RECOMMENDED ROAD POLICING PERFORMANCE MEASURES

11 JULY 2022

GLOBAL ROAD SAFETY PARTNERSHIP

Prepared by the Global Road Safety Partnership (GRSP) for Waka Kotahi New Zealand Transport Agency

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1. Terms of Reference

A request was made by Waka Kotahi New Zealand Transport Agency to the Global Road Safety Partnership (GRSP) to provide advice on performance measures for road policing delivery and to specifically consider the following:

- Perform a review of the current suite of national measures and targets contained within the RSPP
- Provide recommendations for refinement of current measures and targets and/or additional measures
- Consider and advise on optimal alignment with Road to Zero outcomes
- Determine the appropriate national targets to be set within each measure
- Provide recommendations for an appropriate calculation/allocation of the targets across each policing district

Out of scope were the following:

- Investment/funding allocation to RSPP
- Reviewing numbers of dedicated road policing staff (i.e. 1070)

2. Dedicated Road Policing 'Full Time Equivalents' (FTE)

This assessment is based on 1070 full time funded road policing positions with a total of 938 positions within Districts. Staff numbers included within the Police National Headquarters allocation have not been included in performance measure calculations.

1.	**Northland**	**48**
2.	***Waitemata**	**173**
3.	***Auckland City**	**48**
4.	***Counties-Manukau**	**57**
5.	**Waikato**	**99**
6.	**Bay of Plenty**	**93**
7.	**Eastern**	**53**
8.	**Central**	**90**
9.	**Wellington**	**82**
10.	**Tasman**	**42**
11.	**Canterbury**	**90**
12.	**Southern**	**63**
	Total District FTE	**938**

(*Auckland Regional positions - 278)

Waitemata District has responsibility for aspects of road policing delivery across the greater Auckland Region, while the Auckland City and Counties-Manukau Districts have significantly fewer road policing staff. For this reason, it is recommended that performance measures apply to the Auckland Region and not individual districts within the Region.

It is recognised that some District positions are dedicated to serious crash investigation.

With respect to comparisons made with past road policing performance, it is understood that national road policing positions reduced by approximately 110 in around 2016 to current numbers. To ensure consistency, all calculations made within this report are based on current District staff numbers.

Road policing funding also supports approximately 200 non-constabulary support staff (noting dedicated constabulary staff are funded to provide 90% of time on road policing tasks).

Additionally, a percentage of all other constabulary and non-constabulary Police staff, with the level of funding according to the profile of the position they occupy, are also funded to perform road policing duties.

3. Road to Zero Strategy Measures

The goal of 'Road to Zero', New Zealand's Road Safety Strategy 2020-2030, is to reduce the number of deaths and serious injuries (DSI) by 40 percent by 2030. The strategy contains a range of measures. Those most influenced by road policing have been listed within this report and specifically considered in providing recommendations for road policing performance measures. The measures considered relevant are as follows.

System Performance related measures:

SPEED RELATED

- Percentage of traffic travelling within speed limits (by rural, urban and urban centres)
- Mean speed of vehicles (by rural, urban and urban centres)
- Percentage of the general public who understand the risk associated with driving speed
- Percentage of the general public who agree that they are likely to get caught when driving over the posted speed limit
- Percentage of road network covered by automated safety cameras

Road User Choice related measures:

DRINK & DRUG DRIVING RELATED

- Percentage of drivers impaired by alcohol
- Percentage of drivers impaired by drugs

DISTRACTION RELATED

- Percentage of drivers using handheld cell phones while driving

RESTRAINT RELATED

- Percentage of car occupants using a seatbelt or child restraint

RISKY BEHAVIOUR RELATED

- Percentage of the general public who agree that they are likely to get caught for undertaking risky behaviours

4. Rationale for Recommended Performance Related Measures

The format of existing measures, as contained on Page 36 of the '2021 – 2024 Road Safety Partnership Programme', dated May 2021 was followed in preparing these recommendations. Annex 1 lists each of the existing measures and provides a summary of the recommendations set out within this report.

The enforcement related categories that best align with the Road to Zero Strategy are:

SPEED

- Mobile speed camera deployment schedules, hours and offences
- Risk based speed enforcement activity, detection rates of speed offences and application of minimal enforcement tolerance

DRINK DRIVING

- Quality of breath testing operations, risk targeting, volume of breath tests delivered, and detection rates of drink drive related offences

DRUG DRIVING

- Drug driving related offence detection rates

DISTRACTION

- Mobile phone offence detection rates

RESTRAINT RELATED

- Seat belt and child restraint offence detection rates

RISKY BEHAVIOUR

- High-risk driver offence detection rates

CONTRIBUTION TO AND ALIGNMENT WITH NATIONAL ROAD SAFETY CAMPAIGNS

- Increases in enforcement focus on key risk areas aligned with national public awareness campaign schedules

5. Commentary on effective road policing

5.1. General deterrence - Impact of the threat of legal punishment on the public at large

General deterrence is achieved by highly visible enforcement and supporting targeted public awareness programmes. Activity such as breath testing large numbers of drivers coupled with a supporting advertising programme are examples of activities that create 'general deterrence'.

General deterrence is most effective at deterring 'simple' driving behaviours, such as alcohol impaired driving, driving while unlicenced or disqualified and other similar behaviours. These are defined as simple behaviours, as there is one decision made at the beginning of the journey and the driver remains alcohol affected or unlicensed for the duration of the trip. If stopped and checked by police at any point, the offence can be detected. Simple behaviours are most effectively deterred by general deterrence activity, such as stopping and checking large numbers of drivers at a breath testing checkpoint.

5.2. Specific Deterrence - Impact of the actual legal punishment on those who are apprehended

Specific deterrence is achieved by intensive enforcement operations penalising large numbers of offending drivers, such as those exceeding speed limits or failing to use restraints.

Specific deterrence is most effective at deterring complex behaviours. Examples of complex behaviours include speeding and to a lesser degree, failure to wear a safety belt.

A driver may set off on a journey within the speed limit and will make constant deliberate or unconscious speed adjustments and decisions on whether to exceed a speed limit. These are based on road conditions, weather, traffic volumes and the likelihood of detection if a speed limit is exceeded as well as other factors. Speed may be adjusted to above or below the speed limit throughout the journey. Research has demonstrated that for many speeding drivers, witnessing highly visible speed enforcement has little long-term impact on deterring speeding, it is being caught that generates deterrence. Drivers will typically slow on seeing visible speed enforcement and then speed up after passing it. This has been termed the 'kangaroo effect'.

Similarly, the decision to wear or not wear a seatbelt may depend on the length of a journey, whether on an urban street or rural road, the vehicle type and the reason for the travel. Drivers and passengers who are not wearing a seatbelt are highly likely, on seeing a police roadside checkpoint ahead, to fasten their seatbelt to avoid a penalty. Other similar complex driving behaviours such as unsafe overtaking, or dangerous driving are also complex behaviours. Complex behaviours tend to be most affected by specific deterrence (i.e. being apprehended and penalised).

General deterrence can be achieved during specific deterrence operations through targeted public awareness programmes highlighting the existence of enforcement and through activities such as utilising warning lights on marked and unmarked patrols while drivers are being issued infringements which serve as warnings to other drivers that police are active.

5.3. Maximising Road Policing Effectiveness

To reduce the prevalence of offences that cause or worsen road trauma, maximising the volume of enforcement is a critical element. There needs to be sufficient enforcement to achieve positive changes in road user behaviour.

It has been well established that there is a positive relationship between the amount of enforcement (the size of the dose) and the effect on crashes. The more enforcement, the larger the crash reduction.

Other essential elements include ensuring road policing is unpredictable as to time and location, proportionately focussed on high-risk times and locations, but network wide so that drivers come to expect that enforcement can occur 'anywhere and anytime'.

Focussing enforcement on a small number of sites results in predictability and a lack of general deterrence.

With respect to enforcement consistency, each of the 12 Districts should contribute proportionately to the road policing effort. The measures that are recommended include District measures and monitoring to identify when road policing is adequately meeting performance expectations. The review of current offence data demonstrates that there is significant variation in the quality of road policing delivery between Districts.

5.4. Performance Measurement Considerations

Maximising the level of enforcement is essential as the more often offending road users are caught and penalised, the less likely that the unsafe behaviour will be repeated and the greater the population-based effect on reducing road trauma. However historically, setting enforcement targets for the volume of infringements issued generates claims of quotas and a revenue raising motive. While the claims are false and there are no financial incentives for police to increase revenue, the 'noise' this can create is unproductive and undermines road policing and the road safety benefits that come from it. The single incentive for police to maximise their enforcement effort is to maximise their impact on reducing road trauma and prevent road crash death and serious injury.

The greatest gains are achieved, not through setting numeric targets, but through educating police officers about the relationship between their enforcement activity (e.g. speed and restraint infringements issued and breath tests administered) and its effect on reducing crash deaths and serious injuries. By comparing District performance, the impact of leadership, officer training and education, risk targeting and commitment to community road safety can be highlighted.

Educating police officers on how to maximise the positive impact of road policing and effective leadership are critical factors in improving road policing and are addressed in Recommendation 2.

Where relevant, information is provided on 'the anticipated level of enforcement' to provide an estimate of the level of offence detection that should occur within Districts, as a mechanism to assess the relative contribution to improving road safety that is occurring nationally and by District.

6. Recommendations for Measures

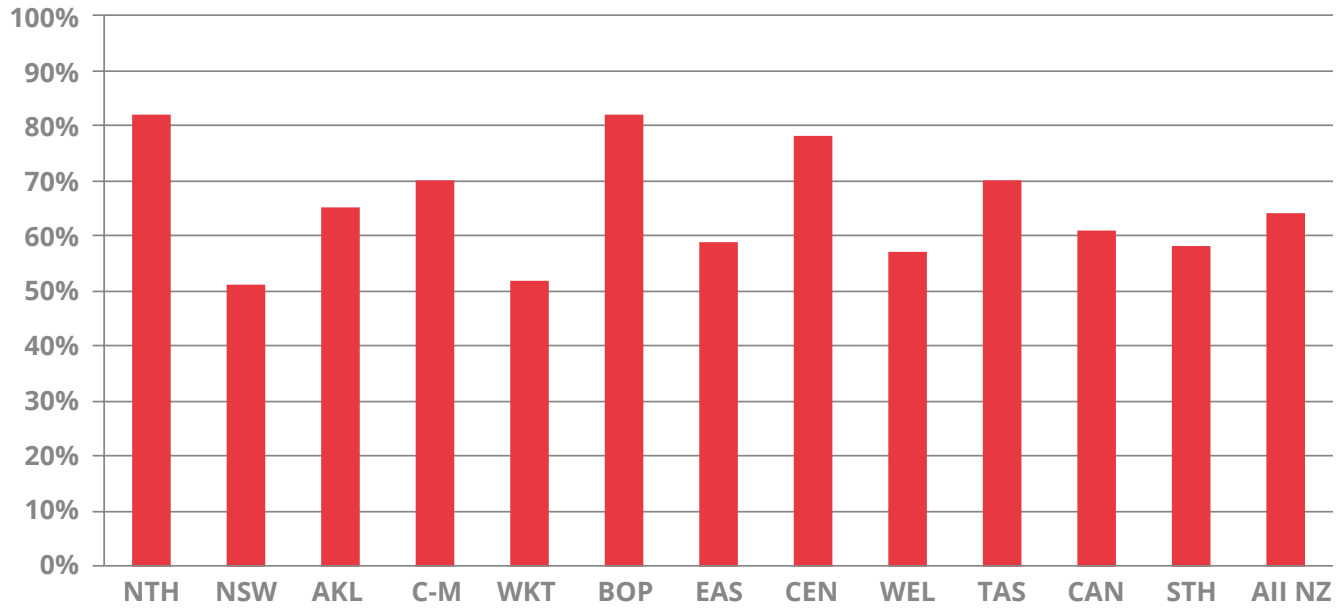
6.1. Accurately Reporting Crash Serious Injuries

Final outcome measures, as contained within the Road to Zero strategy, require accurately recorded DSI data to be collected and reported by Police.

Waka Kotahi has confirmed that serious injuries remain under-reported by police, with significant variations in District serious injury crash reporting accuracy. The data below reports the number of crash casualty hospital admissions of longer than 24 hours with a matching police crash record by District. Reporting ranges from a low of 53% in the Waitemata District, to a high of over 82% in the Northland and Bay of Plenty Districts. This simply means that in the Waitemata District, half of the serious crash injuries that occur are not being recorded by police.

The national reporting rate appears to be stable at around 60%, while reporting rates within Police Districts have shown significant variations over time. As examples, over the period between 2007 and 2021, the reporting rate in the Southern District has worsened while Central District has improved.

Graph 1 – Percentage of hospital discharges with matching crash record, more than one day's stay in hospital, by District, 2021



To ensure that all Police Districts accurately report crash casualty numbers, it is recommended that targets are included for each District to improve serious injury reporting. This will be measured by matching traffic crash report casualty information with crash casualty hospitalisation data as per existing practice.

RECOMMENDATION 1 – SERIOUS INJURY CRASH REPORTING

Districts to maintain serious crash injury reporting rates to the following levels by 31 December of each year:

- **2022 Serious injury reporting rate to meet or exceed 60%**
- **2023 Serious injury reporting rate to meet or exceed 70%**
- **2024 Serious injury reporting rate to meet or exceed 80%**

This measure will be assessed by matching the police reported serious injury crash casualties with crash casualty hospitalisations of 24 hours or longer.

Note 1: Advice can be provided to Districts on how to improve serious injury crash reporting. Both the Northland and Bay of Plenty Districts are currently achieving the final target (over 80%) and their practice could be shared with other Districts.

Note 2: The extent to which Districts are accurately reporting serious crash casualties should be factored into overall performance assessments, as poor reporting practices will unreliably indicate lower serious injury numbers than are occurring.

6.2. Road Policing Priority and Global Plan Recommendations

A global issue exists with the abstraction of road policing resource. Road policing officers are frequently redeployed on either a short or long-term basis to other policing priorities. Over recent years, non-road policing priorities have included counter terrorism, Covid issues, mental health response and general crime. This issue has been raised as one of particular concern across Europe as road trauma reduction targets are not being met.

This situation gave rise to a recommendation in the Global Plan – Decade of Action for Road Safety 2021 – 2030) to:

> ***"Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities."***

This recommendation also addresses two other global problem areas of inadequately trained police and a lack of up-to-date equipment.

A frequent problem is that of untrained or minimally trained police officers being placed into road policing on a temporary or rotational basis. Because they lack the necessary depth of education and training to effectively undertake road policing duties, their delivery is less that optimal and issues arise with incorrect use of equipment through lack of knowledge and training, lower productivity and or a focus on simply enforced non safety related regulatory enforcement (e.g. unlicenced vehicles, expired warrants of fitness etc).

The last issue relates to road policing equipment purchase and renewal not being supported by ring fenced and prioritised funding. This results in equipment not being purchased, renewed or repaired in a timely manner.

Recent public (News Article, 28 December 2021) criticism of road policing delivery by the Chair of Waka Kotahi highlights that the global issues with respect to police consistently focussing on road policing is occurring in New Zealand. A review of infringement, offence and breath testing data demonstrates that there has been a notable reduction in road policing activity and a corresponding increase in road trauma.

RECOMMENDATION 2 – ROAD POLICING DELIVERY STRUCTURE

1. **Establish a dedicated national road policing command structure utilising the 1070 dedicated road policing positions with District roles remaining in place as currently allocated but reporting to the national structure.**
2. **Establish road policing qualification training programmes for Constables and Leadership roles with an independently validated and approved syllabus.**
3. **Require road policing to be delivered by a defined percentage of qualified staff and those actively obtaining qualifications. Transitional arrangements to be arranged to allow time for training and qualification to occur.**
4. **Ring fence road policing related equipment funding to ensure it is dedicated to road policing related equipment purchase and replacement.**

6.3 Speed Enforcement

The proven relationship between excessive speed and serious crash risk is well established. Small reductions in mean speed across the population result in large decreases in road trauma. Regardless of what causes a crash, impact speed always decides injury severity.

Numerous peer reviewed studies have demonstrated that achieving speed reduction is essential to road trauma reduction and effective speed enforcement has a major impact.

To illustrate the impact, a 5 km/hour reduction in mean speeds reduces pedestrian deaths by 32% and overall serious trauma by 20%. A 1 km/hour reduction in mean speeds reduces crash risk by 3% and as a basic 'rule of thumb', a 5% decrease in average speed leads to approximately a 10% decrease in all injury crashes and a 20% decrease in fatal crashes.

Unlike drink driving, where 'general deterrence' is the most effective deterrence strategy, speeding behaviour is heavily affected by 'specific deterrence', which requires speeding drivers to be caught and penalised to deter future offending. This is an important and often overlook distinction. For this reason, highly visible speed enforcement has not proven to significantly reduce speeding beyond a short-term impact at the enforcement site. Effective deterrence requires speeding drivers to be regularly caught and penalised.

Effective deployment requires a high level of coordination between officer and speed camera deployment to maximise deterrence. Speed enforcement should involve a random and unpredictable pattern of deployment focussing on all speeding above the limit. Effective deployment practice includes:

- Mobile speed camera deployment supported with speed patrols/stationary officer detection occurring before and after the camera.
- Stationary officer detection supported with one or more speed patrols/stationary detection occurring before and after the initial officer.
- Successive mobile and stationary patrols using lasers and mobile mode radar deployed over long distances and coordinated across District and Area boundaries.
- Multiple mobile speed cameras deployed consecutively over several kilometres
- Single officer deployments
- Single mobile speed camera deployments
- Random use of marked and unmarked patrols

The intent of a highly variable deployment strategy is to ensure that speeding drivers cannot predict whether a single patrol or speed camera is operating, or multiple patrols further along the road at unpredictable spacing, using both marked and unmarked vehicles.

Deployment practices such as those described will increase the perceptions of enforcement unpredictability that will over time deter speeding, reduce mean speed and reduce road trauma.

Similarly, to random breath testing, speed enforcement must be random and unpredictable as to time and location. It should occur across the entire road network, but with higher levels of activity during times and days of the week of highest serious crash risk and at locations with higher rates of fatal and serious injury crashes.

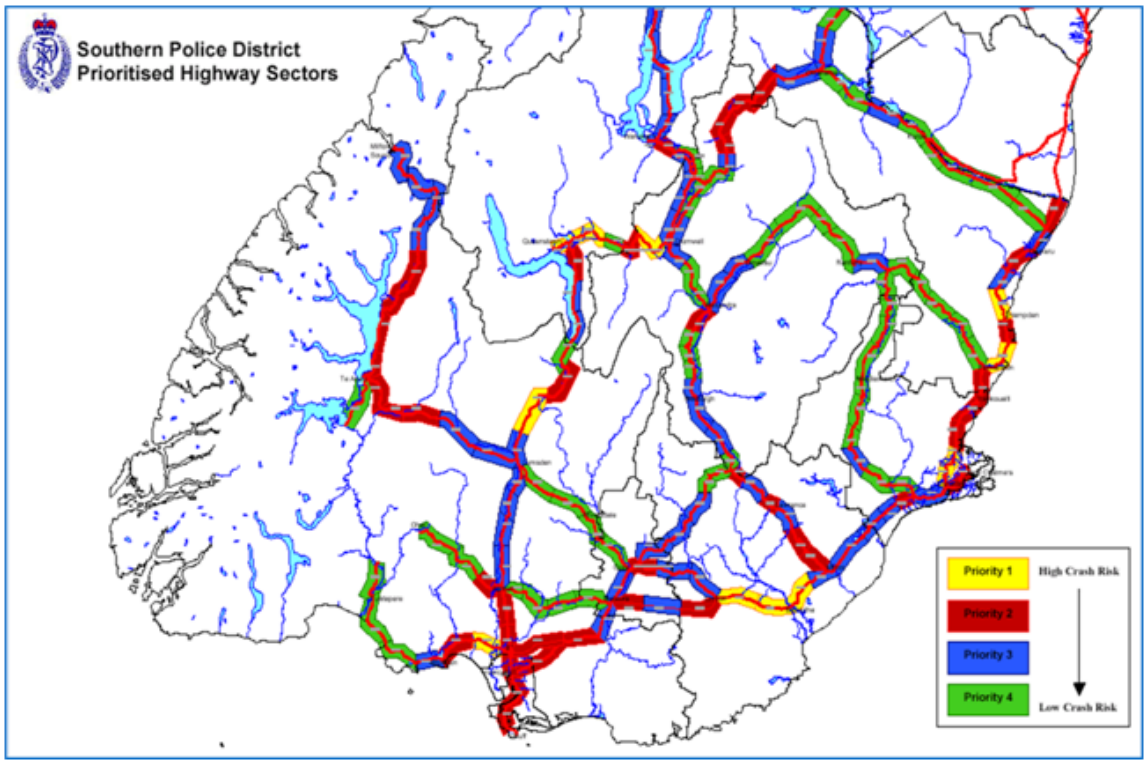


Diagram 1 shows the relative risk of stretches of state highway network across the Southern District, utilising serious crash data over the 1998 to 2002 period. Areas of highest risk are shaded yellow and lowest risk shaded green. Road policing was prioritised using such risk mapping. While the highest priority and therefore enforcement effort should be committed to the highest risk locations, serious trauma occurs in all sectors and all areas of the network should receive proportionate road policing. Data such as this should form part of the planning for speed enforcement.

Table 1 – Speed related fatal and injury crashes by hour band (New Zealand Crash Data 2009 - 2013)

Table 2 - Speed related fatal/injury crashes by hour band (New Zealand Crash Data)					n	Greater than average (91)		
2009-13	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**	**Total**
00:00-01:59	56	38	58	86	97	216	175	726
02:00-03:59	24	29	46	44	63	116	137	459
04:00-05:59	26	20	26	40	41	91	91	335
06:00-07:59	51	54	55	70	83	77	55	445
08:00-09:59	72	88	90	73	71	84	71	549
10:00-11:59	85	82	61	71	63	98	97	557
12:00-13:59	75	76	75	98	77	138	123	662
14:00-15:59	95	80	101	107	134	148	137	802
16:00-17:59	116	137	134	129	136	136	149	937
18:00-19:59	72	96	100	102	135	136	107	748
20:00-21:59	69	79	108	112	172	174	80	794
22:00-23:59	56	66	86	99	152	167	65	691
Total	797	845	940	1031	1224	1581	1287	7705

Table 1 shows high risk times for speed related fatal and injury crashes by time of day and day of the week. This type of information assists police to schedule officer and speed camera deployment. All times should receive attention; however the greatest proportion of enforcement should occur at the highest risk times.

Low threshold speeding

In many jurisdictions, enforcement tolerances are applied, with police enforcing speeding once a driver exceeds a certain tolerance above a speed limit. This effectively creates a de facto speed limit that is above the posted limited. Police should apply a minimal enforcement tolerance to ensure higher de-facto speed limits are not created as a consequence of applying higher tolerances. This can be monitored by reporting the percentage of officer issued infringements issued in the 1 – 10 km/hour band.

Review of existing District performance

A review of FSI crash data between 2017 and 2021, as it relates to the road types and speed limit on which it occurs, shows that trauma rates vary significantly between Districts.

Table 3 – Examples of District percentage of FSI crashes by road type and speed zone

District	State Hwy - speed limit ≥70 km/h	State Hwy – speed limit ≤ 60 km/h	Local road - speed limit ≥70 km/h	Local road – speed limit ≤ 60 km/h	Motorway
Northland	41%	7%	35%	17%	NA
Waikato	35%	4%	36%	25%	
Bay of Plenty	45%	4%	23%	28%	NA
Canterbury	23%	6%	27%	43%	1%

The data demonstrates that the focus of speed enforcement should be proportionate to District risk. As an example, in Northland with 76% of FSI collisions occurring in speed limit areas of 70 km/h and higher, these areas need to be a focus. However, the risk profile in Canterbury shows a relatively even risk across rural and urban areas. These variations mean that District speed enforcement should be targeted to local risk.

A review of District speed enforcement showed significant variation in productivity, targeting of low-level speeding and risk targeting. As an example, a review of 2021 infringement data showed that Waikato District FTEs issued 506 speed infringements per officer (a significant reduction from 2020) with 28% of infringements issued in the 1 – 10 km/h band and 74% of infringements issued in speed zones of ≥70 km/h, which closely reflects risk.

Conversely, the neighbouring Bay of Plenty District's productivity was less than half that of Waikato with just 206 speed infringements per FTE issued and only 6% of infringements issued in the 1 – 10 km/h band. The highest percentage of notices were issued at 21 km/h or more above the limit, indicating a dangerously high-speed tolerance is being applied. This directly works against effective speed reduction. Further, the Bay of Plenty District recorded a notable reduction in levels of speed enforcement across both urban and rural areas in 2021, with speed offence detections dropping from over 29,000 in 2016 to just over 19,000 in 2021.

Nationally, the most productive Districts during 2021 were Waikato, Canterbury and Tasman, while the lowest performing Districts were Eastern, Bay of Plenty and Wellington. The focus on low level speeding, where most trauma reduction benefit can be achieved, was also extremely variable, with the best performing being Waikato and all others performing poorly.

RECOMMENDATIONS 3 TO 8 – SPEED MANAGEMENT

Recommendation 3 - Mobile speed camera deployment hours should be assigned proportionately to each District on the basis of the number of funded FTE speed camera operators.

Recommendation 4 - Include a requirement for a review of speed camera sites to ensure wide network coverage.

Recommendation 5 - Review District speed camera deployment schedules to ensure deployment is risk based (day of week, time of day and location) and that deployment schedules are random and unpredictable and linked with officer deployment.

Recommendation 6 - Monitor speed offence detections by FTE by District to assess the relative contribution to road trauma reduction across each District.

Recommendation 7 - At least 28% of officer speed infringements to be issued within the 1 – 10 km/hour band (consistent with the current performance of the Waikato District).

Recommendation 8 - Speed enforcement to be delivered on a risk basis and deployment will target road types and speed limit zones on the basis of FSI crash risk assessment relevant to each District.

Anticipated level of officer speed offence detection

During 2020, Waikato District detected 667 speed offences per FTE (the highest District performance). Using this detection rate as the performance benchmark, the anticipated level of speed detection for each District has been calculated.

District	Anticipated annual officer speed detection
Northland	32,016
Auckland Region	185,426
Waikato	66,033
Bay of Plenty	62,031
Eastern	35,351
Central	60,030
Wellington	54,694
Tasman	28,014
Canterbury	60,030
Southern	42,021
National	**625,646**

6.4 Drink Driving

'General' rather than 'specific' deterrence is the most effective mechanism to reduce drink driving. Professor Ross Homel, an Australia based criminologist, developed what has become known as 'Homel's principles' to describe the key elements of effective drink drive prevention. These principles are described below, along with additional components that have been proven effective.

Urban Approach to CBT

Maximise the volume to random breath tests (ideal target of one breath test per licenced driver per year) using this framework:

- Highly Visible – Checkpoints to be highly visible, utilising booze buses/patrol cars, lighting and signage so that the public are routinely exposed to highly visible testing.
- Rigorously enforced – Everyone stopped must be tested without exception (e.g. taxis, buses, trucks etc).
- Sustained – The programme must operate continuously with a focus on 'high alcohol hours' (see explanation below)
- Well publicised – The programme is supported with a targeted public awareness programme directly supporting the police activity.
- Random and unpredictable scheduling – It is essential that potential alcohol impaired drivers cannot predict where and when police breath testing checkpoints will take place. Drivers must come to believe that being breath tested is inevitable and cannot be avoided. Police must adopt deployment practices that are not predictable in terms of time, day or location. Scheduling should ensure larger checkpoints operate in concert with smaller checkpoints/mobile patrols on back roads and alternative routes to prevent impaired drivers from taking routes that avoid detection. Locations should change frequently to avoid predictability.
- Risk based – Breath testing should be applied proportionately across the road network based on known alcohol related crash risk.

Rural Approach to CBT

In rural areas, the principles above apply, but with a significantly greater use of car based mobile testing (including unmarked patrol cars) across multiple changing locations to enhance unpredictability as to location and time.

Table 1 - Drink Driving Enforcement – High Alcohol Hours (2016 to 2020) *

2-hour band	Mon	Tue	Wed	Thu	Fri	Sat	Sun
12:00-1:59 am	55	51	68	73	101	233	300
2:00-3:59 am	34	36	42	58	70	157	261
4:00-5:59 am	23	28	20	39	44	138	159
6:00-7:59 am	38	40	33	57	60	76	91
8:00-9:59 am	44	39	46	54	49	45	66
10:00-11:59 am	37	23	31	44	30	72	55
12:00-1:59 pm	35	41	67	53	51	77	79
2:00-3:59 pm	82	78	84	85	102	93	98
4:00-5:59 pm	103	87	111	122	128	154	124
6:00-7:59 pm	89	109	134	128	176	188	154
8:00-9:59 pm	78	107	113	141	194	230	146
10:00-11:59 pm	72	94	142	165	287	304	93
Total	690	733	891	1019	1292	1767	1626

Red Shaded Time Periods - Extreme Risk Periods

Yellow Shaded Time Periods- High Risk Periods

Unshaded Time Periods - Lower Risk Periods

Table 1 shows 'high alcohol' hour crash periods. The data records the number of alcohol-related fatal and all injury (AFI) collisions by time period, shown in two-hour blocks across a week using five years of data between 2016 and 2020.

AFI crashes are not distributed evenly across each two-hour time of the week. The lowest risk periods have as few as 20 AFI crashes over a five-year period, while high risk periods have over 300. If AFI crashes were distributed evenly, the average would be 95 AFI crashes in each two-hour time period. Time periods that have AFI crashes that are 25% or higher than the theoretical average (119) are shaded yellow and depict 'high alcohol hours'. Extreme risk periods that are 100% higher than the average (more than 190 AFI crashes) are shown in red. Time periods that show medium to lower risk (i.e. lower alcohol hours) are unshaded.

Table 2 - Drink Drive Enforcement – Weekly Breath Testing Volumes 2019 – 2021 (18 months of data)

2-hour band	Mon	Tue	Wed	Thu	Fri	Sat	Sun
12:00-1:59 am	2295	2393	3776	4999	12097	42359	41280
2:00-3:59 am	1249	1525	1876	1783	2378	11028	13132
4:00-5:59 am	628	770	1056	883	957	1504	1981
6:00-7:59 am	2359	2821	4741	4145	5299	5032	4980
8:00-9:59 am	5854	7916	15014	11810	11484	12402	14133
10:00-11:59 am	7484	11278	24172	18744	18997	10875	11269
12:00-1:59 pm	7524	10907	20335	15193	15373	7928	7509
2:00-3:59 pm	8889	12038	22219	24764	18164	12348	12904
4:00-5:59 pm	9709	13138	32021	51894	38200	39960	26267
6:00-7:59 pm	10185	15760	51995	91139	108549	102365	17953
8:00-9:59 pm	11890	16779	72389	111532	143801	115900	14845
10:00-11:59 pm	4336	7462	22486	52046	99638	98740	4512
Total	72402	102787	272080	388932	474937	460441	170765

Table 2 data was provided by police and shows the number of breath tests conducted in two-hour periods across the week, using 18 months of data between 2019 and 2021. If breath testing was evenly distributed across each two-hour time period, there would be 23,123 breath tests conducted in each time period over 18 months. However, actual test rates range from a low of 628 (Mondays 6 am to 7.59 am) to a high of 143,801 (Fridays 8 pm – 9.59 pm). Time periods with testing rates occurring at double the average rate are shown in yellow and four times the average in red. Time periods with testing rates that are extremely low, given the risk, are shown in orange.

Breath testing should focus on high-risk AFI periods. While testing rates are correctly high prior to midnight on Thursday, Friday and Saturday nights, testing volumes fall significantly after midnight across these days of the week. Two peak risk periods (i.e. Saturday, midnight to 3.59 am and Sunday midnight to 5.59am) are the subject of minimal breath testing. The data demonstrates that greater testing volumes are required over extreme risk periods.

Breath testing conducted during high and extreme alcohol hours is highly effective at reducing AFI collisions. Conversely, breath testing conducted during low alcohol hours has been shown to have no measurable effect.

The data demonstrates that over the time period reviewed, police were not adequately targeting breath testing operations to key risk times and were conducting too much testing during lower risk periods.

Breath Testing Targets

The ideal target for breath testing would be one test per licenced driver per year. Data was provided to show the number of licenced drivers, by District, with a national total of 3,816,076 licenced drivers (i.e. Class 1, car learner, restricted and full). Allocating testing targets based on the number of licenced drivers was not considered practical, as police FTE allocations do not align.

A review of previous national breath testing levels recorded the highest breath testing volume occurring in 2013 with a total of 3,073,722 breath tests administered. Since 2013, the volume of tests have reduced by more than half, with police recording 1,380,039 and 1,521,571 in 2020 and 2021 respectively.

The annual volume of tests undertaken in 2021 by FTE varies from a low of 1,079 tests per FTE across the Auckland Region, to a high of 2,217 tests by FTE delivered within the Waikato District. At their peak in 2013, when police had approximately an additional 110 FTE positions, testing per FTE was approximately 2,930 breath tests per FTE.

While the ideal breath testing target would be approximately 3.8 million, given the current level of staff available, current performance and the need to significantly increase testing during high-risk periods, a national target of 2.5 million tests, or 2,665 tests per FTE is considered a reasonable and achievable target.

A review of alcohol related FSI crash data revealed significant District variation in where alcohol related road trauma occurs. For example, in the Northland District, 80% of alcohol related road trauma occurred on rural roads and 20% on urban roads. In Canterbury, 55% of FSI collisions on rural roads and 45% on urban roads. For Districts to effectively target their enforcement based on risk, their operations should be deployed to locations based on local alcohol related FSI crash risk.

RECOMMENDATIONS 9 TO 12 – DRINK DRIVE PREVENTION RELATED

Recommendation 9 - Number of passive breath tests and breath screening tests conducted

Target of 2.5 million annual breath tests, allocated on the basis of 2,665 tests per FTE, with District targets as follows:

District	Recommended breath test target
Northland	127,920
Auckland Region	740,870
Waikato	263,835
Bay of Plenty	247,845
Eastern	141,245
Central	239,850
Wellington	218,530
Tasman	111,930
Canterbury	239,850
Southern	167,893
National Total	2,500,000

Recommendation 10 - A minimum of 70% of all breath tests to be undertaken proportionately across high and extreme risk alcohol periods (as described previously).

Recommendation 11 - Independent annual review of District breath testing programmes assessing operational deployment practices, date, time, location and result data to confirm that the programmes are being effectively delivered (as described earlier). The review should test operational deployment practice against the criteria described in paragraph 6.4.

Recommendation 12 - Number of drink drive related offences detected by District as a ratio of all breath tests conducted and per funded FTE.

Note: The Drager 7510 breath testing device currently used by police can be used for passive, screening and evidential tests and records time, date, location (GPS coordinates) and test result data. This could be used for independent analysis of CBT programme effectiveness as described. Police have confirmed that there are no impediments to data from devices being mandatorily downloaded daily to ensure timely data availability.

Anticipated level of drink drive related offence detection

To develop the anticipated level of drink drive related offence detection, the number of breath tests conducted for each offence detected was calculated for the three year period from 2019 to 2021. Over this period, one offence was detected for each 66 breath tests conducted. This detection rate was used to calculate the anticipated level of drink drive related offence detection by District.

District	Anticipated annual drink drive offences
Northland	1,938
Auckland Region	11,225
Waikato	3,997
Bay of Plenty	3,755
Eastern	2,140
Central	3,634
Wellington	3,311
Tasman	1,695
Canterbury	3,634
Southern	2,543
National	**37,878**

6.5. Drug Driving

A review of drug driving shows there are very few offences detected with less than one offence detected per funded FTE during 2021. Offence detections have declined from a high of 798 offences in 2019 to 618 offences detected in 2021. A review of new drug driving related legislation and its impact on enforcement was outside the terms of this review. For this reason, the recommendation at this point is to measure drug driving related offence detection by FTE and by District and assess detection rates against presence of drugs as a contributing factor to FSI collisions.

RECOMMENDATION 13 - Number of drug impaired driving offences detected by District by funded FTE

Anticipated level of drug driving related offence detection

National drug-driving offence detection rates have ranged between 798 and 618 offences detected over the three-year period from 2019 to 2021. The National detection rate is 0.77 offences per FTE. However, in Northland District, the rate is notably greater at 2.63. Given the low offence detection overall, an anticipated detection level by District is not recommended, however an anticipated national level is included.

	Anticipated drug drive offences
National	723

6.6. Restraint Enforcement

The injury reduction impact achieved through use of seatbelts and child restraints is well established. Wearing a seatbelt reduces the risk of a fatality among drivers and front-seat occupants by 45–50%, and the risk of minor and serious injuries by 20% and 45% respectively. Among rear-seat occupants, seatbelts reduce fatal and serious injuries by 25%.

The effect of child restraints varies depending on the type of restraint used. A child up to four years of age has a 50% lower risk of injury in a forward-facing child restraint and 80% lower in a rear-facing seat. This compares with injury reduction of only 32% when an adult seatbelt is worn. For children aged five to nine years, child restraints reduce injury by 52%, whereas for seatbelts alone the reduction is only 19%. For older children aged 10–14 years seatbelts reduce injury by 46%.

A review of restraint offences detected shows a major reduction in enforcement activity over the past decade, which has progressively dropped from 70,682 offences detected in 2010 to a low of 34,559 in 2021, a reduction of 52%.

A review of District productivity shows major reductions in enforcement in all Districts, with the exception of Waikato, which has been relatively stable at around 5,800 offences per year.

As an example, 2021 restraint related infringement data is provided to demonstrate the relative enforcement rates by FTE by District.

Table 5 – Restraint infringements issued by District 2021 and infringements by FTE

District	Funded FTE	Restraint infringements	Restraint infringements per funded FTE	Ranking of enforcement effort
Northland	48	1910	40	6
Auckland Region	278	7702	28	9
Waikato	99	5882	59	1
Bay of Plenty	93	1892	20	10
Eastern	53	1810	34	7
Central	90	2664	30	8
Wellington	82	3544	43	4
Tasman	42	2255	54	2
Canterbury	90	4343	48	3
Southern	63	2587	41	5
National	938	34559	37	

District productivity in 2021 ranged from a high of 59 offences detected per FTE in the Waikato District to a low of 20 offences detected in Bay of Plenty District. By comparison, the Canterbury District had a productivity rate of 108 offences detected per FTE in 2010. The current national level of productivity means that per officer, just over one seatbelt infringement is issued per working week.

A review of FSI casualty data shows that over the three-year period from 2010 to 2012, there were annually on average 36 deaths and 97 serious injuries involving unrestrained vehicle occupants. In the three-year period from 2019 to 2021, the level of trauma increased to an annual average of 57 deaths and 125 serious injuries. Last year (2021), had the worst trauma levels in over a decade with 71 unrestrained occupants killed.

The reduction in seatbelt enforcement strongly correlates with a significant increase in the number of vehicle occupants killed or seriously injured who were not restrained at the time of their crash.

Effective seat belt enforcement should involve practices such as police officers stationary at the side of the roads where drivers slow (such as in town centres and intersections), which allow a clear view of whether vehicle occupants are safely restrained. When an offence is detected, the driver is stopped further down the road by other police and enforcement action is taken. There are other productive options for enforcement to be undertaken.

As with other enforcement types, a high level of sustained, random and unpredictable scheduling as to time and location is required to maximise deterrence. Police officers need to be educated about the need to dramatically increase their focus on improving restraint use to saves lives and prevent lifelong disabilities.

It is recommended that the number of restraint offences detected by funded FTE in each District is measured as a mechanism of highlighting the relative District effort in reducing trauma rates in un-restrained vehicle occupants.

RECOMMENDATION 14 - Number of restraint offences detected by District by funded FTE

Anticipated level of restraint related offence detection

To develop the anticipated level of restraint related offence detections, the 2021 detection rate of the best performing District (Waikato) of 59 offences per FTE has been used as the benchmark.

District	Anticipated annual restraint offences
Northland	2,832
Auckland Region	16,402
Waikato	5,841
Bay of Plenty	5,487
Eastern	3,127
Central	5,130
Wellington	4,838
Tasman	2,478
Canterbury	5,130
Southern	3,717
National	**55,342**

6.7. Distraction

A review of mobile phone infringement data shows steady increases in the volume of infringements issued with 40,987 notices issued nationally in 2021. Offences detected per FTE vary significantly with 74 offences per funded FTE in Canterbury while significantly lower levels of enforcement occurred in the Northland, Bay of Plenty and Eastern Districts.

Table 6 – 2021 Mobile phone infringements issued by District by FTE

District	Funded FTE	Mobile phone infringements	Mobile phone infringements per funded FTE	Ranking of enforcement effort
Northland	48	483	10	10
Auckland Region	278	15449	56	3
Waikato	99	5434	55	4
Bay of Plenty	93	1065	11	9
Eastern	53	670	13	8
Central	90	1546	17	7
Wellington	82	5356	65	2
Tasman	42	2296	54	5
Canterbury	90	6691	74	1
Southern	63	1988	32	6
National	938	40987	44	

Given the scale of improvement required across other key risk factors, it is recommended that result monitoring continue with a focus on the relative productivity of Districts attention to this behaviour.

RECOMMENDATION 15 - Number of cell phone offences detected by District by funded FTE

Anticipated level of distraction related offence detections

To develop the anticipated level of mobile phone related offence detections, the number of offences detected by FTE in the Canterbury District in 2021 (74) was used as the benchmark to calculate the anticipated number of offences by District.

District	Anticipated mobile phone related offences
Northland	3,552
Auckland Region	20,572
Waikato	7,326
Bay of Plenty	6,882
Eastern	3,922
Central	6,660
Wellington	6,068
Tasman	3,108
Canterbury	6,660
Southern	4,662
National	**69,412**

6.8. High Risk Drivers

Offences detected that broadly meet the 'high risk driver' definition were reviewed over the period from 2010 to 2021. Offences in the D and F precedent code series[1] and all relevant driver licence related offences[2] were reviewed. The D and F series include dangerous and careless driving, failing to give way, unsafe overtaking, and a variety of other driver behaviour offences. Driver licence offences are as defined in Annex 2.

A review of offences detected in the D & F series showed that annually between 2010 and 2016, on average 87,700 offences were detected. After 2016, offence detection progressively fell and resulted in just 60,548 offences detected in 2021.

Driver licence related offences detected reached a high of over 50,000 offences between 2014 and 2016, but consistently declined after that period and reduced by 44%, with just over 28,000 offences detected during 2021.

Offences in these categories are often a by-product of other enforcement activity and crash investigation. For example, frequent breath testing, speed and restraint enforcement results in identifying driver licence related offences. Active mobile speed enforcement will often identify other serious behavioural offences such as unsafe overtaking and other dangerous and careless driving behaviour.

Crash attendance and thorough investigation will often result in infringements being issued for offences in these categories. The major reductions in enforcement in these areas are consistent with overall reductions in road policing activity.

Continuing to monitor relative District productivity by assessing relative detection rates across Districts is an important mechanism to monitor enforcement effectiveness.

RECOMMENDATION 16 - Number of high-risk driver offences detected by District by funded FTE

[1] Annex 2 provides a complete list of all D and F series offences.

[2] Annex 2 provides a list of those driver licence offences included.

Anticipated level of high-risk driver related offence detection

To develop the anticipated level of High-Risk driver offences, D & F series offences and specific driver licence related offences (described in Annex 2) were included.

Average annual offence detection for the most productive three-year period (2014 to 2016) was assessed for D & F series and driver licence offences to calculate anticipated annual offences in each category. Over this period, an annual average of 95,333 offences were detected with an average offence detection rate of 101 offences per FTE. This figure was used to calculate the anticipated number of D & F offences by District.

For the driver licence related series, the same 2014 to 2016 time period was assessed which achieved an annual average of 50,335 offence with an average offence detection rate of 54 driver licence offences per FTE. This figure was used to calculate the anticipated number of driver licence offences by District.

District	Anticipated annual D & F offences	Anticipated annual driver license offences
Northland	4,848	2,592
Auckland Region	28,078	15,012
Waikato	9,999	5,346
Bay of Plenty	9,393	5,022
Eastern	5,353	2,862
Central	9,090	4,860
Wellington	8,282	4,428
Tasman	4,242	2,268
Canterbury	9,090	4,860
Southern	6,363	3,402
National	94,738	50,652

6.9 Warnings

An extensive review was conducted by the Global Road Safety Partnership in 2020 on effective road safety related penalties (GRSP Penalties Review). The review was not able to find evidence to support the use of police issued warnings to offending drivers and they did not provide effective deterrence.

There was some limited value identified in warning drivers of future penalties if continuing to offend, such as in the case of alerting drivers who have accumulated demerit points that further offending will result in driver licence suspension. However, no deterrent value was found for providing warnings in place of penalties.

Warnings should be restricted to exceptional circumstances that gave rise to the offending. For example, travelling over a speed limit in the case of a medical emergency. Warnings should not be routinely used.

RECOMMENDATION 17 – For reasons as explained, warnings are not recommended and should be discouraged unless 'exceptional' circumstances exist.

6.10. Additional Measures

`Vehicle stops` were included in earlier measures but of themselves are not considered to be of value. High value activity includes breath testing and penalising road users when offences are detected that cause or worsen road trauma. Monitoring breath testing and productivity provide high value measures.

RECOMMENDATION 18 - Effective behaviour change mechanisms are breath tests conducted and offences detected that are addressed in earlier measures. Vehicle stops of themselves are not a high value measure and it is recommended they are not used.

6.11. Targeted Public Awareness Programmes

Public awareness programmes of themselves do not tend to be an effective mechanism to improve driving behaviour. The World Health Organisation's advice is that:

> ***Road safety campaigns influence behaviour when used in conjunction with legislation and law enforcement. However, when used in isolation education, information and publicity generally do not deliver tangible and sustained reductions in deaths and serious injuries.***

When combined with enforcement, targeted public awareness programmes have a positive impact by enhancing the enforcement effect. This is best achieved by ensuring that there a base level of sustained enforcement (e.g. drink driving, speed and restraints) and police increase their focus in one enforcement area, for example, drink driving, during the period of the campaign to generate heightened public awareness which enhances general deterrence.

RECOMMENDATION 19 - Districts to contribute additional enforcement activity over agreed national campaign periods that align with public awareness programmes (as agreed between Police and Waka Kotahi NZTA)

7. Summary

For review and discussion.

Dave Cliff ONZM MStJ
Chief Executive

Annex 1 - Comments on existing measures and summary of recommendations:

	2022/23 Desired Activity Level	2023/24 Desired Activity Level	2024/25 Desired Activity Level
Serious Injury Crash Reporting			
Recommendation 1: ***Districts to maintain serious crash injury reporting rates to the following levels by 31 December of each year:*** ***Note: This measure will be assessed by matching the police reported serious injury crash casualties with crash casualty hospitalisations of 24 hours or longer.***	***Serious injury reporting rate to increase to at least 60%***	***Serious injury reporting rate to increase to at least 70%***	***Serious injury reporting rate to increase to at least 80%***
Road Policing Structure, Training and Equipment			
Recommendation 2: 1. ***Establish a dedicated national road policing command structure utilising the 1070 dedicated road policing positions with District roles remaining in place as currently allocated but reporting to the national structure.*** 2. ***Establish road policing qualification training programmes for Constables and Leadership roles with an independently validated and approved syllabus.*** 3. ***Require road policing to be delivered by a defined percentage of qualified staff and those actively obtaining qualifications. Transitional arrangements to be arranged to allow time for training and qualification to occur.*** 4. ***Ring fence road policing related equipment funding to ensure it is dedicated to road policing related equipment purchase and replacement.***			

Speed Management			
Mobile camera deployment activity (hours)	80,000	80,000	80,000
Recommendation 3: ***Mobile speed camera deployment hours should be assigned proportionately to each District on the basis of the number of funded FTE speed camera operators.***	***Monitor assigned hours of mobile speed camera delivery by District***	***Monitor assigned hours of mobile speed camera delivery by District***	***Monitor assigned hours of mobile speed camera delivery by District***
Number of camera issued speed camera offences (mobile and static)	Monitored for operational purposes only	Monitored for operational purposes only	Monitored for operational purposes only
Recommendation 4: ***Include a requirement for a review of speed camera sites to ensure adequate network wide coverage.***	***Number of speed camera sites reviewed and expanded as required***	***Number of speed camera sites reviewed and expanded as required***	***Number of speed camera sites reviewed and expanded as required***
Recommendation 5: ***Review District speed camera deployment schedules to ensure deployment is risk based (day of week, time of day and location) and that deployment schedules are random and unpredictable and aligned with officer deployment.***	***Monitor speed camera deployment schedules to ensure they are risk based and that deployment schedules are random and unpredictable***	***Monitor speed camera deployment schedules to ensure they are risk based and that deployment schedules are random and unpredictable***	***Monitor speed camera deployment schedules to ensure they are risk based and that deployment schedules are random and unpredictable***
Number of officer issued speed offences *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*
Recommendation 6: ***Monitor speed offence detections by District by FTE to assess the relative contribution to road trauma reduction by each District.*** ***Note: Speed offence detection per FTE of the highest performing Districts is 2021 ranged from 416 to 506 speed infringements. District productivity per FTE is expected to at least fall within this range (i.e. that achieved by Waikato, Tasman and Canterbury)***	***Monitor speed offences detected by funded FTE by District***	***Monitor speed offences detected by funded FTE by District***	***Monitor speed offences detected by funded FTE by District***
Percentage of officer issued speed offences between 1 – 10 km/h	15% Not recommended	15% Not recommended	15% Not recommended
Recommendation 7: ***At least 28% of speed infringements to be issued within the 1 – 10 km/hour band (consistent with the current performance of the Waikato District).***	***28%***	***28%***	***28%***
Percentage of officer issued speed offences notices which are rural *Not recommended*	70% *Not recommended*	70% Not recommended	70% Not recommended

Recommendation 8: ***Officer based speed enforcement to be delivered on a risk basis and deployment will target road types and speed limit zones on the basis of a FSI crash risk assessment relevant to each District.***	***Proportion of speed offences detected monitored by road classification and speed zone category to validate alignment to FSI crash risk.***	***Proportion of speed offences detected monitored by road classification and speed zone category to validate alignment to FSI crash risk.***	***Proportion of speed offences detected monitored by road classification and speed zone category to validate alignment to FSI crash risk.***
Drink Driving			
Number of passive breath tests and breath screening tests conducted	3,000,000 Not recommended	3,000,000 Not Recommended	3,000,000 Not recommended
Recommendation 9: ***Number of passive breath tests and breath screening tests conducted***	***2,500,000***	***2,500,000***	***2,500,000***
Recommended District targets:	**Northland 127,920** **Auckland Region 740,870** **Waikato 263,836** **Bay of Plenty 247,845** **Eastern 141,245** **Central 239,850** **Wellington 218,530** **Tasman 111,930** **Canterbury 239,850** **Southern 167,893** ***Note: This equates to each FTE undertaking around 68 breath tests each working week (presumes 1546 productive officer hours per year).***	**Northland 127,920** **Auckland Region 740,870** **Waikato 263,836** **Bay of Plenty 247,845** **Eastern 141,245** **Central 239,850** **Wellington 218,530** **Tasman 111,930** **Canterbury 239,850** **Southern 167,893**	**Northland 127,920** **Auckland Region 740,870** **Waikato 263,836** **Bay of Plenty 247,845** **Eastern 141,245** **Central 239,850** **Wellington 218,530** **Tasman 111,930** **Canterbury 239,850** **Southern 167,893**

Recommendation 10: ***A minimum of 70% of all breath tests to be undertaken proportionately across high and extreme risk alcohol periods.*** ***Note: High and extreme risk alcohol periods described below.***	***Monitor the proportion of all breath tests undertaken during high and extreme risk alcohol periods by District.***	***Monitor the proportion of all breath tests undertaken during high and extreme risk alcohol periods by District.***	***Monitor the proportion of all breath tests undertaken during high and extreme risk alcohol periods by District.***
Recommendation 11: ***Independent annual review of District breath testing programmes assessing operational deployment practices, date, time, location and result data to confirm that the programmes are being effectively delivered. The review should test operational deployment practice against the criteria described in paragraph 6.4.***	***Annual review of District breath testing programmes against agreed effectiveness criteria.***	***Annual review of District breath testing programmes against agreed effectiveness criteria.***	***Annual review of District breath testing programmes against agreed effectiveness criteria.***
Number of excess alcohol offences *Not recommended*	Monitored for operational purposes only	Monitored for operational purposes only	Monitored for operational purposes only
Recommendation 12: ***Number of drink drive related offences detected by District as a ratio of all breath tests conducted by each District and per funded FTE.***	***Monitor drink drive related offences by FTE and as to ratio to breath tests conducted by District***	***Monitor drink drive related offences by FTE and as to ratio to breath tests conducted by District***	***Monitor drink drive related offences by FTE and as to ratio to breath tests conducted by District***
Drug Driving			
Number of drug impaired driving offences *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*
Recommendation 13: ***Number of drug impaired driving offences detected by District by funded FTE***	***Monitor drug impaired driving offences detected by funded FTE by District***	***Monitor drug impaired driving offences detected by funded FTE by District***	***Monitor drug impaired driving offences detected by funded FTE by District***
Restraints			
Number of restraint offences	60,000 Not recommended	60,000 Not recommended	60,000 Not recommended
Recommendation 14: ***Number of restraint offences detected by District by funded FTE*** ***Note: Restraint offences per FTE detected by the Waikato and Central Districts in 2021 were 59 and 48 offences respectively. This equates to each FTE detecting between 1.23 and 1.5 offences each working week (presumes 1546 productive hours per year).***	***Monitor restraint offences detected by funded FTE by District***	***Monitor restraint offences detected by funded FTE by District***	***Monitor restraint offences detected by funded FTE by District***

Distraction			
Number of cell phone offences *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*
Recommendation 15: ***Number of cell phone offences detected by District by funded FTE***	***Monitor cell phone offences detected by funded FTE by District***	***Monitor cell phone offences detected by funded FTE by District***	***Monitor cell phone offences detected by funded FTE by District***
High Risk Driver			
Number of high-risk driver offences *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*
Recommendation 16: ***Number of high risk driver offences detected by District by funded FTE***	***Monitor high risk driver offences detected by funded FTE by District***	***Monitor high risk driver offences detected by funded FTE by District***	***Monitor high risk driver offences detected by funded FTE by District***
Number of high-risk drivers identified and engaged by District *Not recommended -*	1,700 *Not aware of evidence to support this approach. There is evidence to support certain Court ordered rehabilitative programmes.*	1,700	1,700
Number of supported resolutions referrals: • *Compliance offered (all offence types) • Referral to driver licence programme • Referral to Te Pae Oranga	Monitored for operational purposes only **Unclear if the police compliance policy has changed? However, compliance could previously only be offered for specific offence types and not all offence types.*	Monitored for operational purposes only	Monitored for operational purposes only

Warnings			
Written Traffic Warnings – *Not recommended*	Monitored for operational purposes only	Monitored for operational purposes only	Monitored for operational purposes only
Recommendation 17: ***For reasons explained within the 'Recommendations Report', warnings are not recommended and should be discouraged unless 'exceptional' circumstances exist.***			
Additional Measures			
Number of traffic stops - *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*	Monitored for operational purposes only *Not recommended*
Recommendation 18: ***Effective behaviour change mechanisms are breath tests conducted and offences detected that are addressed in earlier measures. Vehicle stops of themselves are not a high value measure and it is recommended they are not used.***			
Numbers of RIDS operations - *Not recommended*	50 *Not recommended*	50 *Not recommended*	50 *Not recommended*
Targeted Public Awareness Campaign Alignment			
Recommendation 19: ***Districts to contribute additional enforcement activity over agreed national campaign periods that align with public awareness programmes (as agreed between Police and Waka Kotahi NZTA)***	***Monitor enforcement activity by District over national campaign periods (e.g. additional breath testing, speed or restraint enforcement)***	***Monitor enforcement activity by District over national campaign periods (e.g. additional breath testing, speed or restraint enforcement)***	***Monitor enforcement activity by District over national campaign periods (e.g. additional breath testing, speed or restraint enforcement)***

Annex 2 – Descriptions of D and F Series and High-Risk Driver Licence Offences

D101 Operated a vehicle recklessly
D102 Recklessly caused death or injury
D104 Recklessly caused injury
D105 Recklessly caused death
D201 Drove a motor vehicle in a dangerous manner
D202 Drove dangerously causing death or injury
D204 Aided driving in a dangerous manner
D205 Party to driving in a dangerous manner causing injury
D206 Drove dangerously causing injury
D207 Drove dangerously causing death
D301 Drove a motor vehicle at a dangerous speed
D350 Operated vehicle in race or exhibition of speed or acceleration
D351 Operated a motor vehicle causing sustained loss of traction
D352 Poured placed or allowed slippery substance to spill on road
D353 Unnecessary exhibition of speed or acceleration causing death or injury
D354 Sustained loss of traction causing death or injury
D355 Party to operation of vehicle in race/exhibition of speed/acceleration
D356 Party to operation of vehicle causing sustained loss of traction
D357 Party to exhibition of speed or acceleration causing death or injury
D358 Party to sustained loss of traction causing death or injury
D359 Operated a vehicle in breach of anti-cruising bylaw - Christchurch
D360 Party to operating a vehicle in breach of anti-cruising bylaw - Chch
D361 Unnecessary exhibition of speed or acceleration causing injury
D362 Unnecessary exhibition of speed or acceleration causing death
D363 Sustained loss of traction causing injury
D364 Sustained loss of traction causing death
D365 Party to exhibition of speed or acceleration causing injury
D366 Party to exhibition of speed or acceleration causing death
D367 Party to sustained loss of traction causing injury
D368 Party to sustained loss of traction causing death
D369 Used vehicle in race/exhibit of speed or acceleration – 3rd or sub in 4 yrs
D370 Operated vehicle causing sustained loss of traction – 3rd or sub in 4 yrs
D371 Exhibition of speed or acceleration causing injury – 3rd or sub in 4 yrs
D372 Exhibition of speed or acceleration causing death – 3rd or sub in 4 yrs
D373 Sustained loss of traction causing injury – 3rd or subsequent in 4 yrs
D374 Sustained loss of traction causing death – 3rd or subsequent in 4 yrs
D375 Operated a vehicle in breach of anti-cruising bylaw – Auckland
D376 Party to operating a vehicle in breach of anti-cruising bylaw – Auckland

D401 Operated a vehicle inconsiderately
D402 Slow vehicle or inconsiderate driving impeded traffic
D404 Impeded a light rail vehicle
D405 Passed stationary school bus without due care
D406 Driver of light rail vehicle impeded other traffic
D501 Carelessly opened or closed door
D502 Operated a vehicle carelessly
D503 Careless or inconsiderate driving causing death or injury (on a road)
D505 *Aggravated careless driving causing death or injury*
D512 *Aided and abetted careless use*
D519 Aided and abetted careless driving causing death
D520 Aided and abetted careless driving causing injury
D521 Careless operation causing death (not on a road)
D522 Careless operation causing injury (not on a road)
D523 Careless or inconsiderate vehicle operation causing injury (on a road)
D524 Careless or inconsiderate vehicle operation causing death (on a road)
D525 Aggravated careless driving causing death
D526 Aggravated careless driving causing injury
D601 Cut in when overtaking
D603 Passed at railway level crossing
D604 Passed with less than 100 metres of visibility
D605 Attempted to pass with less than 100 metres visibility
D608 Overtook on right at intersection and encroached into opposing lane
D609 Overtook on right at intersection unsafe manoeuvre
D610 Overtook another vehicle insufficient clear road
D611 Overtook across flush median
D701 Failed to keep to the left
D702 Failed to drive entirely within lanes
D703 Failed to keep left of no passing line when passing or attempting to pass
D704 Unsafe changing of lanes
D705 Failed to keep left throughout left hand turn
D706 Failed to move to the left when turning left
D707 Failed to move to the right when turning right
D708 Failed to turn into correct position after turning right
D709 Drove in unavailable lane overhead traffic signal
D710 Drove in lane over centre line (2 way - 2 lane)
D711 Drove in a lane right side of centre line (2 way 3 lanes)
D712 Drove in unavailable lane centre lane (2 way - 3 lane)
D713 Drove in unavailable lane wrong side no pass line (not overtaking)
D714 Drove in lane on wrong side of traffic cones
D715 Cut corner turning right

D717 Failed to use slow vehicle bay
D718 Failed to continue to use slow vehicle bay
D719 Unauthorised use of special vehicle lane
D720 Turning vehicle impeded light rail vehicle
D721 Unsafe passing manoeuvre
D722 Inconsiderate passing manoeuvre
D723 Unlawfully passed on left
D724 Passed vehicle at school crossing point
D725 Passed within 60 metres of a railway level crossing
D726 Drove in an emergency stopping lane
D727 Drove on lawn garden or other cultivation
D801 Failed to give way to a vehicle on the right
D802 Failed to give way when turning - other vehicle not turning
D803 *Failed to give way turning left - other vehicle turning right*
D804 Turned at lights - failed to give way to straight through traffic
D805 Turned left at lights – failed to give way to right turning right
D807 *Left turning driver failed to give way to vehicle turning right*
D808 *Failed to give way when changing lanes - other vehicle not changing*
D809 Turned right at lights – failed to give way to vehicle turning left
D810 Failed to give way to road user on footpath, cycle path, or shared path
D811 Right turning driver failed to give way to vehicle turning left
D812 Driver on terminating road failed to give way to vehicle on continuing road
D813 Driver exiting driveway failed to give way to vehicle on roadway
D901 Speed too great to stop in half visible road not laned
D902 Speed too great to stop in length of lane visible
D903 Speed too great to stop short or sudden stop by other vehicle
D904 Followed too close - 40 to 50 kilometres an hour
D905 Followed too close - 50 to 60 kilometres an hour
D906 Followed too close - 60 to 70 kilometres an hour
D907 Followed too close - 70 to 80 kilometres an hour
D909 Driver in convoy failed to leave space
D910 Followed too close - 80 kilometres an hour or more
D911 Followed too close - 90 kilometres an hour or more
F101 Failed to stop for red flashing lights
F103 Driver turning at lights failed to give way to pedestrian
F106 Failed to comply yellow traffic signal (vehicles)
F108 Pedestrian failed to comply with traffic signals
F110 Failed to comply with red traffic signal (vehicles)
F112 Failed to comply with yellow arrow traffic signal (vehicles)
F113 Turned at traffic lights against a red arrow
F115 Failed to comply with yellow T or B traffic signal

F116 Failed to comply with red T or B traffic signal

F117 *Drove the wrong way on a one-way road*

F118 Made a prohibited U turn

F119 Made a prohibited right or left turn

F120 Failed to comply with a no entry sign

F121 Driver turning at lights failed to give way to mobility device

F122 Driver turning at lights failed to give way to wheel recreational device

F123 Wheeled device rider failed to comply with traffic signals

F124 Failed to comply with Road Closed sign

F201 Failed to stop at stop sign

F202 Failed to give way at stop sign

F203 Failed to stop at railway crossing stop sign

F204 Failed to remain stopped at railway crossing stop sign

F205 Entered blocked railway crossing

F207 Passenger vehicle failed to stop at level crossing

F208 Vehicle carrying explosives failed to stop at railway crossing

F209 Carrying flammable liquid failed to stop at railway crossing

F211 Failed to give way at level crossing

F212 Failed to stop for a hand-held stop sign

F213 Failed to remain stopped for a hand-held stop sign

F214 Failed to give way entering roundabout

F215 Entered roundabout in wrong lane – early exit

F216 Entered roundabout in wrong lane –exit halfway

F217 Entered roundabout in wrong lane –late exit

F218 Failed to indicate left turn at roundabout

F219 Failed to indicate right turn at roundabout

F220 Failed to comply with rail barrier arms

F221 Risky crossing of level crossing - animal or vehicle

F222 Failed to stop for red signal at level crossing

F223 Driver failed to give way to rail vehicle

F224 Pedestrian – risky crossing of level crossing

F225 Failed to indicated left turn at roundabout - late exit

F226 Failed to give way at a One-way Give-way sign

F227 Failed to signal intention to stop or reduce speed

F228 Failed to signal intention to move to the right

F229 Failed to signal intention to move to the left

F301 Failed to give way at a give way sign

F401 Failed to give at a pedestrian crossing

F402 Passed vehicle stopped at pedestrian crossing

F403 Failed to stop and remain stopped for school patrol

F404 Blocked a pedestrian crossing

F405 Failed to give way to pedestrian at shared zone

F501 Failed to stop or make way for siren

F502 Failed to make way for blue – red beacons

F503 Failed to make way for vehicle escorted by enforcement officer

F504 Failed to make way for medical person

F505 Failed to make way for pilot or overdimension vehicle

F601 Failed to comply with directional arrows

F602 Incorrectly entered a motorway

F603 Made a U turn on motorway

F604 Entered a blocked intersection

F605 Increased speed at intersection

F608 Reversed on motorway

F609 Incorrectly entering, crossing or leaving a motorway

F610 Used Onewa Road contrary to traffic signs

Driver Licence Offences counted within the 'High Risk' driver category

The offences included offences for driving without a licence, driving while disqualified, driving while licence suspended or revoked and driving after being previously forbidden to drive until a licence had been obtained.

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For more information about how to join the Global Road Safety Partnership please visit our website **www.grsproadsafety.org**

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