

10. LAND TRANSPORT AUTHORITY PROGRAMME: APPLICATION FOR POLICE HOURS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to outline proposals and changes to Land Transport New Zealand's (the Authority's) Land Transport Programme (ALTP) process and seek approval of the draft application for Police Hours for 2006/07.

EXECUTIVE SUMMARY

2. The Safety Administration Programme (SAP), also known as the NZ Road Safety Programme, has in the past defined the annual programme of road safety education and enforcement activities for New Zealand. It was prepared and managed annually by the Land Transport New Zealand for the Secretary for Transport, in accordance with the Land Transport Management Act 2003.
3. This year the SAP has been partially integrated with the Authority's Land Transport Programme (ALTP). Next year it will be fully integrated with the ALTP. This feeds into the National Land Transport Programme (NLTP), the Government's 10-year funding programme developed by Land Transport New Zealand from proposals in the Land Transport Programmes submitted by approved organisations (which are mainly local authorities).
4. The ALTP (formerly SAP) application development process allows local authorities to indicate their needs for emphasis in targeting road safety Police hours in their area. It should be closely aligned with the LTCCP.

ISSUES

5. The SAP report details the Police hours allocated for each road safety issue in each local authority area. The hours for Christchurch for this year, 2005-2006, follow. These outputs do not include the Highway Patrol and enhanced alcohol CBT projects, which are delivered in this district in addition to the hours below.

Issue	Hours
Speed control	23,700
Drinking or drugged driver control	25,500
Restraint device control	9,950
Visible road safety enforcement	16,530
Crash attendance and investigation	19,520
Traffic management	3,700
Police Community Services	6,040
School Road Safety Education	3,500
Total	108,440

6. The targets for the 2004-2005 year and the actual delivery of the hours is as follows:

Issue	Hours allocated	Hours delivered
Speed control	23,200	17,295
Drinking or drugged driver control	25,500	31,512
Restraint device control	9,450	7,283
Visible road safety enforcement	16,030	24,941
Crash attendance and investigation	19,520	22,381
Traffic management	3,700	3,295
Police Community Services	7,540	6,271
School road safety education	3,500	5,308
Total	108,440	118,286

7. It may be seen that the Police in Christchurch delivered more hours for road policing in 2004-2005 than were allocated. In 2005-2006 they have so far delivered more hours than their target for the year to date.

8. The process for developing the application this year included an inter-sectoral consultation group with representation invited from Land Transport NZ, Transit NZ, Police, Environment Canterbury and Christchurch City Council. The application was then submitted on-line by Council staff. The deadlines for the process were such that a draft on-line application has already been submitted to Land Transport New Zealand. Any changes requested by the Council will be sent separately for inclusion in the application; Land Transport New Zealand acknowledges this situation.
9. Until last year the SAP applications allowed local authorities to make changes to the previous year's hours if they wished and if they could make a business case for the changes. From last year, the number of hours is not specified in the application and the local authority is asked to indicate whether they would like more emphasis, less emphasis or the same emphasis for each area of enforcement.
10. The attached application shows a desire for more emphasis on restraint device control, reflecting the number of lives that might have been saved if those killed in road crashes had been wearing safety belts. This applies especially to rear seat passengers. There is good evidence that increased enforcement results in an increase in safety belt wearing.
11. This is balanced by a request for less emphasis on drinking or drugged driver control. This request is not because it is seen as less important. For General Duties staff, drinking and drugged driver control is demand driven so it is expected that there will be no reduction in emphasis by the General Duties staff. The Strategic Traffic Unit (STU) staff will still be doing the same amount of targeted enforcement.
12. An increase in emphasis on crash attendance and investigation has been requested because of increased demands on Police in the investigation of crashes.

STAFF RECOMMENDATION

That the Council approve the attached ALTP application for Police Hours for 2006-2007 for Christchurch.