at the Police Infringement Bureau (PIB); and to support the operating costs associated with 100 handheld devices for the Highway Patrol. The second \$1 million is operational funding to support Police data capture and transfer to the NZTA Roadside Inspection Database for CVIU staff. Thus the benefits accrue to NZ Police as well as to the NZTA as SMART is an important enabler of NZTA's Operator Rating System.

The benefits of implementing SMART include:

- improved accuracy of the enforcement process
- immediate increase in productivity and visibility as officers spend less time carrying out administration tasks that are currently done manually
- information processing efficiencies which reduce the time at the roadside and subsequent risk to officer safety
- data integrity improvement which will reduce backend administration support and infrastructure and result in less notices being rejected by PIB
- improved intelligence information and data quality for reporting purposes.

1.1.2 Capital charge on property revaluation

In accordance with generally accepted accounting practices, NZ Police's recent revaluation of its property portfolio attracted capital charge on a higher value, and the resulting additional costs have been apportioned across all Police output classes, including Road Safety Programme output class 7, which is the RPP. This resulted in an additional \$3.79 million per annum being funded from the NLTF.

1.2 Formation of young driver safety and motorcycling safety activities

The rationale for the creation of the young driver safety and motorcycling safety activities is based on crashes during the 2007 to 2009 years and the percentage of risk associated with these drivers/riders – as evidenced in the baseline activities of speed control, drinking or drugged driver control, restraint device control and visible road safety and general enforcement. To this end a proportion of funding, and associated Police FTEs, equivalent to 0.33 of the percentage of risk, previously allocated to these activities, has been reallocated to the two new activities as summarised in table 2.1 below and the context is provided in Part 3, section 1.2, on page 32.

The reallocation of funding, and associated indicative FTEs, are within Police and regional council areas, so that the total resource for each area or region has remained at the same level as for 2009/10 (see Part 3, pages 57 to 65).

Table 2.1 Baseline RPP reallocations for 2010/11

Activity	Rationale for change, based on crashes 2007-2009	Change, moving proportion of funding and indicative FTEs equivalent to 0.33 of the percentage of risk associated with these drivers/riders
Speed control	<ul style="list-style-type: none"> 47% of drivers in speed-related (but not alcohol) fatal/serious crashes are 15-24 year olds A further 17% are motorcyclists 	<ul style="list-style-type: none"> 15% of funding and FTEs moved to young driver safety 6% to motorcycling safety
Drinking or drugged driver control	<ul style="list-style-type: none"> 42% of drivers in alcohol-related fatal/serious crashes are 15-24 year olds A further 8% are motorcyclists 	<ul style="list-style-type: none"> 14% of funding and FTEs moved to young driver safety 3% to motorcycling safety
Restraint device control	<ul style="list-style-type: none"> Reduced priority level for restraints in <i>Safer Journeys</i> Alcohol use is a significant factor overlap among fatally injured safety belt non-users 	<ul style="list-style-type: none"> 50% of funding and FTEs moved to drinking or drugged driver control
Visible road safety and general enforcement	<ul style="list-style-type: none"> 22% of drivers in other fatal/serious crashes (no alcohol or speed) are 15-24 year olds A further 11% are motorcyclists 	<ul style="list-style-type: none"> 7% of funding and FTEs moved to young driver safety 4% to motorcycling safety
Motorcycling safety	<ul style="list-style-type: none"> New activity – area of high concern in <i>Safer Journeys</i> Allocation based on crash data above, and from local allocations, Highway Patrol, and Rural and Urban Arterial Units No reallocation from Traffic Camera Operations and TAG groups as these specialist groups focus on speed and drink-driving 	<ul style="list-style-type: none"> 3% of RPP funding and FTEs
Young driver safety	<ul style="list-style-type: none"> New activity – area of high concern in <i>Safer Journeys</i> Allocation based on crash data above, from local allocations, Highway Patrol, and Rural and Urban Arterial Units No reallocation from Traffic Camera Operations and TAG groups as these specialist groups focus on speed and drink-driving 	<ul style="list-style-type: none"> 8% of RPP funding and FTEs

1.3 Indicative allocation of Police FTEs by regional council area, Police area and Police district

Police FTEs are now allocated indicatively, or as a guide for Police delivery, by regional council area and Police area, and in some instances, eg for Traffic Alcohol Groups (TAGs), by Police district. In recent years the allocation has been by territorial authority/cluster as well as by Police districts. The change provides for more flexible delivery at the local level (see 'Risk-targeted road policing delivery' in section 1 of Part 4). Reporting by Police against funding and indicative FTEs is based on profiles of Police activity. Current profiles do not include the activities of motorcycling safety and high-risk drivers as separate activities. Police's ability to report on the deployment of FTEs against these activities will depend on the work being undertaken by Police to review the delivery of a time recording mechanism that gives assurance to Police, government and partner agencies on how Police contributes to the delivery of Police services.

2 Police output class 7: Road Safety Programme

Police delivers road policing activities in accordance with its Statement of Intent output class 7, namely Road Safety Programme. Within this output class Police delivers the proactive road policing activities of speed control, drink and/or drugged driver control, motorcycling safety, young driver safety, restraint device control and visible road safety and general enforcement, along with commercial vehicle investigation and road user charges enforcement, crash attendance and investigation, traffic management, resolutions (ie sanctions, prosecutions and court orders), Police community services and school road safety education.

2.1 2010/11 Police hourly rate

The overall 2010/11 hourly rate for Police is \$111.83 per hour. This is calculated by dividing the total funding (\$296.015 million) by the total hours (2,647,080), which equates to 1,762.6 full-time equivalents (FTEs) where one FTE equals 1500 productive hours. Included in the hourly rate is funding for 338 FTE support staff, for NZ Police road policing, as described on page 52 and listed in table 3.1.

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

Police activities for road policing are provided by constabulary staff, authorised officers and Police employees. Police employees without constabulary powers are, in the main, office-based rather than on-road. They are involved in activities such as the production of infringement notices in the PIB, the provision of communication services in Communication Centres, the operation of speed cameras and the provision of support for strategy, intelligence, performance, planning, public relations and administrative support.

In summary, Police allocations are in terms of funding and FTE Police personnel. One FTE equals 1500 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 NZ Police to manage its road policing funded personnel appropriately.

2.2 Road policing strategic resource allocation model

A resource allocation model was developed and has been applied to NZ Police road policing strategic activities during recent years. Strategic road policing activities are those that target road safety risk directly, and primarily comprise the enforcement of speed, drink/drugged driving, restraint wearing and visible road safety and general enforcement (see descriptions in Part 3). The model was developed to facilitate the distribution of these activities throughout the country in order to ensure that the resources were allocated to the areas where the greatest benefits would be achieved within the constraints of both the allocation model and available funding. The model was used to provide guidance for the allocation of strategic road policing time by both activity type and road type on the basis of territorial authority geographic areas. In this RPP the model has been applied by activity type.

3 2010/11 RPP funding by activities and FTEs

Table 2.2 sets out 2010/11 RPP funding by NZ Police road policing activities and indicative FTEs.

Table 2.2 2010/11 RPP funding by activities and FTEs

Activity category and activity	2010/11 Police funding (\$000)	2010/11 FTE (indicative)
Strategic road policing		
Speed control ¹	55.571	331.3
Drinking or drugged driver control	69.964	417.1
Young driver safety	24.441	145.7
Motorcycling safety	8.389	50.0
Visible road safety and general enforcement	42.476	253.2
Commercial vehicle investigation and road user charges enforcement	18.136	106.0
Restraint device control	7.423	44.3
Strategic road policing sub-totals	226.400	1,347.6
Road policing incident and emergency management		
Crash attendance and investigation	36.412	217.1
Traffic management	12.526	74.7
Road policing incident and emergency management sub-totals	48.938	291.8
Resolutions		
Resolutions	8.370	49.9
Resolutions sub-totals	8.370	49.9
Road policing community		
Police community services	5.256	31.3
School road safety education	7.051	42.0
Road policing community sub-totals	12.307	73.3
Recommended expenditure and FTEs totals:	296.015²	1,762.6³

Note: Highway Patrol delivery, speed camera person hours (119,000) 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 119,000 programmed traffic camera person hours. A minimum of 100,953 traffic camera hours has also been programmed.

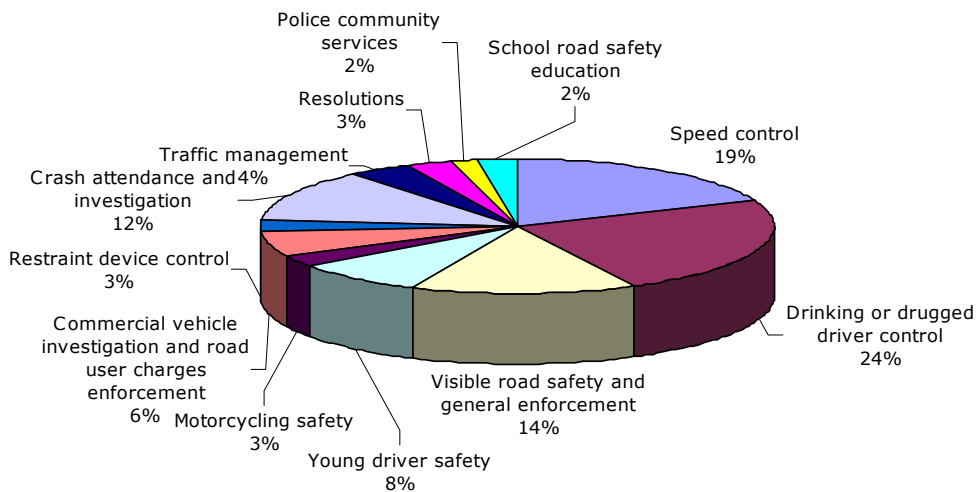
² Revenue, offsetting other costs, which is applicable to the NZ Police activities in this programme for the 2010/11 year, and is to be received by the Commissioner from sources other than the NLTF, is estimated to total \$2.51 million.

³ In addition, 338 FTEs provide support services ranging from road policing strategic capability to communication centre operations – refer table 3.1 on page 52.

3.1 Pie graph illustrating 2010/11 RPP funding percentage by RPP activity

Figure 2.1 below displays 2010/11 RPP funding percentage by RPP activity as a pie graph. Activities targeted to directly address a reduction in road trauma such as speed control, drinking or drugged driver control, visible road safety, motorcyclist safety, youth safety and restraint device control, as a group receive 70 percent of funding. These are the proactive or strategic activities which directly address a reduction in trauma. Their high level of funding is based on the fact that the safer our roads are, the less crashes there are for Police to attend and investigate, and the less funding that is required for reactive activities.

Figure 2.1: 2010/11 RPP funding percentage by RPP activity



Part 3: 2010/11 RPP Police activities and measures

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1 Introduction

Part 3 of the Road Policing Programme (RPP) provides details of NZ Police road policing activities and measures for the 2010/11 year.

1.1 *Safer Journeys* commitments – an inter-agency approach

The success of *Safer Journeys* is dependent on the cooperation, collaboration and commitment of all sector partners. In order to ensure an interagency approach is taken, working groups for each of the four key aspects of the safe system approach have been established. The following table sets out the lead and participating agencies for each group.

	NZ Police	NZTA	ACC	LGNZ
Safer roads and roadsides	Police will actively participate in the National Road Safety Management Group (NRSMG) Working Group on Safe Roads and Roadsides to develop action plans to support <i>Safer Journeys</i>	NZTA will jointly lead the NRSMG Working Group on Safe Roads and Roadsides to develop action plans to support <i>Safer Journeys</i>	ACC will actively participate in the NRSMG Working Group on Safe Roads and Roadsides to develop action plans to support <i>Safer Journeys</i>	Local Government NZ (LGNZ) will jointly lead the NRSMG Working Group on Safe Roads and Roadsides to develop action plans to support <i>Safer Journeys</i>
Safer speeds	Police will actively participate in the NRSMG Working Group on Safe Speeds to develop action plans to support <i>Safer Journeys</i>	NZTA will actively participate in the NRSMG Working Group on Safe Speeds to develop action plans to support <i>Safer Journeys</i>	ACC will actively lead the NRSMG Working Group on Safe Speeds to develop action plans to support <i>Safer Journeys</i>	LGNZ will actively participate in the NRSMG Working Group on Safe Speeds to develop action plans to support <i>Safer Journeys</i>
Safer vehicles	Police will actively lead the NRSMG Working Group on Safe Vehicles to develop action plans to support <i>Safer Journeys</i>	NZTA will actively participate in the NRSMG Working Group on Safe Vehicles to develop action plans to support <i>Safer Journeys</i>	ACC will actively participate in the NRSMG Working Group on Safe Vehicles to develop action plans to support <i>Safer Journeys</i>	LGNZ will actively participate in the NRSMG Working Group on Safe Vehicles to develop action plans to support <i>Safer Journeys</i>
Safer road use	Police will actively participate in the NRSMG Working Group on Safe Road Use to develop action plans to support <i>Safer Journeys</i>	NZTA will actively lead the NRSMG Working Group on Safe Road Use to develop action plans to support <i>Safer Journeys</i>	ACC will actively participate in the NRSMG Working Group on Safe Road Use to develop action plans to support <i>Safer Journeys</i>	LGNZ will actively participate in the NRSMG Working Group on Safe Road Use to develop action plans to support <i>Safer Journeys</i>

1.2 Links between *Safer Journeys*, the safe system approach and road policing activities

The following table summarises the *Safer Journeys* areas of concern and how they link to the safe system approach and the road policing activities that contribute to the *Safer Journeys* areas of concern, including the transition of road policing activities from 2009/10 to 2010/11.

<i>Safer Journeys</i> category	<i>Safer Journeys</i> areas of concern	Safe system approach	Road policing activities for 2009/10	Road policing activities for 2010/11
Areas of high concern	Alcohol and drugs	Safer use	Drinking or drugged driver control	
	Young drivers	Safer use	Part of drink-drug driving, speed and visible enforcement (see table 2.1, page 22, for rationale)	Young driver safety
			Secondary schools part of school road safety education	
	Speed	Safer speeds	Speed control (including traffic camera operations)	
	Motorcycling	Safer use, safer vehicles and safer speeds	Part of drink-drug driving, speed and visible enforcement (see table 2.1, page 22, for rationale)	Motorcycling safety
	Roads and roadsides	Safer roads and roadsides	Traffic management	
Areas of medium concern	High-risk drivers	Safer use	Visible road safety and general enforcement	
	Heavy vehicles	Safer vehicles	Commercial vehicle driver and transport service licence (TSL) operator activity and road user charges (RUC) enforcement	
	Light vehicles	Safer vehicles	Visible road safety and general enforcement	
	Fatigue and distraction	Safer use	Visible road safety and general enforcement	
	Walking and cycling	Safer use	Visible road safety and general enforcement and Primary school part of school road safety education	
Areas of continued and emerging focus	Restraints	Safer use and safer vehicles	Restraint device control	
	Older road users	Safer use	Police community services	
Other road policing activities – non <i>Safer Journeys</i> priority area		Safer use, safer vehicles, safer speeds and safer roads and roadsides	Crash attendance and investigation	
		Safer use, safer vehicles, safer speeds and safer roads and roadsides	Resolutions	

2 Achieving *Safer Journeys* through road safety action planning and Police tasking and coordination

Safe system focus	Safer use, safer vehicles, safer speeds, safer roads and roadsides
Police activity	All road policing activities
Description	Road policing activities are planned as part of road safety action planning processes along with partners' activities. Effective road safety action planning requires a collaborative approach from participating partners to provide focus, commitment and urgency in order to address and mitigate road safety risks and focus on priorities outlined in <i>Safer Journeys</i> .
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> vision of a safe road system increasingly free of death and serious injury.</p> <p>Intermediate outcomes sought</p> <p>This activity will contribute to the intermediate outcomes of an:</p> <ul style="list-style-type: none"> increase in the percentage of local authorities responding to an annual survey, conducted by an independent research company, who are satisfied with NZ Police delivery of funded activities increase in the percentage of local authorities, and NZTA and ACC regions responding to an annual survey conducted by an independent research company, who are satisfied with NZ Police contribution to the road safety action planning process.
Costs and indicative FTEs	All road policing activities will be delivered within budget at a cost of \$296.015 million (GST exclusive). 1762.6 indicative FTEs.
Police activity performance measures	
Task all road policing staff to risk, using a defined tasking and coordination process.	
Prepare at least one road safety assessment for each road safety action planning meeting for each Police area per annum.	
Police activity quarterly reporting requirements¹	
Report quarterly on the number of general road safety enforcement offences recorded per 10,000 population.	
Provide an example of one road safety assessment for a road safety action planning meeting from a different Police district each quarter.	
Provide quarterly delivery reports on deployment of FTEs against RPP activities using current profiles (as per the 2009/10 RPP).	
Estimated demand	
The Police structure comprises 12 districts and 43 areas.	
Tasking and coordination processes form part of Police district and area activities (see description on page 71).	

¹ The Police quarterly reporting requirements throughout this document are completed at the national level for the purposes of reporting to the Minister of Transport and the Minister of Police.

3 Safer Journeys – areas of high concern

3.1 Alcohol and drugs

Safe system focus	Safer road use
Police activity	Drinking or drugged-driver control
Description	<p>Drinking or drugged-driver control is one of the NZ Police Road Policing Strategy's fatal five activities. The strategy established five key areas of focus for road policing activities. Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Detection and deterrence of drink/drug-drive offending and targeting recidivist drink/drug-drivers through:</p> <ul style="list-style-type: none"> • directed patrols for compulsory breath testing (CBT), mobile breath testing (MBT) and drugged driver activities • traffic surveillance • conducting examinations of alcohol- or drug-impaired drivers and subsequent forensic analysis of blood samples including compulsory impairment testing (CIT) • issuing offence notices and subsequent prosecution requirements of front line staff • Traffic Alcohol Group (TAG) operations including enhanced CBT covering all Police districts • alcohol and drug intelligence and prevention services across all Police districts.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of reducing alcohol/drug-impaired driving by reducing the level of fatalities caused by drink and/or drugged driving, currently 28 deaths per one million population, to a rate similar to that in Australia of 22 deaths per one million population.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of:</p> <ul style="list-style-type: none"> • a reduction in the number per 100,000 population of drivers with excess alcohol killed (1.3 – 2007) • a reduction in the number per 100,000 population of fatal or serious injury crashes where Police have indicated alcohol or drugs as a contributing factor to the crash (19.5 – 2007) • an increase in the percentage of survey respondents who believe there is a high probability of being stopped and tested at CBT checkpoints late at night (55% – 2005) • an increase in the percentage of survey respondents who believe there is a high probability of being tested for drugs when stopped at CBT checkpoints late at night (new, aim of at least 40%).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$69.964 million (GST exclusive). 417.1 indicative FTEs.
Police activity performance measures	
Complete 2 million compulsory breath tests.	
Complete 700,000 mobile breath tests.	
Achieve 1700 trained compulsory impairment testing officers (20% of constabulary staff).	

3.1 Alcohol and drugs (cont)

Police activity quarterly reporting requirements
Evidential breath and evidential blood offences detected per 10,000 population and actual numbers.
Drug offences detected per 10,000 population and actual numbers.
Number of compulsory impairment tests conducted.
Provide a summary report of policing activities targeting alcohol- and drug-impaired drivers.
Estimated demand
Estimated number of evidential blood alcohol (EBA) offences: 32,000–36,000.
Estimated number of blood alcohol tests: 6500–7500.
Estimated number of drugged driving offences: 600–1000 (note legislation passed 1 November 2009).
Estimated number of drug blood tests: 600–1000 (note legislation passed 1 November 2009).

3.2 Young drivers

Safe system focus	Safer use
Police activity	Young driver safety
Description	<p>Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Detection and deterrence of young offenders through:</p> <ul style="list-style-type: none"> • directed patrol • traffic surveillance • checkpoints targeting licence inspections, particularly graduated driver licensing system (GDLS) requirements • targeted CBT, MBT and CIT operations in youth risk areas • issuing offence notices and subsequent prosecution requirements of front line staff.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of increasing the safety of young drivers by reducing the road fatality rate of our young people from 21 per 100,000 population to a rate similar to that of young Australians of 13 per 100,000.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of:</p> <ul style="list-style-type: none"> • a reduction in the number per 100,000 population of drivers aged 15–24 killed (7.6 – 2009) • a reduction in the number per 100,000 population of drivers aged 15–24 hospitalised longer than one day (66 – 2008) • a increase in the percentage of 15–24 year olds who believe it is likely that a person who breaks a traffic law, other than drink-driving or speeding, would be stopped by the Police (41% – 2009) • a reduction in the number of drivers on a graduated driver licence (GDL) as the primary contributor to the crash (367 – 2009) • a reduction in the number per 100,000 population of drivers with excess alcohol aged 15–24 killed (1.8 – 2009).

3.2 Young drivers (cont)

Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$24.441 million (GST exclusive). 145.7 indicative FTEs.
Police activity performance measures	
Develop a national intelligence knowledge profile on young drivers.	
Police activity quarterly reporting requirements	
GDL breaches detected per 10,000 population and actual numbers for 15-24 year old drivers, broken down to 15-19-year-old drivers and 20-24 year-old drivers.	
Report on offence notices issued to young drivers per 10,000 people and actual numbers (2 classes: 15-19 year-old drivers and 20-24 year-old drivers) for: <ul style="list-style-type: none"> • speed • alcohol • drugs • restraints • dangerous and careless driving • high-risk driving. 	
Provide a summary report of policing activities targeting young drivers.	
Estimated demand	
Estimated number of alcohol-impaired under-20 drivers apprehended: 4500-5500.	
Estimated number GDL breaches detected: 80,000-90,000.	

3.3 Speed

Safe system focus	Safer speeds
Police activity	Speed control (including traffic camera operations)
Description	<p>Speed control is one of the NZ Police Road Policing Strategy's fatal five. The strategy has established five key areas of focus for road policing activities. Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Detection and deterrence of speed offending, including enforcement activities at identified speed risk areas through:</p> <ul style="list-style-type: none"> • 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.

3.3 Speed (cont)

Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of achieving safer speeds through significantly reducing the impact of speed on crashes by reducing the number of crashes attributed to speeding and driving too fast for the conditions.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of:</p> <ul style="list-style-type: none"> • a reduction in the number of speed-related fatal and serious injury road crashes (464 - 2009) • an increase in the percentage of respondents who believe there is a high probability of detection of speeding (56% - 2005) • a reduction in the percentage of vehicles travelling over 100km/h on open roads (29% - 2009) • a reduction in the percentage of vehicles travelling over 50km/h on urban roads (61% - 2009) • a reduction in the mean vehicle speeds - rural and urban (96.3 and 52.3km/h - 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$55.571 million (GST exclusive). 331.3 indicative FTEs, including 79.3 speed camera operator indicative FTEs.
Police activity performance measures	
Deliver 20,181 speed camera deployment hours using fixed speed cameras.	
Deliver 80,772 speed camera hours using mobile speed cameras.	
Aim for 40% of all speeding notices issued to be the 11-15km/h speed band over the speed limit.	
Police activity quarterly reporting requirements	
Speed camera notices by speed band over the speed limit per 10,000 population and actual number.	
Speed offences (excluding speed camera offences) by speed band over the speed limit per 10,000 population and actual number.	
Estimated demand	
Estimated number of speed camera notices: 350,000-450,000	
Estimated number of officer issued speed notices: 300,000-350,000.	

3.4 Motorcycling

Safe system focus	Safer use, safer vehicles and safer speeds
Police activity	Motorcycling safety
Description	<p>Increasing the safety of motorcycling is one of the priority areas of the <i>Safer Journeys</i> strategies. Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Detection and deterrence of motorcycle offending will be achieved through:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • conducting checkpoints targeting motorcyclists • conducting driver licence checks and vehicle inspections • issuing offence notices and subsequent prosecution requirements of front line staff.

3.4 Motorcycling (cont)

Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of increasing the safety of motorcycling by reducing the road fatality rate of motorcycle and moped riders from 1.2 per 100,000 population to a rate similar to that of the best performing Australian state, Victoria, which is 0.8 per 100,000.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> • reduction in the percentage of non-current motorcycle (excluding mopeds) warrants of fitness (WoFs) out of all motorcycle WoFs, where status is known, involved in crashes (new) • reduction in the number per 100,000 of population of motorcyclists killed (0.9 – 2006) • reduction in the number per 100,000 population of motorcyclists injured seriously enough to be hospitalised longer than one day (14.5 – 2005) • reduction in the number of entitlement claims to ACC from motorcyclists for crash injuries (1047 – 2005)
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$8.389 million (GST exclusive). 50.0 indicative FTEs.
Police activity performance measures	
Aim for 40% of all motorcycle speeding notices to be issued in the 11–15km/h speed band over the speed limit.	
Develop a national intelligence knowledge profile on motorcycling safety.	
Police activity quarterly reporting requirements	
GDL breaches detected per 10,000 population for motorcycle drivers.	
Offence notices issued to motorcyclists with incorrect licence class.	
Motorcycle speeding notices issued (actual and 5km/h speed bands over the speed limit) and per 10,000 population.	
Provide a summary report of policing activities targeting motorcycle drivers.	
Estimated demand	
Estimated number of officer issued speed offences: 6000–7000.	
Estimated motorcycle GDL breaches detected: 1100–1300.	
Established number of motorcycle helmet offences: 900–1100.	

3.5 Roads and roadsides

Safe system focus	Safer roads and roadsides
Police activity	Traffic management
Description	<p>Management of road traffic through:</p> <ul style="list-style-type: none"> 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. <p>Management of traffic as appropriate, for example:</p> <ul style="list-style-type: none"> in metropolitan and provincial cities during holiday periods arising from vehicle breakdowns where traffic control devices fail.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of achieving safer roads and roadsides by significantly reducing the crash risk on New Zealand's high-risk routes.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> reduction in the number of fatal and serious head-on crashes (207 – 2008) reduction in the number of fatal and serious run-off-road crashes (645 – 2009) reduction in the number of fatal and serious intersection crashes (243 – 2005) reduction in the number of fatal and serious crashes in KiwiRAP high collective risk routes on SH network (308 – 2009) reduction in the number of fatal and serious crashes involving pedestrians and cyclists (406 – 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$12.526 million (GST exclusive). 74.7 indicative FTEs.
Police activity performance measures	
Number of local intersection campaigns delivered.	
Attend 90% of Priority One (P1) traffic events in urban policing areas within 10 minutes of being reported.	
Attend 90% of Priority One (P1) traffic events in rural policing areas within 30 minutes of being reported.	
Police activity quarterly reporting requirements	
Traffic incidents, blockages and breakdowns attended.	
Actual percentage of Priority One (P1) traffic events attended within 10 minutes (urban) or 30 minutes (rural).	
Time within which 90% of Priority One (P1) traffic events are attended:	
<ul style="list-style-type: none"> urban rural. 	
Estimated demand	
Traffic incidents, blockages and breakdowns attended: 80,000–90,000.	
Unique Priority One (P1) traffic events created in CSC (Communications Centre data): 30,000–40,000.	

4 Safer Journeys – areas of medium concern

4.1 High-risk drivers

Safe system focus	Safer use
Police activity	Visible road safety and general enforcement
Description	<p>High-risk drivers are one of the NZ Police Road Policing Strategy's fatal five. The strategy has established five key areas of focus for road policing activities. Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Enforcement targeting high-risk drivers includes:</p> <ul style="list-style-type: none"> • driving while unlicensed or disqualified • illegal street racing • repeat offenders. <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety risks at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • response to offences observed • issuing offence notices and subsequent prosecution requirements of front line staff.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of reducing the impact of high-risk drivers by reducing the number of repeat alcohol and speed offenders and incidents of illegal street racing.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> • reduction in the percentage of all disqualified drivers who are detected driving while disqualified (12.2% – 2009) • reduction in the percentage of all disqualified drivers who are detected driving while disqualified (3rd and subsequent) (6.5% – 2009) • reduction in the number of disqualified drivers involved in fatal or serious injury crashes (65 – 2009).
Costs and indicative FTEs	<p>This activity, as a whole, will be delivered within budget at a cost of \$42.476 million (GST exclusive.)</p> <p>253.2 indicative FTEs.</p>
Police activity performance measures	
Serve demerit suspended drivers notices on all qualifying drivers (ex Driver Licence Register).	
Serve 28-day suspension on qualifying drivers.	
Complete vehicle impound procedures for all qualifying offences.	

4.1 High-risk drivers (cont)

Police activity quarterly reporting requirements
High-risk driver offences per high-risk driver-related crash.
Illegal street racing offences detected per 10,000 population.
Dangerous or careless driving offences per dangerous or careless driving-related crash.
Dangerous and careless driving offence notices issued (less 15–24 years) per 10,000 people and actual number.
High-risk driver offence notices issued (less 15–24 years) per 10,000 people and actual number.
Estimated demand
Estimated level of vehicle impounds for: <ul style="list-style-type: none"> • illegal street racing (2500–3000) • suspended, revoked and disqualified licence offending (20,000–22,000) • failure to stop (1800–2400).
Estimated number of disqualified drivers detected 50,000–60,000.
Estimated number of demerit suspension offences 18,000–25,000.
Estimated level of driver licence suspensions 15,000–20,000.

4.2 Heavy vehicles

Safe system focus	Safer vehicles
Police activity	Commercial vehicle driver and transport service licence operator activity and road user charges enforcement
Description	<p>Risk-targeted enforcement of commercial vehicle driver behaviour, driver and transport licensing, work time 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 the Police Commercial Vehicle Investigation Unit (CVIU) through:</p> <ul style="list-style-type: none"> • intelligence and offence data gathering, analysis and dissemination through tasked activities • commercial vehicle surveillance and investigation, in particular where work time hours or road user charges may be exceeded, and other legislative requirements not met • targeted commercial vehicle enforcement delivered at NZTA compliance stations 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 in conjunction with other policing groups • enforcement activity and follow-up inquiries by the issuing officer. <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety risks RUC compliance at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • checkpoints and operations targeting heavy motor vehicles • response to offences observed • issuing offence notices and subsequent prosecution requirements of front line staff.

4.2 Heavy vehicles (cont)

Results sought	<p>Final outcomes sought This activity contributes to the <i>Safer Journeys</i> aim of improving the safety of heavy vehicles by reducing the number of serious crashes involving heavy vehicles.</p> <p>Intermediate outcomes sought The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> • reduction in the percentage of driver-at-fault heavy motor vehicle (HMV) <ul style="list-style-type: none"> - fatal crashes (20% - 2008) - serious injury crashes (38% - 2008) • reduction in the percentage of vehicles stopped during the MOT compliance survey since 1 July 2007 which have: <ul style="list-style-type: none"> - HMV standard offences (18% - 2009) - logbook offences (18% - 2008) - commercial operator non-compliance offences (72% - 2009) - RUC offences (since 1 Jan 2004) (21% - 2005) • reduction in the percentage of HMVs travelling over 90km/h on open roads (40% - 2007) • reduction in the percentage of HMVs travelling over 50km/h on urban roads (47% - 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$18.136 million (GST exclusive). 106.0 indicative FTEs.
Police activity performance measures	
Complete 70,000 breath tests for HMV drivers.	
Aim for 30% of all HMV speeding notices in the 6-10 km/h excess range.	
Submit to NZTA 100% of CVIU crash reports within 24 hours of CVIU attendance at HMV crashes.	
Complete roadside inspection reports for all HMV inspections (inspection levels range from level 2-7) and enter into the NZTA Roadside Inspection Database within 28 days.	
Police activity quarterly reporting requirements	
Number of vehicles stopped.	
Number of offences detected.	
Number of RUC offences detected.	
HMV speed profile.	
HMV alcohol detection.	
Numbers of level 2, 3, 4, 5, 6 and 7 vehicle inspections undertaken by CVIU as specified.	
Provide a summary report of Police activities targeting HMV and light diesels including inter-agency operations.	
Estimated demand	
Estimated number of RUC apprehensions: 10,000-13,000 (all staff).	
Estimated number of speed offences for HMVs: 10,000-12,000 (all staff).	
Estimated number for CVIU attended crashes: 250-350 (as derived from the CVIU database held by MoT).	
Estimated number of commercial vehicles stopped by mobile patrols and at compliance stations: 90,000-110,000.	
Estimated number of CoF offences: 2000-2400.	

4.3 Light vehicles

Safe system focus	Safer vehicles
Police activity	Visible road safety and general enforcement
Description	<p>Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety risks and RUC compliance at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • checkpoints and operations targeting RUC • response to offences observed • issuing offence notices and subsequent prosecution requirements of front line staff • implement the Workplace Fleet Safety Programme with partners.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of improving the safety of the light vehicle fleet by having more new vehicles enter the country with the latest safety features. The average age of the New Zealand light vehicle fleet will also be reduced from over 12 years old to a level similar to that of Australia, which is 10 years.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcome of a:</p> <ul style="list-style-type: none"> • reduction in the percentage of non-current car, van and SUV (excluding taxi) WoFs out of all car, van and SUV WoFs, where status is known, involved in fatal and serious crashes (12.5 - 2009).
Costs and indicative FTEs	<p>This activity, as a whole, will be delivered within budget at a cost of \$42.476 million (GST exclusive).</p> <p>253.2 indicative FTEs.</p>
Police activity performance measures	
Police to take action when an expired WoF is detected.	
Police activity quarterly reporting requirements	
WoF offences detected per 10,000 population and by actual numbers.	
Estimated demand	
<p>Estimated level of WoF offences detected:</p> <ul style="list-style-type: none"> • all vehicles 120,000-130,000 • cars 90,000-110,000 • vans 5000-6000. 	

4.4 Fatigue and distraction

Safe system focus	Safer use
Police activity	Visible road safety and general enforcement
Description	<p>Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety risks at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • response to offences observed such as use of handheld cell phones • issuing offence notices and subsequent prosecution requirements of front line staff.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of reducing the impact of fatigue and addressing distraction by making New Zealanders' management of driver distraction and fatigue a habitual part of what it is to be a safe and competent driver.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcome of a:</p> <ul style="list-style-type: none"> • reduction in the number of fatal and serious injury crashes where fatigue and/or distraction was considered a contributing factor (545 – 2007).
Costs and indicative FTEs	<p>This activity, as a whole, will be delivered within budget at a cost of \$42.476 million (GST exclusive).</p> <p>253.2 indicative FTEs.</p>
Police activity performance measures	
Police to take action when a fatigued or distracted driver is detected.	
Police activity quarterly reporting requirements	
Cell phone offences detected.	
Provide a summary report of police activity targeting fatigue and distraction.	
Estimated demand	
Estimated level of cell phone offences detected (note legislation came into force 1 November 2009): 7000–9000.	

4.5 Walking and cycling (visible road safety and general enforcement)

Safe system focus	Safer use and safer roads and roadsides
Police activity	Visible road safety and general enforcement
Description	<p>Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • response to offences observed • issuing offence notices and subsequent prosecution requirements of front line staff.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of safer walking and cycling by achieving a reduction in the crash risk for pedestrians and particularly cyclists, while at the same time encouraging an increase in use of these modes through safer roading infrastructure.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of:</p> <ul style="list-style-type: none"> • an increase in the percentage of cyclists wearing helmets (94% - 2006) • a reduction in the number per 100,000 population of pedestrians/cyclists killed (0.9 - 2009) • a reduction in the number per 100,000 population of pedestrians/cyclists seriously injured enough to be hospitalised for longer than one day (10.5 - 2009).
Costs and indicative FTEs	<p>This activity, as a whole, will be delivered within budget at a cost of \$42.476 million (GST exclusive).</p> <p>253.2 indicative FTEs.</p>
Police activity performance measures	
Police will take action when offences affecting pedestrian or cyclist safety are detected.	
Police activity quarterly reporting requirements	
Cycle helmet offences detected per 10,000 population and by actual numbers.	
Provide a summary report of police activity targeting cycling and walking.	
Estimated demand	
Estimated number of cycle helmet offences detected: 9000-11,000.	

4.6 Walking and cycling (school road safety education – primary schools) and young drivers (school road safety education – secondary schools)

Safe system focus	Safer use
Police activity	School road safety education
Description	<p>Management and delivery of Police school road safety education services to schools, including the development of road safety education programmes. Delivery of school road safety education services and training of school traffic safety teams must be undertaken by Police employees fully trained in school road safety education. Monitoring of school traffic safety teams must be undertaken by Police employees who have completed school patrol monitoring training. Definitions of terms used in the performance criteria below are:</p> <ol style="list-style-type: none"> 1. A school road safety education session is defined as: <ul style="list-style-type: none"> • classroom delivery of approved road safety education programmes including: <ul style="list-style-type: none"> – primary schools: <i>Stepping Out, Riding By, Out and About</i> – secondary schools: <i>Changing Gear, Drive Qual, Drive to Survive, Msg in Contxt</i> • planning and preparation of lessons with teachers • delivery to adults associated with the school (teachers/parents/caregivers) • the training of school traffic safety teams (excluding monitoring). <p>For recording purposes, each half hour of any of the activities above equates to one education session. For example, if a class is taught one hour of road safety, this equates to two education sessions.</p> <p>Note: Road safety sessions delivered outside a legal school setting do not contribute to the 50,000 sessions required.</p> <ol style="list-style-type: none"> 2. A school contact is defined as: <ul style="list-style-type: none"> • the promotion and explanation of available road safety programmes to a school • assisting with road safety issues around a school. <p>This contact may be face-to-face, by phone or by email.</p> 3. School traffic safety teams include school patrols operating on pedestrian crossings and kea crossings, traffic wardens and bus wardens.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> vision of a safe road system increasingly free of death and serious injury.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> • reduction in the number of casualties (deaths and serious injuries) among school age cyclists and pedestrians (99 – 2008) • reduction in the number of crashes (fatal or serious injury) involving 15–19 year old drivers (442 – 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$7.051 million (GST exclusive). 42.0 indicative FTEs.

4.6 Walking and cycling and young drivers (school road safety education) (cont)

Police activity performance measures
100% of schools are contacted and/or in receipt of school road safety (SRS) education sessions in accordance with SRS education best practice.
100 % of school road safety teams (SRST) have received training in accordance with the SRST manual.
100% of all schools with school road safety teams have been monitored in accordance with the SRST manual.
230 secondary schools to receive classroom delivery of one or more of the following: <i>Changing Gear, Drive Qual, Drive to Survive, or Msg in Contxt</i> . Delivery must be by an appropriately trained Police employee.
Deliver 43,350 half-hour education sessions annually. 15,000 of these will be committed to school patrol training and 28,350 to SRS education delivery.
Deliver 6650 half-hour secondary SRS education sessions annually.
Police activity quarterly reporting requirements
Report on number (%) of schools contacted.
Provide a summary report of policing education activities in primary schools.
Provide a summary report, including number of programmes delivered, of policing education activities in secondary schools.
Estimated demand
A total of 1,371 primary schools and 230 secondary schools nationally.

5 Safer Journeys – areas of continued and emerging focus

5.1 Restraints

Safe system focus	Safer use and safer vehicles
Police activity	Restraint device control
Description	<p>Restraint device control is one of the NZ Police Road Policing Strategy's fatal five. The strategy has established five key areas of focus for road policing activities. Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Enforcement of breaches of front and rear restraint usage law.</p> <p>Police tasking (including directed patrols) is based on risk and problem profiles, targeting road safety risks and RUC compliance at district and area level to determine individual and collective areas of risk and response strategies. Responses will include:</p> <ul style="list-style-type: none"> • directed patrols • traffic surveillance • response to offences observed • issuing offence notices and subsequent prosecution requirements of front line staff..
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of increasing the level of restraint use by achieving a correct use and fitting rate of 90 percent for child restraints and make the use of booster seats the norm for children aged 5 to 10.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of:</p> <ul style="list-style-type: none"> • a reduction in percentage of vehicle occupant deaths where restraints not worn (24% - 2005) • an increase in the percentage of children appropriately restrained (98% - 2008) • an increase in the percentage of vehicle occupants wearing safety belts in the [front/rear/child] seat as measured by an annual MoT survey (front: 96% - 2008/rear: 89% - 2006/child: 91% - 2009) • an increase in the percentage of respondents who believe there is a high probability of being stopped by Police for non-compliance with front and rear safety belt wearing (driver: 40% -- 2008/front passenger: 39% - 2008/rear 18% - 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$7.423 million (GST exclusive) 44.3 indicative FTEs.
Police activity performance measures	
Conduct combined activities with Plunket, ACC and road safety partners to promote child restraint use.	
Police activity quarterly reporting requirements	
Provide a summary report on police activity targeting restraint use.	
Restraint offences detected per 10,000 population and by actual numbers.	
Estimated demand	
Estimated level of child restraint offences detected: 10,000–13,000.	
Estimated level of adult seat restraint offences detected: 60,000–70,000.	

5.2 Older road users

Safe system focus	Safer use
Police activity	Police community services
Description	<p>Police action will be outlined in the <i>Safer Journeys</i> Action Plan and incorporated into the national and district Police business planning process.</p> <p>Support for road safety through:</p> <ul style="list-style-type: none"> community road safety liaison and consultation, including a focus on older drivers (attendance at meetings, the provision of information, etc) assisting with the development and delivery of road safety action plans (RSAPs), including a focus on older drivers participation in community activities as agreed and planned at the local level.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> aim of increasing the safety of older New Zealanders by reducing the road fatality rate of older New Zealanders from 15 per 100,000 population to a rate similar to that of older Australians of 11 per 100,000.</p> <p>Intermediate outcomes sought</p> <p>The aim with each intermediate outcome measure is to do better than the best result of the previous five years (the best result since 2005 is provided in brackets). This activity will contribute to the intermediate outcomes of a:</p> <ul style="list-style-type: none"> reduction in the number of deaths per 100,000 population of drivers aged over 75 (5.7 – 2009) reduction in the number of serious injuries per 100,000 population of drivers aged over 75 (20 – 2005) reduction in the number of entitlement claims to ACC for crash injuries from those over 75 (96 – 2009).
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$5.256 million (GST exclusive). 31.3 indicative FTEs.
Police activity performance measures	
Police to take action when offences affecting the safety of older road users are detected.	
Police activity quarterly reporting requirements	
Report on offence notices issued to drivers aged over 75 per 100,000 population, and actual numbers, for: <ul style="list-style-type: none"> speed alcohol and drugs dangerous and careless driving. 	
Provide a summary report of Police activity targeting Police community services	
Estimated demand	
<p>Estimated number of alcohol-impaired drivers over 75: 30–60.</p> <p>Estimated number of speed offences for drivers over 75: 2000–3000.</p> <p>Estimated number of dangerous and careless driving offences for drivers over 75: 1200–1600.</p>	

6 Other road policing activities (non *Safer Journeys* priority area)

6.1 Crash attendance and investigation

Safe system focus	Safer use, safer vehicles, safer speeds, safer roads and roadsides
Police activity	Crash attendance and investigation
Description	<p>Management of road crash and investigation of cause factors through:</p> <ul style="list-style-type: none"> • 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.
Results sought	<p>Final outcomes sought This activity contributes to the <i>Safer Journeys</i> vision of a safe road system increasingly free of death and serious injury.</p> <p>Intermediate outcomes sought This activity will contribute to the intermediate outcome of:</p> <ul style="list-style-type: none"> • an increase in the percentage of ambulance and fire service districts responding to an annual survey conducted by an independent research company, who are satisfied with Police methods and cooperation at serious crash sites.
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$36.412 million (GST exclusive). 217.1 indicative FTEs.
Police activity performance measures	
Submit to NZTA a minimum of 70% of POL565s for injury crashes where hospitalisations were longer than one day.	
Report 100% of fatal crashes to NZTA on a POL565 traffic crash report.	
Submit 95% of fatal crash notifications to NZTA within 24 hours of a death resulting from a road crash.	
Police activity quarterly reporting requirements	
<p>Report on the percentage of crash reports submitted to NZTA within specified timeframes broken down by:</p> <ul style="list-style-type: none"> • fatal crashes • CVIU attended HMV crashes • injury crashes • non-injury crashes. 	
Estimated demand	
<p>Number of crashes attended and reported:</p> <ul style="list-style-type: none"> • fatal crashes: 330–370 • serious injury crashes: 1950–2150 • minor injury crashes: 8500–9500 • non-injury crashes: 26,500–28,000. 	

6.2 Road policing resolutions

Safe system focus	Safer use, safer vehicles, safer speeds, safer roads and roadsides
Police activity	Road policing resolutions
Description	<p>This activity covers the management of sanctions, prosecution and court orders through:</p> <ul style="list-style-type: none"> • 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.
Results sought	<p>Final outcomes sought</p> <p>This activity contributes to the <i>Safer Journeys</i> vision of a safe road system increasingly free of death and serious injury.</p>
Costs and indicative FTEs	This activity will be delivered within budget at a cost of \$8.370 million (GST exclusive). 49.9 indicative FTEs.
Police activity performance measures	
No less than 99% of prima facie cases established for traffic informations laid which proceed to prosecution.	
Police activity quarterly reporting requirements	
<p>Report on number of:</p> <ul style="list-style-type: none"> • traffic prosecutions • court documents served and executed. 	
Estimated demand	
Traffic prosecutions: 80,000–90,000.	
Court documents served and executed: 20,000–22,000.	

7 Planning and delivery of road policing resources

7.1 Coordinating delivery

Indicative allocations are at the local level and are presented in this RPP by regional council area and NZ Police area. Strategic road policing resources are allocated to the local level and across the speed control, drink and/or drugged driver control, young driver safety, motorcycling safety, visible road safety and general enforcement, restraint device control and older road user activities. Risk is determined at the local level to address problems in accordance with the road safety action planning process and presented in road safety assessments (RSAs) and RSAPs, including network safety coordination plans² and risk-targeted patrol plans (RTPPs) developed by Police. The approach requires the focus to be on the coordinated delivery of planned activities.

Road safety action planning, including network safety coordination plans, will continue to be enhanced as a tool for the delivery of road policing. Road safety action planning 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.

7.2 Support resources

Indicative road policing support (or input) resources are recorded in table 3.1 below.

The activity FTE rate contained in table 2.6 includes all the support costs in the activity FTEs. Support activities such as the road policing management, strategic capability, intelligence, Commercial Vehicle Investigation Unit (CVIU) intelligence, vehicle safety advice and support staff, Police Infringement Bureau activities and Communication Centre services are now transparently recorded in table 3.1 and are costed into the FTE rate for the activity FTEs in table 2.2.

Table 3.1 Road policing resources supporting on-road enforcement

Input	FTE resource level
Road policing management and strategic capability	51.0
District road policing management and support	8.4
District Intelligence	12.0
Communications Centres (road policing)	119.4
CVIU Office of the Commissioner	5.1
CVIU area intel and support	8.1
Police Infringement Bureau	134.0
Total	338.0

² These are similar to RSAPs but focus on specific sections of the state highway network.

7.3 Categorisation of Police activities

7.3.1 Vote Police Output expense 7 – Road Policing Programme

Police resources can be grouped into the following four categories. These categories align with the categories for Vote Police output expense 7 – Road Policing Programme:

- **strategic road policing** – speed control, drinking and/or drugged driver control, young driver safety, motorcycling safety, restraint device control, visible road safety and general enforcement, and commercial transport service licence (TSL) operator activity and road user charges (RUC) 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.

7.3.2 *Safer journeys* reprioritisation

In accordance with the reprioritisation of activities to align with *Safer Journeys*, this RPP groups Police activities into the following four categories:

- **areas of high concern** – speed control (including traffic camera operations), drinking or drugged driving control, young driver safety, motorcycling safety and traffic management
- **areas of medium concern** – visible road safety and general enforcement, commercial vehicle driver and commercial TSL operator activity and RUC enforcement and school road safety education
- **areas of continued and emerging focus** – restraint device control and Police community services
- **other RPP activities** – crash attendance and investigation and resolutions.

7.3.3 Funding and indicative full-time equivalent resources

Police allocations are in terms of funding and FTE Police personnel. One FTE equals 1500 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 NZ Police to manage its road policing funded personnel appropriately.

Tables 3.2 and 3.3 provide a summary of indicative FTE resources across the four *Safer Journeys* priority areas listed above by Police district and regional council area respectively. By way of transition, tables 3.4 and 3.5 provide a summary of indicative FTE resources across the four output expense 7: Road Policing Programme categories listed above by Police district and regional council area respectively. Finally, table 3.6 provides a summary of FTE resources by Police delivery unit.

Table 3.2 Summary of indicative road policing full-time equivalent (FTE) resources by Police district

Police district	Areas of high concern	Areas of medium concern	Areas of continued or emerging focus	Other road policing activities	Total
Police National Headquarters		106.0		41.3	147.3
Northland	60.1	7.5	2.8	8.4	78.9
Waitemata	76.4	18.9	8.8	18.4	122.4

Police district	Areas of high concern	Areas of medium concern	Areas of continued or emerging focus	Other road policing activities	Total
Waitemata (Auck Motorways)	73.3	14.1	1.7	6.1	95.2
Auckland	67.8	27.7	6.3	29.6	131.4
Counties/Manukau	60.6	22.1	4.3	22.9	110.0
Waikato	112.6	17.5	5.2	18.3	153.6
Bay of Plenty	106.2	14.9	4.1	15.2	140.4
Eastern	63.8	12.6	4.2	10.7	91.3
Central	117.4	22.0	5.6	17.0	162.1
Wellington	104.3	25.3	5.8	21.2	156.6
Tasman	56.2	9.4	2.5	9.4	77.6
Canterbury	109.5	24.0	10.5	23.9	167.9
Southern	89.6	19.8	4.7	13.9	128.0
Totals	1097.8	342.1	66.3	256.4	1762.6

Table 3.3 Summary of indicative road policing full-time equivalent (FTE) resources by regional council area

Regional council name	Areas of high concern	Areas of medium concern	Areas of continued or emerging focus	Other road policing activities	Total
Police National Headquarters		106.0		41.3	147.3
Northland	60.1	7.5	2.8	8.4	78.9
Auckland	278.1	82.9	21.0	77.0	459.0
Waikato	140.9	21.6	6.1	23.0	191.5
Bay of Plenty	77.9	10.9	3.2	10.5	102.5
Gisborne	23.9	4.5	1.6	2.8	32.8
Hawke's Bay	39.9	8.1	2.6	7.9	58.5
Taranaki	37.4	7.3	1.5	5.0	51.3
Manawatu/Wanganui	80.0	14.7	4.0	12.1	110.8
Wellington	104.2	25.3	5.8	21.2	156.4
Nelson/Tasman/Marlborough/Kaikoura	39.6	6.7	1.9	5.8	54.0
Canterbury	109.6	24.1	10.5	23.9	168.1
West Coast	16.6	2.7	0.6	3.6	23.5
Otago	57.9	15.0	3.5	8.8	85.2
Southland	31.7	4.8	1.2	5.1	42.8
Totals	1097.8	342.1	66.3	256.4	1762.6

Table 3.4 Summary of indicative 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	66.2	3.2	9.3	0.2	78.9
Waitematā	91.1	10.2	20.3	0.8	122.4
Waitematā (Auckland Motorways)	66.5	0.7	27.9	0.1	95.2
Auckland	85.8	7.1	37.5	0.9	131.4
Counties/Manukau	77.4	5.6	26.0	0.9	110.0
Waikato	126.3	6.2	20.6	0.5	153.6
Bay of Plenty	117.9	5.3	16.6	0.6	140.4
Eastern	75.2	3.7	11.8	0.5	91.3
Central	137.8	4.9	18.6	0.8	162.1
Wellington	120.5	6.0	29.1	1.0	156.6
Tasman	64.4	2.7	10.1	0.4	77.6
Canterbury	130.4	9.7	26.6	1.2	167.9
Southern	107.0	5.6	14.7	0.7	128.0
Totals	1372.5	70.9	269.2	49.9	1762.6

Table 3.5 Summary of indicative road policing full-time equivalent (FTE) resources by regional council area

Regional council area	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	66.2	3.2	9.3	0.2	78.9
Auckland	320.8	23.7	111.8	2.7	459.0
Waikato	157.9	7.1	25.5	1.0	191.5
Bay of Plenty	86.3	4.4	11.7	0.2	102.5
Gisborne	28.2	1.4	3.0	0.2	32.8
Hawke's Bay	47.0	2.3	8.8	0.3	58.5
Taranaki	44.3	1.2	5.5	0.3	51.3
Manawatu/Wanganui	93.5	3.7	13.1	0.5	110.8
Wellington	120.3	6.0	29.1	1.0	156.4
Nelson/Tasman/Marlborough/Kaikoura	45.1	2.1	6.5	0.3	54.0
Canterbury	130.6	9.8	26.6	1.2	168.1
West Coast	19.3	0.5	3.6	0.1	23.5
Otago	70.9	4.5	9.2	0.5	85.2
Southland	36.1	1.1	5.4	0.2	42.8
Totals	1372.5	70.9	269.2	49.9	1762.6

Table 3.6 Summary of road policing resources by Police delivery unit

Delivery unit	Total FTE
Highway patrol	234.0
Strategic traffic units ¹	368.9
General Duties Branch - strategic road policing	368.9
Auckland Motorways Unit (excl TAG)	60.8
Targeted Alcohol Groups (TAG)	145.3
Traffic camera operations	79.3
Rural arterial routes	30.0
Urban arterial routes ²	7.0
Strategic road policing – NRSC test area	5.0
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	1,762.6

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

7.4 Indicative allocations of Police FTEs by regional council area and Police area

Indicative Police allocations for 2010/11 show the number of full-time equivalent (FTE) Police staff that are funded to be delivered to the various road policing activities. These indicative FTEs are allocated to the various road policing activities (speed enforcement, drink and/or drugged driver control, etc) as has been the case in the past.

The following series of tables presents the indicative Police resources for activities to be delivered by Police area in regional council areas during the 2010/11 year.

Table 3.7 Indicative allocations of Police resources to be delivered by Police area in regional council areas

Police district	Road policing activity	Police district total	Nationally managed activities
Police National Headquarters	Commercial Vehicle Investigation Unit	106.0	106.0
Police National Headquarters	Sanctions and prosecutions	41.3	41.3
Police National Headquarters totals:		147.3	147.3

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Far North	Whangarei
Northland	Traffic camera operations	5.4	5.4		
Northland	Highway patrol	18.0	18.0		
Northland	Strategic road policing – rural arterial routes	5.0	5.0		
Northland	Enhanced alcohol CBT project	10.0	10.0		
Northland	Speed control	5.1		1.4	3.7
Northland	Drinking or drugged driver control	10.1		3.2	6.8
Northland	Young driver safety	4.2		1.3	2.9
Northland	Motorcycling safety	1.3		0.4	0.9
Northland	Visible road safety and general enforcement	6.1		1.8	4.3
Northland	Restraint device control	1.1		0.4	0.8
Northland	Police community services	1.7		0.5	1.2
Northland	School road safety education	1.5		0.5	0.9
Northland	Crash attendance and investigation	8.2		2.7	5.5
Northland	Traffic management	1.1		0.1	1.0
Northland	Court orders	0.2	0.2		
Northland regional council area totals:		78.9	38.5	12.3	28.1

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Regional council area	Road policing activity	Regional council area total	Police district managed activities	Rodney	Waitakere	North Shore	Auckland East, West and City	Auckland Motorways	Counties Manukau South*	Counties Manukau West, Central and East*
Auckland	Traffic camera operations	22.3	22.3							
Auckland	Highway patrol	26.0	26.0							
Auckland	Strategic road policing - urban arterial routes	3.0	3.0							
Auckland	Enhanced alcohol CBT project	34.4	34.4							
Auckland	Speed control	42.5		3.4	3.0	5.1	14.8	5.6	3.3	7.3
Auckland	Drinking or drugged driver control	68.9		5.0	7.6	6.7	24.8	6.1	6.7	12.0
Auckland	Young driver safety	32.7		2.3	3.2	3.4	11.5	3.9	3.0	5.5
Auckland	Motorcycling safety	10.9		0.7	1.0	1.1	3.8	1.5	1.0	1.8
Auckland	Visible road safety and general enforcement	70.8		2.4	6.7	6.3	23.5	14.1	6.5	11.3
Auckland	Restraint device control	9.3		0.6	0.8	0.7	3.3	1.0	0.9	2.0
Auckland	Police community services	11.6	4.0	0.2	1.1	1.5	2.9	0.7	0.6	0.7
Auckland	School road safety education	12.0		0.6	1.6	1.4	4.2		1.2	3.1
Auckland	Crash attendance and investigation	74.3		2.9	6.7	8.0	28.7	6.0	5.7	16.3
Auckland	Traffic management	37.5		0.4	1.3	1.0	8.9	21.9	1.1	2.9
Auckland	Court orders	2.7	2.7							
Auckland regional council area totals:		459.0	92.4	18.3	33.0	35.1	126.4	60.7	30.2	62.8

* Cross boundary allocations involved

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Waikato East	Hamilton	Taupo	Waikato West
Waikato	Traffic camera operations	10.8	10.8				
Waikato	Highway patrol	41.9	41.9				
Waikato	Strategic road policing - rural arterial routes	6.3	6.3				
Waikato	Enhanced alcohol CBT project	24.2	24.2				
Waikato	Speed control	15.3		3.6	2.9	3.5	5.3
Waikato	Drinking or drugged driver control	24.4		5.8	5.3	5.3	8.0
Waikato	Young driver safety	11.0		2.6	2.4	2.4	3.6
Waikato	Motorcycling safety	3.6		0.8	0.8	0.8	1.2
Waikato	Visible road safety and general enforcement	17.2		3.7	5.2	3.3	5.0
Waikato	Restraint device control	3.4		0.7	0.8	0.7	1.1

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Waikato East	Hamilton	Taupo	Waikato West
Waikato	Police community services	2.7		0.3	1.0	0.2	1.2
Waikato	School road safety education	4.4		1.2	1.2	0.7	1.2
Waikato	Crash attendance and investigation	22.0		4.0	7.8	4.2	6.0
Waikato	Traffic management	3.5		0.8	0.6	0.7	1.4
Waikato	Court orders	1.0	1.0				
Waikato regional council area totals:		191.5	84.1	23.5	27.9	21.9	34.0

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Eastern Bay of Plenty*	Rotorua*	Western Bay of Plenty
Bay of Plenty	Traffic camera operations	6.0	6.0			
Bay of Plenty	Highway patrol	24.1	24.1			
Bay of Plenty	Strategic road policing - rural arterial routes	3.7	3.7			
Bay of Plenty	Enhanced alcohol CBT project	8.8	8.8			
Bay of Plenty	Speed control	8.8		1.3	2.5	4.9
Bay of Plenty	Drinking or drugged driver control	16.3		3.8	5.3	7.2
Bay of Plenty	Young driver safety	6.9		1.4	2.2	3.3
Bay of Plenty	Motorcycling safety	2.1		0.4	0.7	1.0
Bay of Plenty	Visible road safety and general enforcement	8.1		1.5	2.9	3.7
Bay of Plenty	Restraint device control	1.6		0.4	0.6	0.7
Bay of Plenty	Police community services	1.5		0.2	0.6	0.7
Bay of Plenty	School road safety education	2.8		0.6	1.3	0.9
Bay of Plenty	Crash attendance and investigation	10.4		2.1	2.8	5.5
Bay of Plenty	Traffic management	1.3		0.2	0.8	0.3
Bay of Plenty	Court orders	0.2	0.2			
Bay of Plenty regional council area totals:		102.5	42.8	12.0	19.4	28.3

* Cross boundary allocations involved

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Regional council area (incl Wairoa district)	Road policing activity	Regional council area total	Police district managed activities	Gisborne
Gisborne	Traffic camera operations	3.6	3.6	
Gisborne	Highway patrol	5.7	5.7	
Gisborne	Strategic road policing - rural arterial routes	1.8	1.8	
Gisborne	Enhanced alcohol CBT project	2.5	2.5	
Gisborne	Speed control	2.2		2.2
Gisborne	Drinking or drugged driver control	5.3		5.3
Gisborne	Young driver safety	1.9		1.9
Gisborne	Motorcycling safety	0.6		0.6
Gisborne	Visible road safety and general enforcement	3.4		3.4
Gisborne	Restraint device control	1.2		1.2
Gisborne	Police community services	0.3		0.3
Gisborne	School road safety education	1.1		1.1
Gisborne	Crash attendance and investigation	2.7		2.7
Gisborne	Traffic management	0.3		0.3
Gisborne	Court orders	0.2	0.2	
Gisborne regional council area totals:		32.8	13.7	19.1

Regional council area (excl Wairoa district)	Road policing activity	Regional council area total	Police district managed activities	Hastings	Napier
Hawke's Bay	Traffic camera operations	2.0	2.0		
Hawke's Bay	Highway patrol	10.3	10.3		
Hawke's Bay	Strategic road policing - rural arterial routes	3.2	3.2		
Hawke's Bay	Enhanced alcohol CBT project	4.5	4.5		
Hawke's Bay	Speed control	4.5		2.8	1.7
Hawke's Bay	Drinking or drugged driver control	9.3		5.6	3.7
Hawke's Bay	Young driver safety	3.6		2.2	1.4
Hawke's Bay	Motorcycling safety	1.1		0.7	0.5
Hawke's Bay	Visible road safety and general enforcement	6.2		3.6	2.5
Hawke's Bay	Restraint device control	2.3		1.4	0.9
Hawke's Bay	Police community services	0.3		0.2	0.2
Hawke's Bay	School road safety education	2.0		1.2	0.7
Hawke's Bay	Crash attendance and investigation	7.5		4.4	3.1

Regional council area (excl Wairoa district)	Road policing activity	Regional council area total	Police district managed activities	Hastings	Napier
Hawke's Bay	Traffic management	1.3		0.9	0.4
Hawke's Bay	Court orders	0.3	0.3		
Hawke's Bay regional council area totals:		58.5	20.4	23.0	15.1

Regional council area	Road policing activity	Regional council area total	Police district managed activities	New Plymouth	Rural Taranaki*
Taranaki	Traffic camera operations	2.8	2.8		
Taranaki	Highway patrol	11.6	11.6		
Taranaki	Strategic road policing - rural arterial routes	1.6	1.6		
Taranaki	Enhanced alcohol CBT project	5.1	5.1		
Taranaki	Speed control	4.3		2.8	1.5
Taranaki	Drinking or drugged driver control	6.9		4.9	2.0
Taranaki	Young driver safety	3.2		2.2	1.0
Taranaki	Motorcycling safety	1.1		0.7	0.3
Taranaki	Visible road safety and general enforcement	6.6		4.5	2.0
Taranaki	Restraint device control	1.0		0.7	0.4
Taranaki	Police community services	0.5		0.4	0.1
Taranaki	School road safety education	0.8		0.6	0.2
Taranaki	Crash attendance and investigation	4.7		2.9	1.8
Taranaki	Traffic management	0.8		0.6	0.2
Taranaki	Court orders	0.3	0.3		
Taranaki regional council area totals:		51.3	21.3	20.4	9.5

* Cross boundary allocations involved

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Palmerston North City*	Palmerston North Rural*	Ruapehu*	Wanganui*
Manawatu/Wanganui	Traffic camera operations	5.8	5.8				
Manawatu/Wanganui	Highway patrol	24.4	24.4				
Manawatu/Wanganui	Strategic road policing - rural arterial routes	3.4	3.4				
Manawatu/Wanganui	Enhanced alcohol CBT project	10.9	10.9				

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Regional council area	Road policing activity	Regional council area total	Police district managed activities	Palmerston North City*	Palmerston North Rural*	Ruapehu*	Wanganui*
Manawatu/Wanganui	Speed control	10.9		2.0	3.4	3.3	2.2
Manawatu/Wanganui	Drinking or drugged driver control	13.9		3.2	5.4	2.3	3.0
Manawatu/Wanganui	Young driver safety	6.7		1.5	2.3	1.5	1.4
Manawatu/Wanganui	Motorcycling safety	2.3		0.5	0.7	0.5	0.5
Manawatu/Wanganui	Visible road safety and general enforcement	12.2		4.1	3.2	2.1	2.8
Manawatu/Wanganui	Restraint device control	2.8		0.7	0.8	0.5	0.8
Manawatu/Wanganui	Police community services	1.2		0.2	0.6	0.2	0.1
Manawatu/Wanganui	School road safety education	2.5		0.8	0.9	0.3	0.5
Manawatu/Wanganui	Crash attendance and investigation	11.5		2.7	3.8	2.5	2.5
Manawatu/Wanganui	Traffic management	1.6		0.4	0.5	0.4	0.3
Manawatu/Wanganui	Court orders	0.5	0.5				
Manawatu/Wanganui regional council area totals:		110.8	45.1	16.2	21.6	13.7	14.2

* Cross boundary allocations involved

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Kapiti-Mana	Lower Hutt	Upper Hutt	Wairarapa	Wellington
Wellington	Traffic camera operations	6.2	6.2					
Wellington	Highway patrol	14.0	14.0					
Wellington	Enhanced alcohol CBT project	19.0	19.0					
Wellington	Speed control	18.0		3.5	3.5	1.7	1.2	8.2
Wellington	Drinking or drugged driver control	23.0		5.4	5.4	1.9	2.1	8.3
Wellington	Young driver safety	11.3		2.4	2.5	1.0	0.9	4.5
Wellington	Motorcycling safety	3.8		0.8	0.8	0.4	0.3	1.6
Wellington	Visible road safety and general enforcement	20.7		3.3	4.8	2.2	1.4	9.0
Wellington	Restraint device control	4.3		0.6	1.0	0.3	0.3	2.1
Wellington	Police community services	1.4		0.4	0.3	0.1	0.1	0.6
Wellington	School road safety education	4.5		1.0	1.2	0.5	0.5	1.3
Wellington	Crash attendance and investigation	20.2		3.4	3.9	1.2	1.7	9.9
Wellington	Traffic management	8.9		2.3	1.9	0.8	0.3	3.6
Wellington	Court orders	1.0	1.0					
Wellington regional council area totals:		156.4	40.1	23.1	25.3	10.2	8.7	49.1

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Marlborough	Nelson Bays
Nelson/Tasman/Marlborough/Kaikoura	Traffic camera operations	2.4	2.4		
Nelson/Tasman/Marlborough/Kaikoura	Highway patrol	14.7	14.7		
Nelson/Tasman/Marlborough/Kaikoura	Enhanced alcohol CBT project	4.9	4.9		
Nelson/Tasman/Marlborough/Kaikoura	Speed control	4.9		1.3	3.6
Nelson/Tasman/Marlborough/Kaikoura	Drinking or drugged driver control	7.3		3.3	4.0
Nelson/Tasman/Marlborough/Kaikoura	Young driver safety	3.3		1.3	2.1
Nelson/Tasman/Marlborough/Kaikoura	Motorcycling safety	1.1		0.4	0.7
Nelson/Tasman/Marlborough/Kaikoura	Visible road safety and general enforcement	5.3		1.7	3.6
Nelson/Tasman/Marlborough/Kaikoura	Restraint device control	1.2		0.3	0.9
Nelson/Tasman/Marlborough/Kaikoura	Police community services	0.7		0.2	0.5
Nelson/Tasman/Marlborough/Kaikoura	School road safety education	1.4		0.6	0.9
Nelson/Tasman/Marlborough/Kaikoura	Crash attendance and investigation	5.6		2.0	3.6
Nelson/Tasman/Marlborough/Kaikoura	Traffic management	1.0		0.3	0.7
Nelson/Tasman/Marlborough/Kaikoura	Court orders	0.3	0.3		
Nelson/Tasman/Marlborough/Kaikoura area totals:		54.0	22.3	11.3	20.5

Regional council area (excl Kaikoura district)	Road policing activity	Regional council area total	Police district managed activities	Christchurch Central*	Mid-South Canterbury	Northern Canterbury*	Selwyn*	Wellington (Chatham Islands)
Canterbury	Traffic camera operations	5.6	5.6					
Canterbury	Highway patrol	20.0	20.0					
Canterbury	Enhanced alcohol CBT project	12.0	12.0					
Canterbury	Strategic road policing - NRSC test area	5.0	5.0					
Canterbury	Speed control	19.2		12.1	3.5	2.1	1.5	
Canterbury	Drinking or drugged driver control	27.3		16.8	6.2	2.9	1.3	0.1
Canterbury	Young driver safety	12.4		7.5	2.8	1.4	0.8	0.0
Canterbury	Motorcycling safety	4.1		2.5	0.9	0.5	0.3	0.0
Canterbury	Visible road safety and general enforcement	19.6		11.2	4.3	2.4	1.7	0.0
Canterbury	Restraint device control	5.2		3.9	0.6	0.5	0.2	0.0
Canterbury	Police community services	5.3		3.2	1.3	0.3	0.5	0.0
Canterbury	School road safety education	4.5		2.5	1.0	0.7	0.3	0.0
Canterbury	Crash attendance and investigation	22.7		16.3	3.1	1.6	1.7	

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Regional council area (excl Kaikoura district)	Road policing activity	Regional council area total	Police district managed activities	Christchurch Central*	Mid-South Canterbury	Northern Canterbury*	Selwyn*	Wellington (Chatham Islands)
Canterbury	Traffic management	3.9		2.7	0.7	0.2	0.3	
Canterbury	Court orders	1.2	1.2					
Canterbury regional council area totals:		168.1	43.8	78.7	24.3	12.5	8.6	0.2

* Cross boundary allocations involved

Regional council area	Road policing activity	Regional council area total	Police district managed activities	West Coast
West Coast	Traffic camera operations	1.0	1.0	
West Coast	Highway patrol	6.3	6.3	
West Coast	Enhanced alcohol CBT project	2.1	2.1	
West Coast	Speed control	2.1		2.1
West Coast	Drinking or drugged driver control	3.0		3.0
West Coast	Young driver safety	1.4		1.4
West Coast	Motorcycling safety	0.5		0.5
West Coast	Visible road safety and general enforcement	2.4		2.4
West Coast	Restraint device control	0.4		0.4
West Coast	Police community services	0.2		0.2
West Coast	School road safety education	0.3		0.3
West Coast	Crash attendance and investigation	3.4		3.4
West Coast	Traffic management	0.2		0.2
West Coast	Court orders	0.1	0.1	
West Coast regional council area totals:		23.5	9.5	14.0

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Dunedin*	Otago Rural
Otago	Traffic camera operations	3.7	3.7		
Otago	Highway patrol	11.3	11.3		
Otago	Strategic road policing - rural arterial routes	3.3	3.3		
Otago	Enhanced alcohol CBT project	4.7	4.7		
Otago	Speed control	10.6		6.7	3.9
Otago	Drinking or drugged driver control	14.2		9.6	4.6

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Dunedin*	Otago Rural
Otago	Young driver safety	6.9		4.6	2.3
Otago	Motorcycling safety	2.3		1.5	0.7
Otago	Visible road safety and general enforcement	11.7		9.0	2.7
Otago	Restraint device control	2.3		1.5	0.7
Otago	Police community services	1.2		0.6	0.6
Otago	School road safety education	3.3		2.5	0.8
Otago	Crash attendance and investigation	8.3		6.6	1.8
Otago	Traffic management	0.9		0.4	0.5
Otago	Court orders	0.5	0.5		
Otago regional council area totals:		85.2	23.4	43.0	18.7

* Cross boundary allocations involved

Regional council area	Road policing activity	Regional council area total	Police district managed activities	Southland*
Southland	Traffic camera operations	1.9	1.9	
Southland	Highway patrol	5.7	5.7	
Southland	Strategic road policing - rural arterial routes	1.7	1.7	
Southland	Enhanced alcohol CBT project	2.3	2.3	
Southland	Speed control	6.1		6.1
Southland	Drinking or drugged driver control	8.4		8.4
Southland	Young driver safety	3.9		3.9
Southland	Motorcycling safety	1.2		1.2
Southland	Visible road safety and general enforcement	3.9		3.9
Southland	Restraint device control	1.0		1.0
Southland	Police community services	0.1		0.1
Southland	School road safety education	0.9		0.9
Southland	Crash attendance and investigation	4.9		4.9
Southland	Traffic management	0.5		0.5
Southland	Court orders	0.2	0.2	
Southland regional council area totals:		42.8	11.9	31.0

* Cross boundary allocations involved

8 RPP reporting and monitoring

8.1 The format and content of quarterly reports

The Commissioner reports each quarter to the Minister of Transport and the Minister of Police, under an annual performance agreement, with a copy to the Chairperson of the NZ Transport Agency, on the NZ Police's performance in delivering road policing activities and contributing to road safety outcomes for that period.

8.2 Financial reporting and year-end overview

In terms of financial reporting, the quarterly report provides service delivery costs for each output against budget by quarter and year to date. Details of service delivery costs, expressed as FTEs, are on pages 57–65 of this 2010/11 RPP.

The fourth quarter report includes an overview of the full year's approved baseline, expected outturn and performance, together with reasons for material variances.

8.3 Performance measurement

Police use a variety of performance measure and monitoring processes as appropriate for national, district and area levels. The overarching road policing measures are contained in the *2010/11 Information for Appropriations for Vote Police, Output Expense Seven – Road Safety Programme*. Comprehensive road policing performance measures and reporting requirements are contained on pages 33–51 of this 2010/11 RPP.

Part 4: NZ Police RPP delivery arrangements

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1 Risk-targeted road policing delivery

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

Key to area-based road policing is interconnection with the road safety action planning process. NZ Police plays an important partnership role which includes feeding road safety intelligence into the road safety action planning process as well as jointly determining action plans with partners. There is also a feedback loop from the process into wider Police intelligence processes.

1.1 NZ Police tasking and coordination

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

The tasking and coordination process:

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

Tasking and coordination offers many benefits in that it allows Police to:

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

1.2 Road safety action planning and network safety coordination

1.2.1 Regional road safety strategies

Regional road safety strategies (RRSSs) provide the context for road safety action planning and network safety coordination.

A RRSS is a framework that provides guidance, rationale and direction for actions to be taken to achieve defined road safety goals. It provides a context for road safety within a range of national and regional legislation, strategies and policies, and outlines the regionally agreed direction for improving road safety on a region's roads.

RRSSs must take into account relevant national documents (ie *Safer Journeys* road safety strategy to 2020, the *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19*, the National Land Transport Programme (NLTP)) and regional strategies (eg regional land transport strategies). The strategy should be developed in consultation with key road safety partners and stakeholders, and:

- provide strategic direction to regional road safety stakeholders
- outline a vision, targets, policies and actions to address regional road safety issues, and to deliver improving road safety outcomes
- provide a monitoring framework to assess regional road safety progress
- direct and assist with the prioritisation of regional road safety funding.

1.2.2 Road safety action planning

Road safety action planning is a world best-practice process for local engagement and planning and implementing road safety interventions by road safety partners. Continued and enhanced road safety action planning, reflecting a safe system approach, is one of the essential platforms for delivering the *Safer Journeys* road safety strategy.

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

Participating partners include regional and local authorities, the NZTA, the NZ Police and the Accident Compensation Corporation (ACC), and other road safety stakeholders according to local enthusiasm. The partners together agree on regional and/or local road safety risks, identify objectives, set targets, undertake road safety actions, and monitor and review progress towards road safety targets.

Effective road safety action planning is an iterative process, repeated up to quarterly, which must involve:

- intelligence-based analysis of road safety risks each period – to assist with this, NZ Police provide, on an annual basis, a *Road Safety Assessment* for each Police area
- intelligence-based analysis of activities undertaken by participating partners during the past period
- agreement and commitment to deliver activities that will be undertaken during the next period towards achieving regional/local road safety targets.

The local road safety objectives and/or targets are developed using a safe system approach and from an inter-agency perspective. They are formed from an intelligence-based assessment of the road trauma issues that need to be addressed and include road safety issues of local concern. Primary providers of quarterly intelligence-based assessments of road-trauma risks are the NZTA and NZ Police; however, local authorities and ACC also provide intelligence from their perspectives.

The primary output from the road safety action planning process is the road safety action plan (RSAP) which records:

- agreed road safety targets and/or objectives, intermediate outcomes in terms of *Safer Journeys* high-priority road safety issues (speed, alcohol and drugs, motorcycling, young drivers and roads and roadsides) for the local area
- a list of supportive policies, strategies, plans (including regional and local road safety plans, and network safety coordination projects)
- for each type of analysed risk:
 - details of the individual activities, eg engineering, enforcement (specific or general deterrence), crash reduction studies, education and information activities, that will be applied to the risk
 - details of any campaigns that will be applied to the risk
 - details of network safety coordination projects that will be applied to the risk
- a list of the partners who are responsible for and participate in each of the activities, projects and campaigns to be undertaken addressing each type of identified risk
- a road safety action planning calendar identifying when campaigns and other major activities will occur
- plans for an inter-agency monitoring and reviewing programme with pre-implementation measurement results, and post-implementation evaluation results, for each type of risk for:
 - combined activities delivered
 - projects undertaken
 - campaigns delivered.

The road safety action planning process results in RSAPs being regularly reassessed and updated to reflect:

- the results and effectiveness of previous activities, project and campaigns undertaken
- latest intelligence on road trauma risks
- new activities, projects and campaigns that will be delivered for the next period (quarter) to meet these new risks, and the agency/ies responsible for the activities, projects and campaigns.

In the wider land transport sector, road safety action planning is used to:

- support applications for funding and to assist with monitoring the effectiveness of a wide range of NLTP projects and programmes
- assess the relationship between regional land transport programmes and road policing activities
- help improve the accountability of all agencies involved in delivering targeted performance
- aid the NZTA's monitoring of the delivery of road policing activities, ensuring 'value for money' at the Police district and area level.

In summary, road safety action planning is a key engagement and coordination mechanism for territorial authorities to implement the *Safer Journeys* safe systems approach through integrated and coordinated activities.

The resulting RSAPs are:

- developed at the level of territorial authorities (either clusters of neighbours or individual councils as suits the area) which work together on road safety issues with a coordinated and cooperative approach
- a partnership agreement through which partners of a range of disciplines accept both individual and collective accountability for delivering road safety activities, projects and campaigns in order to achieve increasingly positive outcomes
- jointly owned by the partners, owned and facilitated by territorial authorities which prepare and manage the planning process with assistance from all parties involved
- involve regular, up to quarterly, road safety action planning meetings, at which:
 - intelligence updates are provided by the NZTA and Police, complemented by local intelligence from local authorities and ACC
 - reports are provided by partners on activities delivered during the quarter
 - RSAPs are monitored and updated to address both analysed and emerging road safety risks.

Aspects for development as we move forward during 2010/11 include the adequacy and effectiveness of road safety action planning, focusing in particular on:

- refreshing road safety action planning to reflect the *Safer Journeys* safe system approach
- developing nationally consistent performance measures to assess the effectiveness of road safety action planning, improve our understanding of successful road safety action planning, and identify opportunities for improvement
- ensuring that governance arrangements are in place for road safety action planning processes, particularly that there is a good understanding of partner roles and responsibilities
- ensuring the integration of road safety action planning with safety management systems, network safety coordination and black spot studies, national and local 'education and enforcement campaigns' and community activities
- meeting the requirements of the RPP with respect to the relationships between local authorities, NZ Police and the NZTA, and ensuring RSAPs are positioned to be taken through local and regional political processes.

The following link provides further information on road safety action planning, including templates and exemplar RSAPs: www.nzta.govt.nz/resources/road-safety-action-plan/

1.2.3 Network safety coordination

Network safety coordination projects focus on high-risk corridors through carrying out a detailed analysis of crash trends along particularly high-risk stretches of the road network. Regional meetings of the NZTA, relevant local authorities, community groups, ACC and Police develop a coordinated approach to focus engineering, education and enforcement activities at targeted specific problems along these predetermined stretches of the network. The project development, implementation and monitoring are included in the road safety action planning process. The national offices of the NZTA and Police maintain an interest in network safety coordination projects through receiving regular updates on progress.

1.3 The National Land Transport Programme

The RPP is a part of the NLTP which is the programme of land transport activities funded from the National Land Transport Fund. The RPP is the annual programme of road policing or enforcement activities delivered by NZ Police. In addition to supporting the government's *Safer Journeys* strategy, the programme contributes to a range of other governmental strategies, eg the *New Zealand Injury Preventions Strategy*. The inclusion of the RPP in the NLTP integrates the planning, funding and delivery of road policing activities with engineering, education and other NLTP activities.

2 NZ Police road policing delivery arrangements

2.1 Specialist groups

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

2.1.1 Highway Patrol

The Highway Patrol has been fully operational since the end of 2001, with 234 staff undertaking risk-targeted patrols on the state highway network. 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 a Highway Patrol unit 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.

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.

The Highway Patrol operates a predominantly marked and highly visible road policing approach, but uses covert options when appropriate. 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 and, in addition, Highway Patrol officers, like all Police staff, are expected to respond to high priority incidents when required to meet short-term operational demands.

Highway Patrol resources by Police district for the 2010/11 year are set out in table 4.1 below.

Table 4.1 Highway Patrol officers by Police district

District	Number of Highway Patrol FTEs ²
Northland	18
Waitematā	17
Counties Manukau	9
Waikato	33
Bay of Plenty	33
Eastern	16
Central	36
Wellington	14
Tasman	21
Canterbury	20
Southern	17
Total	234

2.1.2 Commercial Vehicle Investigation Unit (CVIU)

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

The CVIU adopted a new approach at the beginning of the 2007/08 year to increase the number of roadside safety checks of commercial vehicles and commercial vehicle drivers. Balancing the level of vehicle inspections against the number of vehicles stopped is a challenge, and one that is constantly being assessed. This approach will continue and fits well with the requirements of NZTA's Operator Rating System.

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

² Staff numbers represent full-strength Highway Patrol groups in each Police district.

- 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 comprises 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.

2.1.3 Strategic Traffic Units

Other dedicated road policing services are delivered by the Strategic Traffic Units (STUs) which operate in each of the 12 NZ 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 risk-targeted patrol plans to help achieve traffic safety outcomes.

The activities of the STUs include assisting road users, deterring drivers from breaching 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, (ie their activities are highly visible and ongoing, and enforcement is applied across the general population).

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

2.1.4 Rural Arterial Patrols

Rural Arterial Patrols have been introduced into the Northland, Waikato, Bay of Plenty, Eastern and Central Southern Police 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 and in particular on drink-driving where alcohol-impaired drivers are a risk.

2.1.5 Traffic Alcohol Group (TAG) teams

NZ Police has specialist TAG teams to combat alcohol-related offending on New Zealand roads based in all 12 districts. 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.

Among other activities, TAG teams operate high-profile compulsory breath test campaigns.

2.1.6 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, all relevant vehicles are inspected and 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, dissemination of crash findings to local authorities, and assisting with information and strategies to support deployment decisions in order to reduce crashes.

2.1.7 Traffic camera operations

Speed is one of the main factors that contribute to the road toll's deaths and injuries. 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. NZ Police is programmed to deliver 98,770 traffic camera operation hours in 2010/11.

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, NZ 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 drivers who speed and then slow down before coming

into speed camera range.³ 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 to ensure they do not lose their lives needlessly when 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 to reduce the number of child pedestrian casualties.

Support was received from a range of stakeholders, including the NZTA, Ministry of Transport, ACC, 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.

2.1.8 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.

2.1.9 Auckland Motorways

Auckland Motorways staff provide strategic enforcement and emergency response on the Auckland motorway network. Five additional non-sworn motorway support officers were approved in the 2008/09 year to assist with non-enforcement emergency response and traffic management services.

2.2 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 among all branches of Police.

Road policing activities are provided by the wider NZ Police. Although dedicated road policing staff and general duties staff deliver a significant proportion of road policing activities, these groups are supported by CIB, youth services, iwi liaison officers, community policing staff and many other members of Police. Road policing is a core part of providing New Zealanders with safer communities and all Police staff support this.

³ From Vulcan, P, I Hayes, N Haworth and J Mclean (2003) *Assessment of strategies, policies and programmes affecting road safety*. Victoria, Australia: Research and Safety Services.

2.3 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).

2.3.1 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 RSAPs and risk targeting
- monitoring progress and supplying feedback to police managers, frontline staff and road safety partners.

2.3.2 Road safety education

NZ Police has a current staffing of 120 FTE PEOs. These staff are 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 to work cooperatively 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.

Road safety programmes are produced by the Youth Education Service National Office staff in consultation with PEOs, teachers, students, road safety agencies and other appropriate experts.

Police Road Safe series:

- *Stepping Out*
- *Riding By*
- *Out and About*
- *Changing Gear*
- *Dare to Drive to Survive*
- *Drive Qual*

- *About ATVs*
- *a msg in Contxt.*

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.

Police also work in partnership with the NZTA on the RoadSense Strategy. The police officer's role is that of the road safety expert, with the contracted facilitators providing professional development for school staff, developing teachers' knowledge and skill in the delivery of road safety education.

2.3.3 Road policing strategic capability

Significant RPP resourcing has been made available in recent years to ensure that NZ Police is able to underpin its targeted road policing 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
- 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.

Part 5: Glossary of terms and additional information

Contents - Glossary and additional information

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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).

Auckland Regional Transport Authority (ARTA)

ARTA was established in 2004 to plan, fund and develop a land transport system to provide affordable, integrated, safe, responsive and sustainable transport 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 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 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.

Compulsory impairment testing

A compulsory impairment test, conducted by a trained enforcement officer, comprises a series of tests to detect a driver's impairment by drugs.

Crash analysis system (CAS)

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 the NZ Transport Agency (NZTA) each year by the 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 NZ 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 occur 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, NZTA regions, 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 NZTA 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 percent, which corresponds to an estimated saving of about \$3.0 billion in social cost.

FTEs (full-time equivalents)

Police FTEs are calculated by dividing total hours by 1500.

Government Policy Statement on Land Transport Funding (GPS)

The GPS details the government's desired outcomes and funding priorities for the use of the National Land Transport Fund (NLTF) in order to support activities in the land transport sector. The GPS documents the impacts the government wishes to achieve from its investment in land transport, and how it will achieve these impacts through funding.

Road policing is an activity class nominated by the *2009 Government Policy Statement on Land Transport Funding 2009/10 – 2018/19* for the 2009/12 National Land Transport Programme (NLTP), and is defined as land transport activities delivered by NZ Police.

Infringement offence notices (IONs)

An ION 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

The NZTA 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 the NZTA. 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 (LTMA)

The purpose of the LTMA is to contribute to the achievement of an affordable, integrated, safe, responsive and sustainable land transport system. The 2008 amendment of the LTMA established 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 Act 2002 (LGA 2002)

The purpose of the 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 which activities to undertake and how they will be undertaken.

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 encouraged, according to risks identified through the road safety action planning process, to combine an operation with other 'fatal five' activities, such as restraint and intersection enforcement campaigns. The campaign is delivered in conjunction with supporting activity provided by local road safety partners, such as advertising (in particular 'moment of truth' advertising, eg 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) NZTA 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, the reports provide comparisons with national trends and peer groups. The peer-group analysis compares the performance of each area with that of others with similar characteristics. These reports are available from NZTA regional offices.

Ministry of Transport driver alcohol survey

The roadside driver alcohol survey is carried out once every two years under contract to the Ministry of Transport, with the cooperation of the Police, in order to estimate the levels of alcohol on the breath of drivers during the main drinking times and days (ie between 10.00pm and 2.00am 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

This is an annual survey, undertaken through household interviews of 1600 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

The NZTA and the Ministry of Transport are responsible for the 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 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 NLTP is the document that lists land transport education, engineering, public transport, research, road policing, training and other activities to be funded from the 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 the NZTA, the Accident Compensation Corporation, and Local Government New Zealand. Associate members are the Director General of Health, the Secretary for Labour and the Secretary for Justice. It has responsibility for the implementation, ongoing monitoring and reporting on specific actions arising out of *Safer Journeys*.

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

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 NZTA is a Crown entity established on 1 August 2008, under the amended Land Transport Management Act 2003, bringing together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.

Offence notices

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

Independent Police Conduct Authority

This is the statutory body that investigates complaints against the Police.

Police activities or combinations of police activities

The NZTA is required to prepare every three years as from 2009, its recommendation for Police activities or combinations of Police activities to be funded from the 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:

- assist economic development
- assist safety and personal security
- improve access and mobility
- protect and promotes public health
- ensure environmental sustainability.

Police activity quarterly reporting requirements

Quarterly reporting to the Minister of Transport and the Minister of Police on the delivery of road policing activities as specified in Part 3 of the 2010/11 RPP and completed at the national level.

Police education officer (PEO)

A PEO is a constabulary officer who has subsequently specialised in delivering Police education programmes to schools. The training is provided by The Royal New Zealand Police College. A PEO works in the Youth Education Service (YES) of Police.

Police Infringement Bureau (PIB)

The PIB 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

Police Infringement Bureau (PIB) processes include court orders, warrants and summonses issued through the Courts.

Precedent codes

The table on the following page provides a summary of the precedent codes for traffic offending across the each of the NZ Police 'fatal five' focus areas plus other visible road safety offences.

Series	Precedent codes	Description
Speed		
E	E000	Speeding offences
G	G000	Speeding offences
J	J000	Speed camera offences
Alcohol		
A	A000	Alcohol -related offences
Restraints		
M	M400	Seatbelts and restraints
N	N410	Carried infant without seat or container
V	V495-496,640-644	Ineffective and unapproved child restraint, and operating a vehicle without suitable seatbelt
Dangerous and careless driving		
B	B110	Failed to stop when followed by red/blue flashing lights
D	D100-200,301, 400-900	Manner of driving
F	F100--600	Driver duties and obligations
M	M200-300	Logbooks and miscellaneous
N	N301-323, 353-355,404	Vehicle related offences
O	O300	Rode or permitted riding a motor vehicle in a dangerous position
V	V222,301,504,561,801	Vehicle equipment related offences
High-risk drivers		
B	B184-189	Duties and obligations
D	D350-354	Manner of driving
L	L100,200,500	Driver licence offences
N	N403	Caused damage to road
S	S100,806	Motorcycle safety helmet and towing offences
V	V562	Operated vehicle likely to cause damage to the road
Other visible road safety offences		
C	C100-400	Warrant and certificate of fitness
K	K500	Transport licensing-dangerous goods
N	N101-201,326-348,357-401	Vehicle-related offences
O	O100,200,400,500	Pedestrians, horses, moped and cycle offences
V	V130-218,225-241,303-494,497-499,508-560,563-633,650-704	Vehicle equipment related offences

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. It also includes all other charges relating to traffic offences that are laid before a court and progressed by the Police Prosecution Service on behalf of the 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 road safety strategies (RRSSs)

A RRSS is a framework that provides guidance, rationale and direction for actions to be taken to achieve defined road safety goals across a regional area.

Regional transport committees (RTCs), regional land transport strategies (RLTSs) and regional land transport programmes (RLTPs)

The amended LTMA requires that each regional council and unitary authority establish an RTC consisting of appointees from the regional council, territorial authorities in the region, the NZTA, and one person to represent each of the objectives of economic development, safety and personal security, public health, access and mobility, environmental sustainability and cultural interests.

The function of each RTC is to prepare the RLTS and 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 NZTS objectives. An 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 NZTA to recommend funding for land transport activities from the NLTF. Activities are listed in the 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 (RTPPs)

RTPPs are intelligence documents that provide information on risks and are critical to ensure the success of the risk-targeted road policing model. Risk-targeted road policing operates through the Police tasking and coordination process which occurs at national, district and area levels. Part of this process is the collection, collation, analysis and dissemination of data to produce intelligence which is then used to inform decisions about deployment based on risk.

Road Policing Programme (RPP)

A national level road policing plan funded from the NLTF. It is updated annually and provides guidance to Police districts of road policing activities.

Road Policing Strategy to 2010

The *Road Policing Strategy to 2010* set out the road policing focus in supporting the government's *Road Safety to 2010* strategy and the wider strategic goals of NZ Police. It is due for review at the end of 2010 – and the review will determine how the next iteration aligns with *Safer Journeys* – the road safety strategy to 2020.

Road Safe series

A series of school road safety programmes produced by the 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
- *A msg in contxt* Years 9 to 13
- *Drive qual* Years 11 to 13
- *Tracks are for Trains* Years 4 to 8

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 NZTA, local authorities, the 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 coordinators (RSCs)

RSCs play a key role in promoting and coordinating community awareness of road safety and in facilitating community, organisational and individual involvement in local road safety activities. RSCs are generally appointed by local authorities in conjunction with local road safety coordinating groups and are funded through community focused activities – see explanation above.

Road Safety to 2010 strategy

The government's *Road Safety to 2010* strategy provided the direction for road safety in New Zealand to 2010, and described the results the then government planned to achieve. The goal was to reduce road casualties to fewer than 300 deaths and 4,500 hospitalisations per year by the end of 2010. This strategy has now been replaced by the *Safer Journeys* road safety strategy to 2020.

Road controlling authorities (RCAs)

RCAs are territorial authorities and the NZTA. They have 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 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 the NZTA or the 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 the NZTA 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.

Safer Journeys – road safety strategy to 2020

Safer Journeys is the government's 2010 to 2020 strategy for road safety in New Zealand with the long-term vision of 'a safe road system increasingly free of death and serious injury'. The strategy sets the direction New Zealand will take to achieve this vision by reducing the number of deaths and injuries on our roads.

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 PEOs at the end of the year, with re-training early in the New Year. School patrols are monitored throughout the year by PEOs 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.

Tasking and coordination

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

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 CBT campaigns. These normally involve a mixture of resources including a 'booze bus' and marked and unmarked cars.

Traffic offence notices (TONs)

A TON is a prescribed form used to report traffic offences, other than those issued as 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.

2 Geographic relationships

Relationship between NZ Transport Agency (NZTA) regions, ACC areas, Police districts, Police areas, territorial authorities and regional councils

NZTA regions (4)	ACC areas (7)	Police districts (12)	Police areas (43)	Territorial authorities ⁴ (67)	Regional councils (11)
Auckland/Northland	Far North	Northland	Far North	Far North	Northland
			Whangarei	Kaipara	
		Whangarei	Whangarei		
	Auckland	Waitemata	Auckland	Rodney	Auckland ⁵
				North Shore	
				Waitakere	
	South Auckland	Counties/Manukau	Counties Manukau West	Auckland City	
				Auckland East	
				Auckland West	
	Counties Manukau Central	Counties Manukau East	Counties Manukau South	Counties Manukau West	
				Counties Manukau Central	
				Counties Manukau East	
	Counties Manukau South	Counties Manukau South	Counties Manukau South	Counties Manukau South	

⁴ Local authorities which have agreed to develop 'Joint' Road Safety Action Plans for delivery of road safety activities across their combined area have been represented in this column.

⁵ The new Auckland Council was established 1 November 2010 and replaces the existing Auckland Regional Council, Auckland City Council, Manukau City Council, North Shore City Council, Papakura District Council, Rodney District Council, Waitakere City Council, Franklin District Council and any associated community boards

NZTA regions (4)	ACC areas (7)	Police districts (12)	Police areas (43)	Territorial authorities ⁸ (67)	Regional councils (11)	
Waikato/Bay of Plenty	Waikato and Bay of Plenty	Waikato	Hamilton	Hamilton	Waikato	
			Waikato East	joint		Thames-Coromandel
						Matamata-Piako
						Hauraki
			Waikato West	joint		Waikato
						Waipa
		Waitomo				
		Bay of Plenty	joint	Taupo	South Waikato	
					Taupo	
			Western Bay of Plenty	joint	Tauranga	
Western Bay of Plenty						
Eastern Bay of Plenty	joint	Kawerau				
		Whakatane				
		Rotorua	Rotorua	Bay of Plenty		

⁸ Local authorities which have agreed to develop 'Joint' Road Safety Action Plans for delivery of road safety activities across their combined area have been represented in this column.

NZTA regions (4)	ACC areas (7)	Police districts (12)	Police areas (43)	Territorial authorities ⁹ (67)		Regional councils (11)	
Central	Central	Eastern	Gisborne	Joint	Gisborne (Unitary Authority)		Hawke's Bay
			Napier		Wairoa		
			Hastings	Joint	Hastings	Central Hawke's Bay	
			New Plymouth		New Plymouth		
			Rural Taranaki	Stratford	Taranaki		
			Wanganui	South Taranaki			
		Central	Central	Central	Rangitikei	Wanganui	Manawatu/ Wanganui
					Ruapehu	Ruapehu	
					Palmerston North Rural ¹⁰	Horowhenua	
					Palmerston North City	Tararua	
						Manawatu	
						Palmerston North	

⁹ Local authorities which have agreed to develop 'Joint' Road Safety Action Plans for delivery of road safety activities across their combined area have been represented in this column.

¹⁰ The Palmerston North Police area also incorporates the top half of the Kapiti Coast District Council area.

NZTA regions (4)	ACC areas (7)	Police districts (12)	Police areas (43)	Territorial authorities (67) ¹¹		Regional councils (11)
Central	Wellington	Wellington	Kapiti-Mana	Joint	Kapiti Coast	Wellington
					Porirua	
			Wellington		Wellington	
			Lower Hutt		Hutt City	
			Upper Hutt		Upper Hutt	
			Wairarapa	Joint	South Wairarapa	
			Carterton			
		[Wellington]		Masterton		
				Chatham Islands ¹²		
			Tasman	Nelson Bays	Joint	Nelson (Unitary Authority)
		Tasman (Unitary Authority)				
		Marlborough	Joint	Marlborough (Unitary Authority)		
Southern				Kaikoura	Canterbury	

¹¹ Local authorities which have agreed to develop 'Joint' Road Safety Action Plans for delivery of road safety activities across their combined area have been represented in this column.

¹² Chatham Islands policing is administered under the Wellington Police district. NZTA's links with Chatham Islands is through its Southern Region (Christchurch office).

NZTA regions (4)	ACC areas (7)	Police districts (12)	Police areas (43)	Territorial authorities ¹³ (67)		Regional councils (11)
Southern	Southern	Tasman	West Coast	Joint	Buller	West Coast
		Grey				
		Westland				
		Canterbury	Northern Canterbury	Hurunui	Canterbury	
				Waimakariri		
			Christchurch Central	Christchurch		
			Southern Canterbury			
			Mid-South Canterbury	Selwyn		
				Ashburton		
		Joint		Timaru		
			Mackenzie			
			Waimate			
		Southern	Otago Rural	Joint	Central Otago	Otago
Queenstown-Lakes						
Waitaki						
Dunedin	Dunedin					
Southland	Clutha	Joint	Gore	Southland		
			Southland			
			Invercargill			

¹³ Local authorities which have agreed to develop 'Joint' Road Safety Action Plans for delivery of road safety activities across their combined area have been represented in this column.

3 List of abbreviations

ACC	Accident Compensation Corporation
AMS	Activity Management System
ANPR	Automatic number plate recognition
ARTA	Auckland Regional Transport Authority
AVL	Automatic vehicle location
BAC	Breath alcohol content
CAS	Crash analysis system
CBT	Compulsory breath test(ing)
CIT	Compulsory impairment testing
CRSP	Community Road Safety Programme
CVIU	Commercial Vehicle Investigation Unit
DIR	Drug influence recognition
EBA	Evidential breath alcohol
ECN	Enterprise Communications Network (NZ Police)
ESR	Institute of Environmental Science and Research Ltd
FIT	Field impairment testing
FTE	Full-time equivalent
GPS	Government Policy Statement on Land Transport Funding
HMV	Heavy motor vehicle
HSC	Health Sponsorship Council
ICT	Information and communication technology
ION	Infringement offence notice
IT	Information technology
ITS	Intelligence transport system
LGA	Local Government Act 2002
Land Transport NZ	Land Transport New Zealand
LES	Law Enforcement System
LTMA	Land Transport Management Act 2003
LTP	Land transport programme
MBT	Mobile breath test(ing)
MoT	Ministry of Transport
NACI	National Advisor Crash Investigation
NEECS	National Energy Efficiency and Conservation Strategy
NLTA	National Land Transport Account
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NRSC	National Road Safety Committee
NRSMG	National Road Safety Management Group
NZEECS	New Zealand Energy Efficiency and Conservation Strategy
NZIPS	New Zealand Injury Prevention Strategy
NZ Police or Police	New Zealand Police
NZTA	New Zealand Transport Agency
NZTS	New Zealand Transport Strategy
ORS	Operator rating system
PCS	Police Calibration Services
PEO	Police education officer
PIB	Police Infringement Bureau
PPDP	Police Professional Driving Programme
RCA	Road controlling authority
RLTP	Regional land transport programme
RLTS	Regional land transport strategy
RPA	Road policing analyst

RPP	Road Policing Programme
RPS to 2010	Road Policing Strategy to 2010
RRSSs	Regional road safety strategies
RSAP	Road safety action plan
RSC	Road safety coordinator
RTC	Regional transport committee
RTPP	Risk-targeted patrol plan
SMART	Secure Mobile Access and Recording Technology
STST	School traffic safety team
STU	Strategic Traffic Unit
T&C	Tasking and coordination
TAG	Traffic Alcohol Group
TARP	Targeted audience rating point
TON	Traffic offence notice
TSL	Transport service licence
T&C	Tasking and coordination
VKT	Vehicle kilometres travelled

