

CAS and NZ Police

Using evidence to drive activity

STRATEGIC OVERVIEW

RoadPolicing

Policing our roads is all about...



Saving lives
Reducing injury



RoadPolicing

Today on New Zealand roads

- A person dies every 20 hours 40 minutes.
- A person is injured every 35 minutes.
- Someone is admitted to hospital every 72 minutes.
- A pedestrian is injured or killed every 8 hours 45 minutes.
- A cyclist will be injured or killed every 10 hours 40 minutes.
- A motorcyclist will be injured or killed every 8 hours 55 minutes.

There will be a crash somewhere in New Zealand every 13 minutes.

Road Safety Trends

- New Zealanders are more likely to die violently from a road crash than any other cause.
- Every day, 3000 people die from road crashes worldwide – every year 1.2 million.
- Road crashes are the single largest cause of unintentional death in the first five decades of life.
- You are ten times more likely to die on the roads than in any other way.



Some comparisons

- In 1973, 843 died on the roads.
- As recently as 1987 the death toll was 795.
- The drop in the road toll is in spite of huge increases in population, car ownership and travel.
- If we were still killing each other at the same rate today as in 1973, the road toll would be about 1750 per year.

Crash attendance and investigation

- New Zealand Police are required to attend and report on traffic crashes in New Zealand
- Police report all crashes by way of a Traffic Crash Report (TCR)
- SCU provides a further report on fatal and serious crashes
- Those TCR's and SCU reports are entered in to the CAS database

Traffic Crash Reports

Enter 'crash time' and 'officer arrival time' or 'didn't attend'

Note that the driver is not a passenger

Distance and direction from side of road is critical

Show results of alcohol test, if known; otherwise, indicate 'tested'

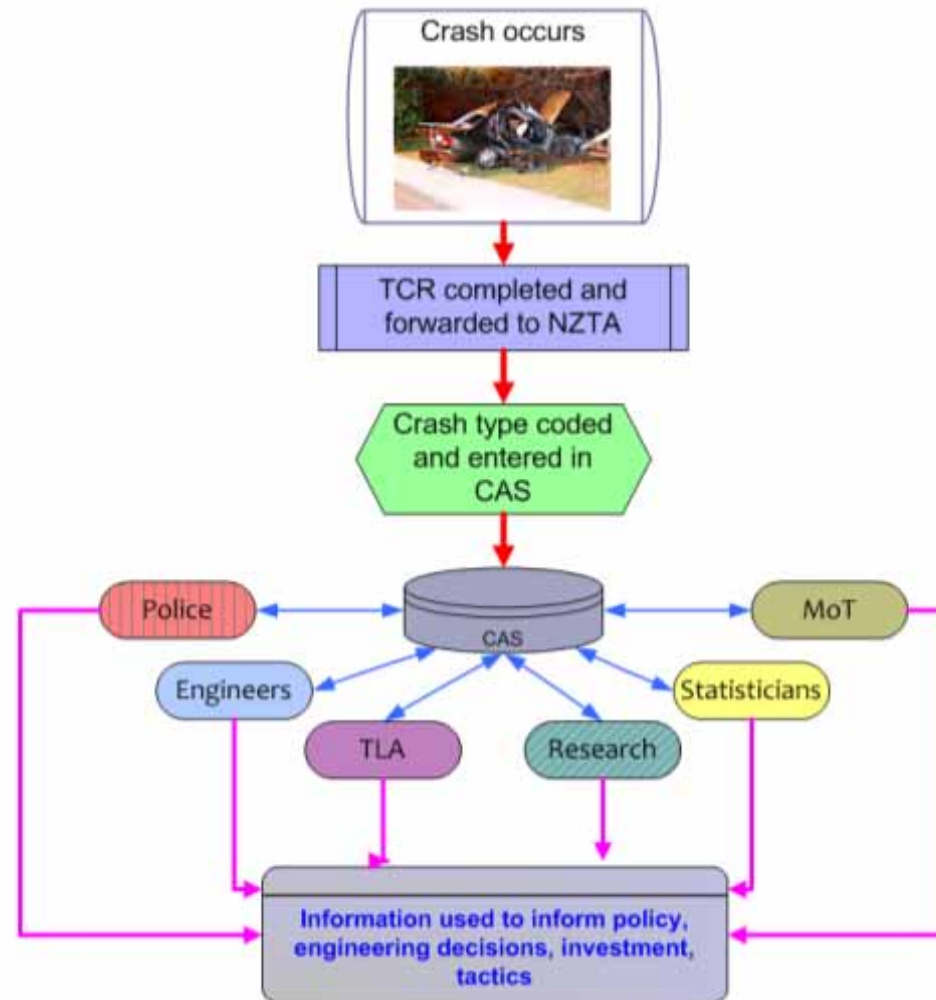
Get clear descriptive statements

Show paths of vehicles

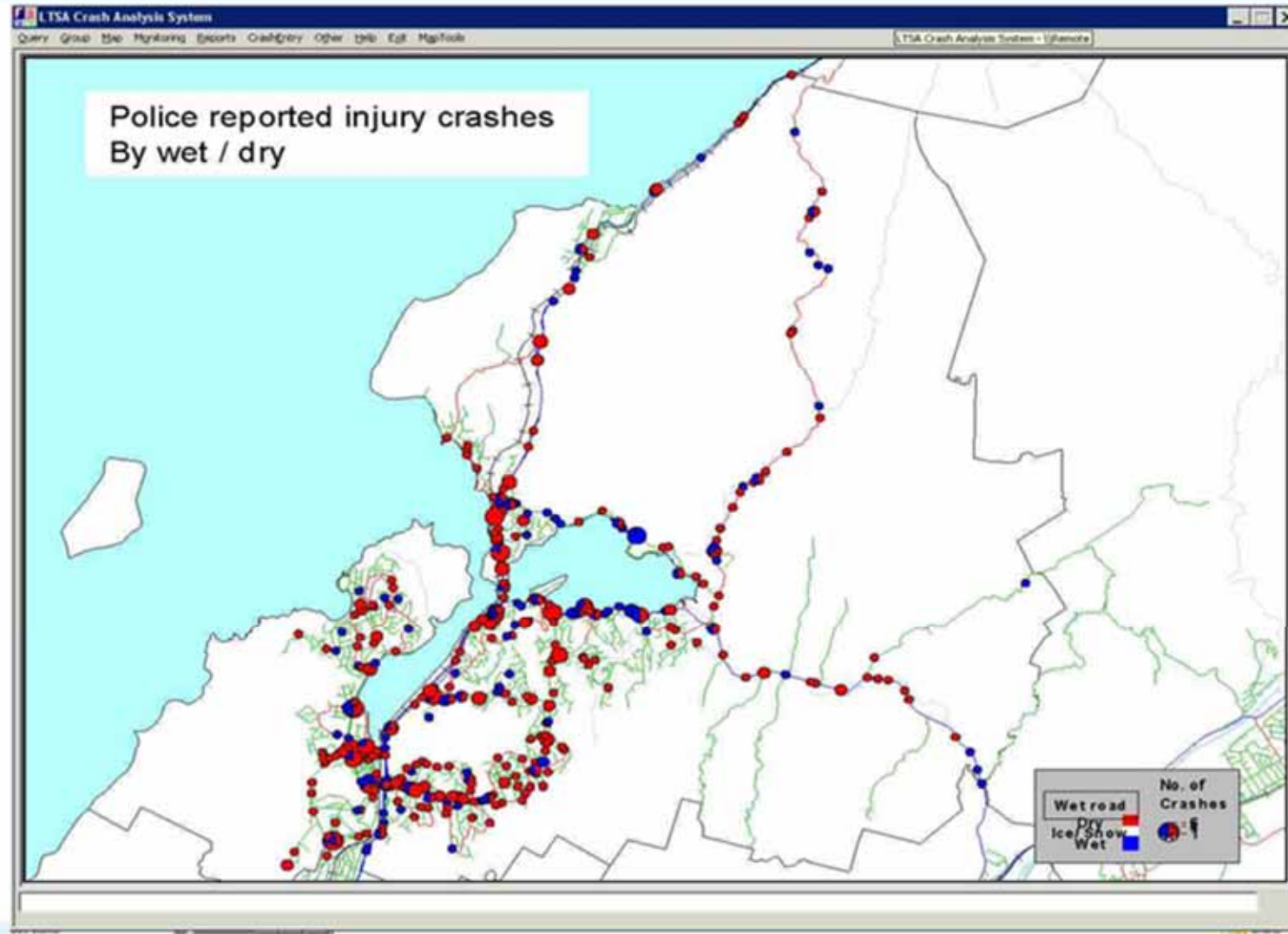
Give clues to location



Reporting Crashes



Crash Analysis System



Police Site Reports

Site Name: 7672 - Te Aro

Total Injury Crashes: 303

Total Non-Injury Crashes: 1056

Deaths: 2

Serious Injuries: 58

Minor Injuries: 293

| Crash Movement | Number | % |
|------------------------------------|-------------|--------------|
| Overtaking Crashes | 163 | 12 |
| Straight Road Lost Control/Head On | 29 | 2 |
| Bend - Lost Control/Head On | 88 | 6 |
| Rear End/Obstruction | 595 | 44 |
| Crossing/Turning | 302 | 22 |
| Pedestrian Crashes | 166 | 12 |
| Miscellaneous Crashes | 16 | 1 |
| Total | 1359 | 100 % |

| Crash Type | Single Party | Multiple Party | Total |
|--------------|--------------|----------------|-------------|
| Intersection | 53 | 733 | 786 |
| MidBlock | 28 | 537 | 565 |
| Total | 81 | 1270 | 1351 |

| Location | Local road | State Highway | Total |
|--------------|------------|---------------|-------------|
| Urban road | 928 | 430 | 1358 |
| Open road | 0 | 1 | 1 |
| Total | 928 | 431 | 1359 |

| Environment | Light/Overcast | Dark/Twilight | Total |
|--------------|----------------|---------------|-------------|
| Dry | 761 | 388 | 1149 |
| Wet | 101 | 108 | 209 |
| Icy | 0 | 1 | 1 |
| Total | 862 | 497 | 1359 |

| Injury Crash Driver/Vehicle factors | No.Inj.Crashes | % Inj.Crashes |
|-------------------------------------|----------------|---------------|
| Alcohol | 30 | 10 |
| Too fast | 14 | 5 |
| Failed Giveaway/Stop | 73 | 24 |
| Failed Keep Left | 3 | 1 |
| Overtaking | 12 | 4 |
| Incorrect Lane/posn | 27 | 9 |
| Poor handling | 25 | 8 |
| Poor Observation | 130 | 43 |
| Poor judgement | 13 | 4 |
| Fatigue | 4 | 1 |
| Disabled/old/fill | 7 | 2 |
| Pedestrian factors | 119 | 39 |
| Vehicle factors | 3 | 1 |
| Other | 30 | 10 |
| Total | 490 | 161 % |

| Day/Period | 0000-0259 | 0300-0559 | 0600-0859 | 0900-1159 | 1200-1459 | 1500-1759 | 1800-2059 | 2100-2400 | Total |
|--------------|-----------|-----------|------------|------------|------------|------------|------------|------------|-------------|
| Mon | 5 | 4 | 20 | 19 | 37 | 42 | 27 | 2 | 156 |
| Tue | 7 | 1 | 16 | 38 | 32 | 40 | 23 | 13 | 170 |
| Wed | 5 | 7 | 19 | 30 | 38 | 53 | 25 | 22 | 199 |
| Thu | 9 | 4 | 19 | 24 | 49 | 42 | 29 | 14 | 190 |
| Fri | 4 | 4 | 23 | 32 | 38 | 53 | 42 | 49 | 245 |
| Sat | 35 | 24 | 11 | 27 | 41 | 37 | 24 | 25 | 224 |
| Sun | 24 | 22 | 15 | 27 | 28 | 27 | 17 | 11 | 171 |
| Total | 89 | 66 | 123 | 197 | 263 | 294 | 187 | 136 | 1355 |

How does CAS drive policing activity?

C.R.A.S.H. books

- Since 2001 analysis of CAS data
- Risk profiles allocated to 20 km sectors using qualitative analysis
- Sector analysis used for deployment to risk
- Sectors linear (highways), area or point (mainly urban)
- Infringement notices also sectored
- Supplied to partner agencies – used to target risk
- Front end pictorial, back end highly detailed
- Not just a “black spot” treatment
- Behavioral vs. locational approach

Linear Sector Example

9259

FROM: Clinton (Bruce St)
To: Kahiku Stream Bridge

1



Length: 15 km Court Code: 005 Scene Station: CO LAOFF Code: 760



Risk Analysis

Look for:

Speed
Fatigue
Fail to keep left
Restraints

Times:

0900-1600, 1800-2200
Night-time
Friday
All seasons

Conditions:

Wet and dry roads during day and night

Locations:

Clifton Rd intersection
At Black Bridge Rd
Robertson Rd to Kuriwao Siding Rd
Moa Hill Rd to Clifton Rd (moderate bend)

Causes:

Farm animals straying
Lost control to left & turning right

Crash History (5 yrs)

| | |
|-----------|-----------------|
| 0 Fatal | 29 Minor Injury |
| 4 Serious | 17 Non-injury |

See something, Do something...

Intelligence:

Crashes involving graduated license holders are over-represented in this sector. Farmland in this area also causes problems with stock on the road. The sector experiences a high volume of HMV-involved crashes. Speed enforcement in the 6-10kph and 11-15kph band is essential in this stretch of road, and speed approaching corners needs to be addressed. High visibility patrolling and fail to keep left enforcement is also essential in reducing injury crashes in this sector.

Tasking and Coordination

- Police have moved on to a tasking and coordination deployment model
 - Risk profiles are developed at National, District and Area level
 - A wide view based on a range of information – CAS, other agency intelligence (ACC, NZTA etc), enforcement data, local knowledge.
 - Feeds into local area deployment taskings for frontline staff

Safer Journeys - Road Safety Strategy to 2020



Moving forward

- Development of a themed cross-agency approach
- Aligned activity with Safer Journeys key action areas
- Police crash reporting feeds into the *information package* that drives strategic approaches

Thank you



*Road***Policing**