

## 5.0 STATUTORY REQUIREMENTS

### 5.1 RELATIONSHIP WITH POLICE ACTIVITIES

As required under section 16(2)(b) of the Land Transport Management Act 2003, the Hawke's Bay Regional Transport Committee has assessed the relationship of police activities to this Programme. It is the shared view of both the Committee and the New Zealand Police that the issues, priorities and activities identified in the Programme strongly support NZ Police's road safety goals and, vice versa, police activities will make a positive contribution to addressing issues and priorities identified in the Programme.

In preparing the Programme, the Hawke's Bay Regional Transport Committee took into account the Road Policing Programme (which is the annual programme of land transport enforcement activities delivered by NZ Police) and the *Road Safety to 2010 Strategy* in which the government's road safety goals for New Zealand are to reduce the number of road deaths to no more than 300 per year and hospitalisations of more than one day to no more than 2,200 per year by 2010. Nationally, road deaths in 2008 totalled 366.

The Road Policing Programme focus is predominantly road safety. But by addressing road safety directly, NZ Police indirectly address other issues identified in the Programme. For example, when people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle, thereby contributing to the access and mobility, public health and environmental objectives.

Fewer deaths and injuries in the health system have a notable economic benefit for the country, thereby contributing to improving economic development. Economic development is also encouraged by policing activities in that road trauma is reduced, and traffic flows (post-crash or regular) are managed. Sensible speeds contribute to energy efficiency and to minimising undesirable emissions, and the policing of safety is closely linked to security in public places as well as with general crime outcomes.

Set out in Table 6 is a summary of the Hawke's Bay Regional Transport Committee's assessment of the relationship of NZ Police activities to the Programme. The findings of this assessment are based upon consultation with New Zealand Police and submitted to NZTA via *LTP Online*.

**Table 6: Assessment of the relationship of NZ Police activities to the Programme**

Police activities	Assessment of relationship to Programme activities			Comments
	High	Medium	Low	
Transport planning		√		NZ Police are represented on the Hawke's Bay Regional Transport Committee and have provided extensive input into the Programme.
Road safety advocacy and liaison	√			Through the Hawke's Bay Regional Transport Committee, the NZ Police and other Programme partners will liaise on road safety and traffic management issues. Together members will investigate opportunities to promote common road safety and traffic management objectives via the Programme and other planning processes addressing road safety to integrate common issues, objectives and activities.
	√			Partnering also evident at the district level. For example, the development of Road Safety Action Plans is a partnership agreement between NZ Police, the New Zealand Transport Agency, local authorities and community representatives. In turn, such Plans are implemented through crash books and risk-targeted patrol plans, which ensure that enforcement focuses on known safety risks, locations and times.

<b>Driver education</b>	√			<p>Target the “fatal five” causes of road crashes as identified in “Road Policing to 2010” Strategy :</p> <ul style="list-style-type: none"> <li>• Speeding</li> <li>• Drink/drugged driving</li> <li>• Restraints</li> <li>• Dangerous/careless driving</li> <li>• High-risk drivers</li> </ul> <p>with a focus in each territorial authority area on its major road safety issues</p>
<b>Other education</b>	√			<p>Programme includes promotional activities supporting better road safety practices</p>
<b>Traffic enforcement</b>	√			<p>Objective to reduce fatalities by targeting sections of the region’s road network that has a poor safety record in terms of:</p> <ul style="list-style-type: none"> <li>▪ infrastructure (engineering)</li> <li>▪ road policing (enforcement)</li> <li>▪ road user education</li> <li>▪ encouragement</li> </ul>
	√			<p>Road policing has been included in studies and strategies included in the Programme</p>

In brief, the New Zealand Police and other members of the Hawke’s Bay Regional Transport Committee are of the view that the Programme complements NZ Police objectives relating to road safety as set out in the Road Policing to 2010 Strategy. The Programme supports achieving GPS targets for road safety through road improvements and road maintenance that obtain safety benefits, for all road users (including pedestrians and cyclists). The issue of road safety is recognised in the Programme as a priority and activities are proposed to address this issue. Other issues in the Programme addressing route security and network efficiency, and works improving the road network will also complement and support Police objectives and targets to reduce the road toll and the number of hospitalisations.

The New Zealand Police receive annual government funding of around \$275 million for road safety work. In particular the police undertake:

- Speed limit enforcement
- Enforcement of alcohol limits
- Enforcement of driving laws
- Management of community roadwatch programmes
- Commercial vehicle investigation and highway patrols
- Operation of maritime patrol and safety units

The NZ Police work closely with other transport sector agencies including the Ministry of Transport, the New Zealand Transport Agency, Maritime New Zealand and the Transport Accident Investigation Commission, as well as with local government to ensure co-ordinated delivery of programmes.

## 5.2 PROPOSALS FOR VARIED, SUSPENDED OR ABANDONED ACTIVITIES

In preparing the Programme, the Regional Transport Committee is required to identify any projects or activities that will be varied, suspended or abandoned from those specified for the 2008-09 year.

There are no current projects being varied, suspended or abandoned from those specified for the 2008-09 year.

### 5.3 POLICY RELATING TO SIGNIFICANCE

The Regional Transport Committee has adopted the following policy to determine significance for the purpose of consultation in respect of variations made to the Regional Land Transport Programme:

*The following amendments or variations to the regional land transport programme are considered to be NOT significant for purposes of consultation:*

- *Activities that are in the urgent interests of public safety.*
- *New preventive maintenance and emergency reinstatement activities in accordance with sections 9.7 and 9.8 of the New Zealand Transport Agency's Programme and Funding Manual*
- *Addition of an activity or activities that have previously been consulted in accordance with section 17 and 18 of the Land Transport Management Act and which the Regional Transport Committee considers complies with the provisions for funding approval in accordance with section 20 of the Land Transport Management Act*
- *A scope change costing less than 10% of the total approved allocation and not involving a change of more than \$4.5 million. A scope change is defined as a change that alters the original objectives of the project in a way that changes the contribution of the project towards NZTS objectives or GPS targets or the RLTS objectives.*
- *Replacement of a project within a group of generic projects by another project of the same type.*

