

A nighttime photograph of a multi-lane highway. A police car with flashing blue and red lights is positioned on the left side of the road. Long, bright orange and red light trails from other vehicles stretch across the right side of the highway. In the background, a bridge spans a body of water, and city lights are visible on the horizon under a dark blue sky.

Road Policing Update Trafinz 2014

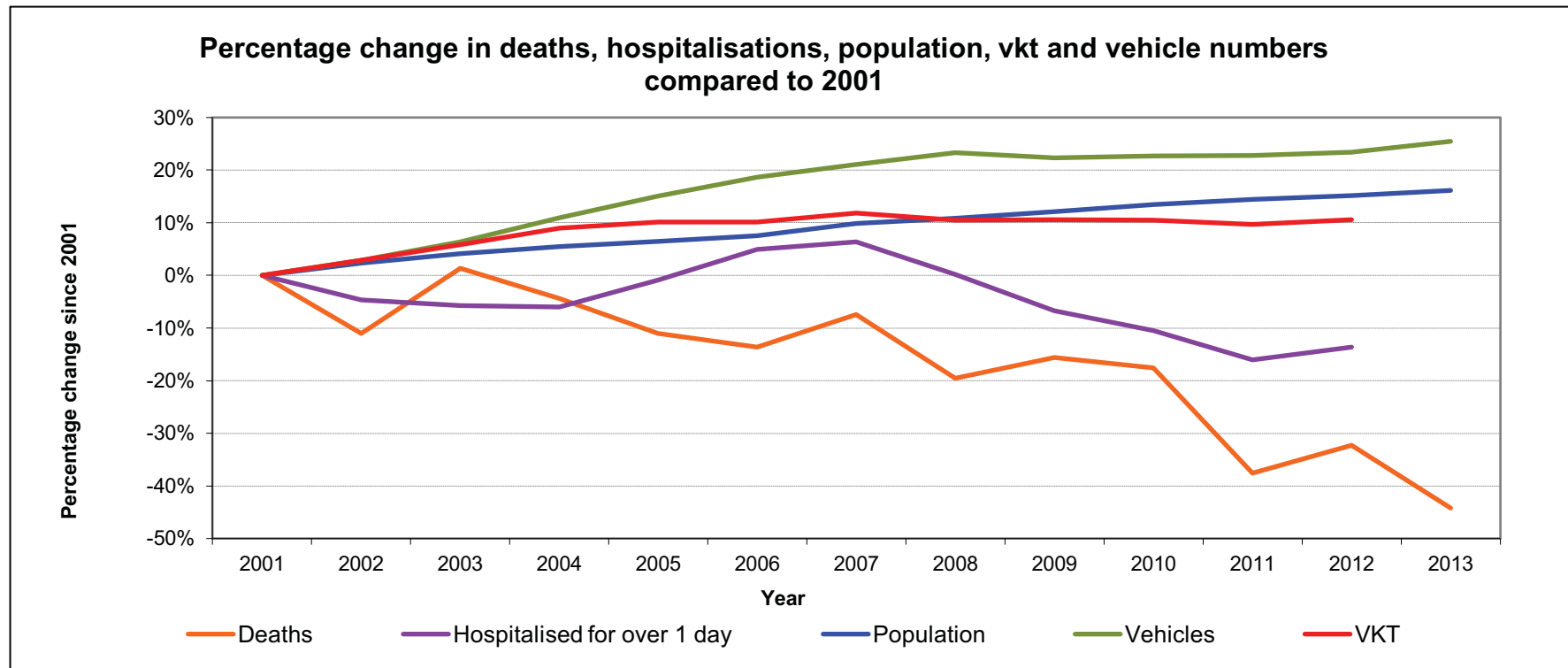
Dave Cliff
Assistant Commissioner: Road Policing
New Zealand Police

Police's overall aims – consistent themes:

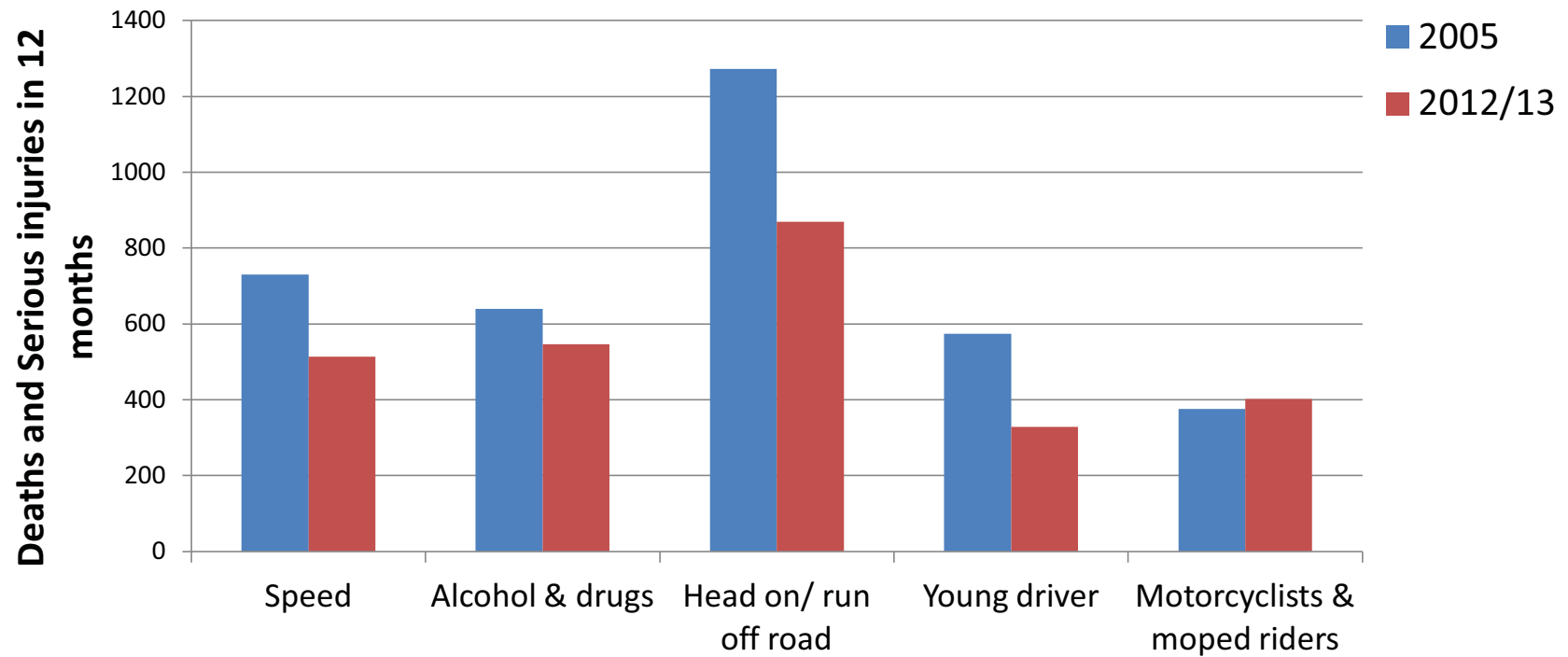
- To increase the perceived risk of detection to encourage safer behaviours.
- To significantly reduce the level of trauma on our roads.



Trends over time



Reducing serious crash risk



But there is still more to do:



We have an unacceptably high rate of death and injury

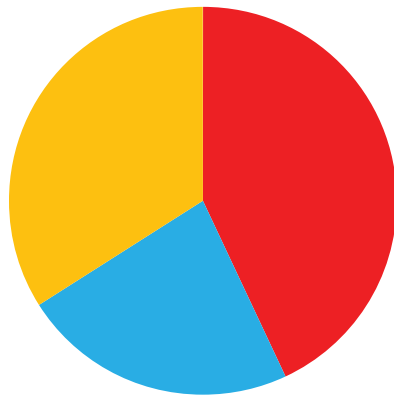
Speed Management: the big challenge

- Essential for a Safe Road System
- Critical role in both crash causation and crash severity
- For the whole network we want:
 - Vehicles at appropriate speeds
 - Cameras where there is limited opportunity for officer-based enforcement
- Challenge: understanding individual risk versus collective risk



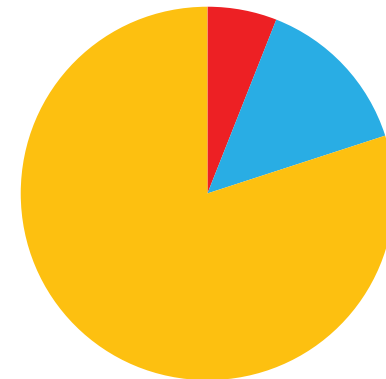
The risk is not simply extreme behaviours

**Fatal
Crashes**



- Extreme behaviour
- Minor illegal
- Lapse / error

**Injury
Crashes**



Wundersitz and Baldock (2011)

Mistakes and inattention still feature highly and are worsened by speed

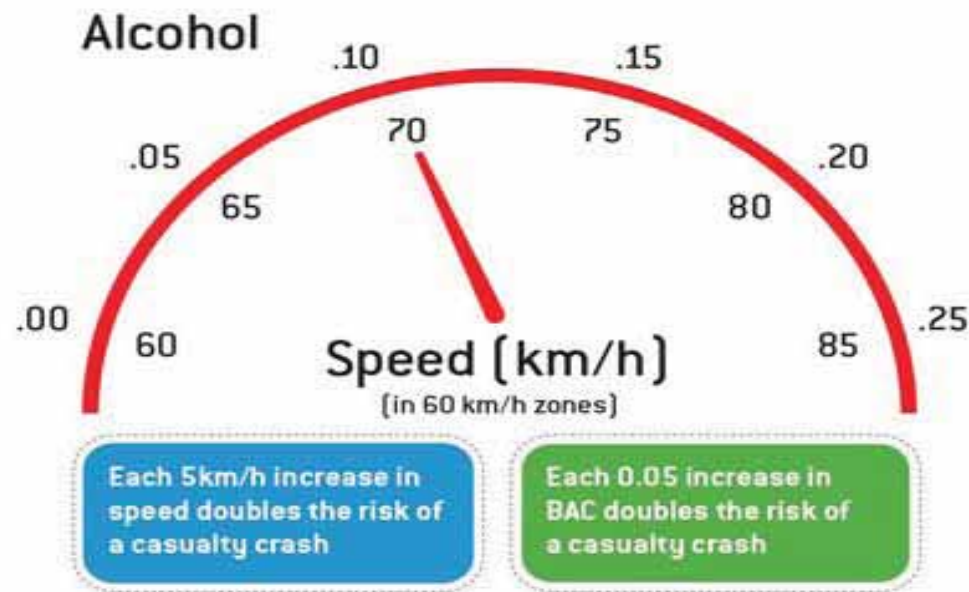
Enforcing limits makes a big difference

Population risk of speeding by speed limit – Kloeden's risk estimates

Speed band (over speed limit)	Speed limit							Total risk (casualty)	Total risk (fatal)
	50 km/h	60 km/h	70 km/h	80 km/h	90 km/h	100 km/h	110 km/h		
1-10 km/h	30%	38%	33%	45%	43%	52%	54%	38%	43%
11-20 km/h	35%	41%	40%	26%	26%	23%	26%	35%	31%
21-30 km/h	27%	17%	22%	14%	13%	11%	10%	20%	17%
31-45 km/h	6%	3%	5%	12%	12%	10%	8%	6%	8%
46 km/h +	1%	0%	1%	4%	5%	3%	3%	1%	2%
Casualty crashes % (2008)	33%	34%	9%	8%	1%	11%	3%		
Fatal crashes % (2008)	19%	18%	9%	14%	2%	32%	6%		

Doubling of risk not well understood

A drunk driver is a “good catch”, a speeder is “revenue gathering”

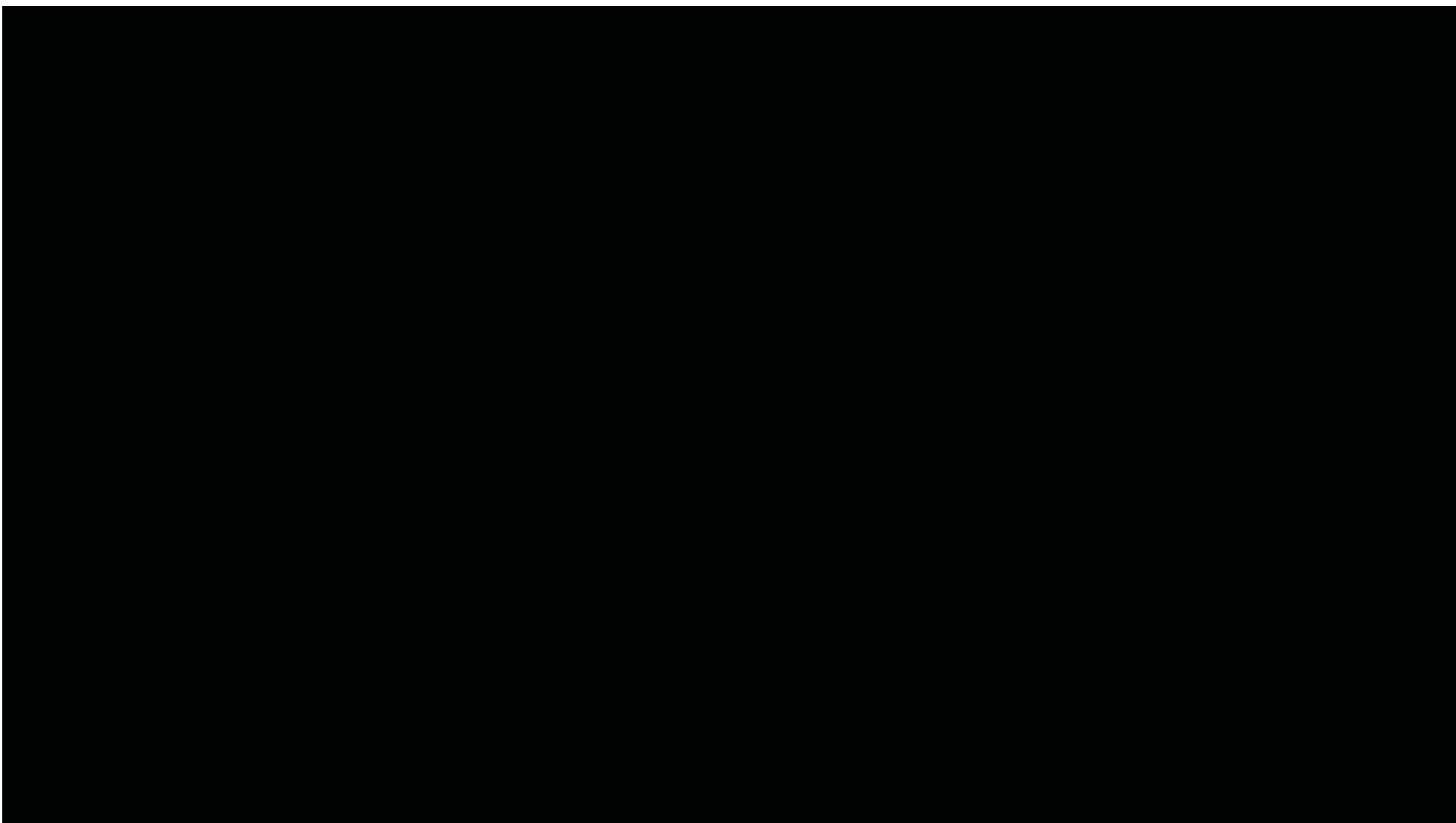


Speeding at 70km/h in a 60 km/h zone is not seen to be as risky as driving while over the legal alcohol limit, despite similar risk *(Kloeden et al, 1997)*

Safer Summer 2013/2014



36% reduction in speeding 1-10 km/h over the limit



Reframing the conversation on speed



12.5 million YouTube hits in 11 days

Coloured and marked cars



A positive conversation piece

Road safety has come a long way.
So have our police cars.

1975



These old Holden cars were called 'bushies' because of their ability to blend into the bush.

REMEMBER in an era where police were driving these HD Holdens, we would all be shocked at the level of road trauma. In just two months from December 1975 to January 1976 there were 88 people killed and 1,365 people injured on New Zealand roads. To this day, survivors live on with debilitating injuries, while the loss of life will be mourned for generations.

2012



Current police cars are highly visible and are designed to be a deterrent to any behaviour on our roads.

AS A COUNTRY we have made significant strides in road safety since the 1970s.

The Government's Safer Journeys Strategy was launched in 2013. The strategy makes road safety everybody's responsibility and calls on all agencies to work towards 'a safe system to increasingly free of death and serious injury'.

Last summer from December 2012 to January 2013 there were 57 deaths and 359 injuries on New Zealand roads. While this is a marked improvement, every death remains one too many.

2013



As summer 2013 rolled in, police cars will continue to be a deterrent to any behaviour on our roads.

THIS SUMMER, NZ Police is using a range of tactics to save lives and prevent life-threatening injuries, with the support of ACC, NZ Transport Agency, the Ministry of Transport, and the Energy Efficiency Conservation Authority.

From 1 December 2013 to 31 January 2014 police will have no tolerance of speeding. Police will be highly visible on our roads, ensuring people drive under the speed limit and cracking down on drink-driving and other safety behaviour.

We are calling on the public to do their bit too.

TODAY



A reduced speed limit of 100 has been used successfully to reduce crashes by lowering speeds over the last 10 years since 2000. This is the first time it has been used on an arterial road in the country.

IF WE ALL look after one another on our roads this summer how many lives could we save?



Safety Cameras - Positioning for the future

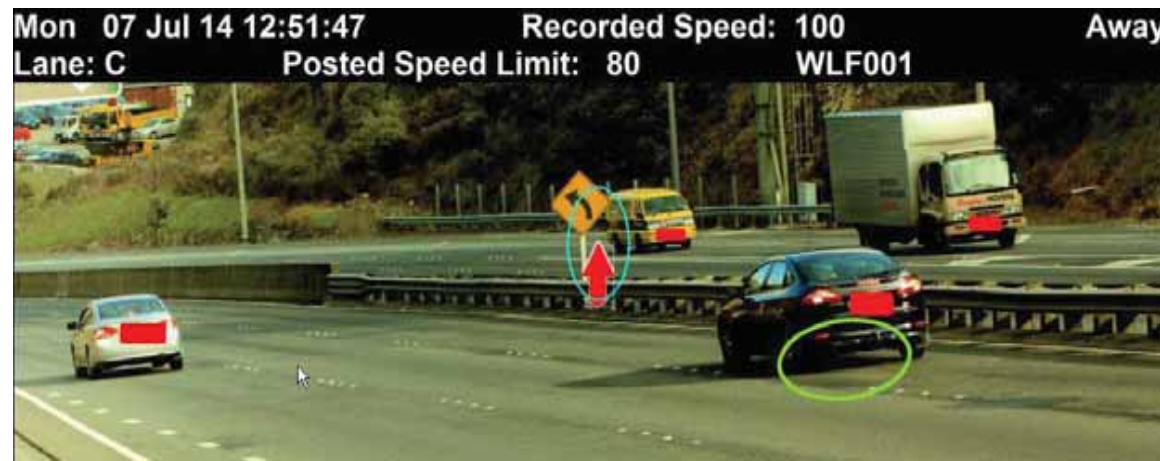
From...

- Wet-film technology
- Under-road sensor loops
- Manual operation (film and data floppy disk retrieved weekly)
- Low number of cameras for 94,000km network
- Officer-based enforcement primary focus

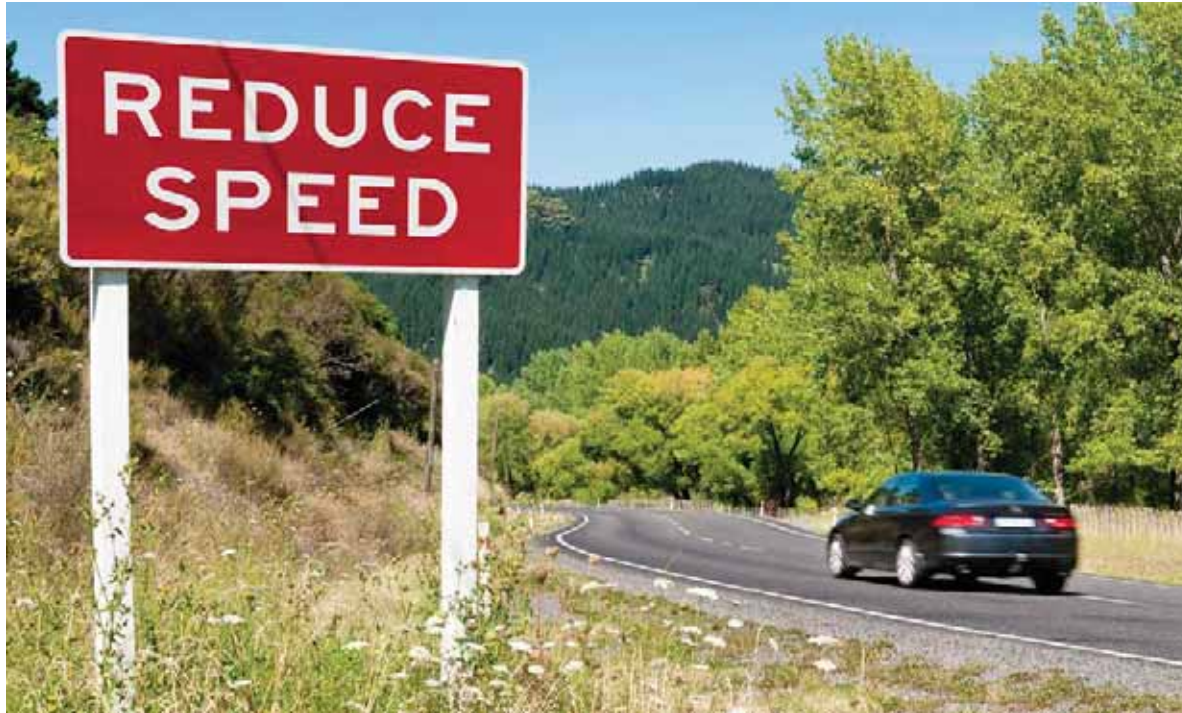


To...

- Digital, wireless, centrally managed
- Non-invasive detection systems
- More efficient to run
- Future proofing: point to point, dual red-light/speed function
- Wider public acceptance of the need for network-wide speed management as part of a Safe System.



Future steps



Technology - Strategy - Understanding

“Mobility” frees time for prevention

- 10,000 iPhones and iPads
- Saving around 500,000 person-hours a year (30 minutes per shift)
- Significant benefits:
 - eQuip
 - Mobile Responder
 - Mail, calendar, contacts, phone functions
 - Electronic ticketing and crash reporting migrating soon



Automatic Number Plate Recognition (ANPR)



Able to check 3,000
vehicles an hour



Safe System in Practice Training



Building a common language and purpose

Land Transport Amendment Act



A significant step towards reduced road trauma.

In summary...

