

Facing the Facts



Road Policing in New Zealand 2003

Road Toll

New Zealand's road toll has been consistently dropping for more than a decade, despite an increase in the number of licensed drivers, more vehicles on the road, and more powerful vehicles becoming available. Every major Police road safety initiative has contributed to a drop in New Zealand's road fatalities.

In 2002 there were:

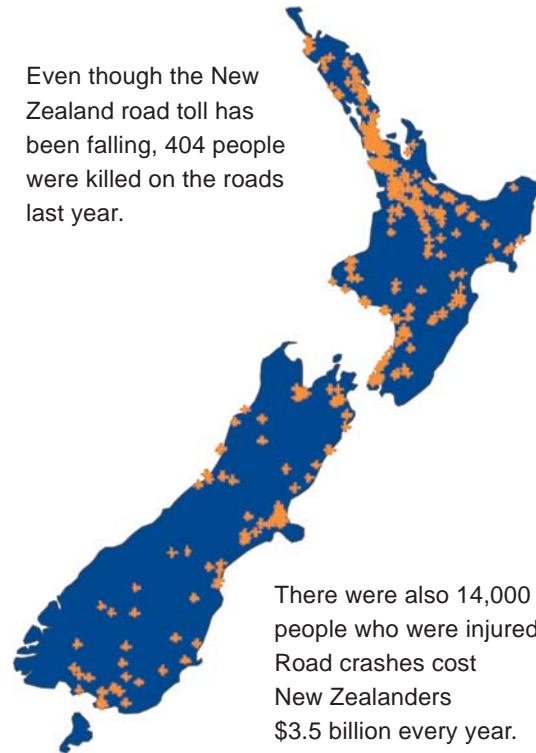
- 404 deaths
- 5200 hospitalisations
- 14,000 injuries
- 1.5 deaths per 10,000 vehicles
- 10 deaths per 100,000 population

We aim to reduce the road toll to no more than 300 and annual hospitalisations to no more than 4500 by 2010.

That will require a serious commitment to safer driving and standards from everyone who uses the road.

Road Toll

Even though the New Zealand road toll has been falling, 404 people were killed on the roads last year.



There were also 14,000 people who were injured. Road crashes cost New Zealanders \$3.5 billion every year.

Speed

Excessive speed is a factor in 30% of fatal crashes and 15% of injury crashes. More than half the cars on the open road exceed the 100km/h speed limit. The faster you drive, the further you travel before you react; the longer your car takes to stop; and the impact of a crash is much greater.

	At 80km/h	At 120 km/h
Reaction distance	33 metres	50 metres
Total stopping distance	70 metres	120 metres
Relative force of impact	100	225

You have only a 10% chance of surviving if you are hit by a car travelling at 60 km/h but your chances go up to 60% if the car is travelling at 50km/h.

For every one km/h reduction in average speeds, there is a 3-5% reduction in the road toll. This means that last year, approximately 20 lives would have been saved.

Research shows that a driver who is 10 km/h over the speed limit poses the same threat to safety as a driver at the legal breath/blood alcohol level.

Police have a policy of zero-tolerance with any driver caught exceeding the speed limit by more than 10km/h. Everyone caught will get a ticket.

Drink Driving

You are more likely to be killed by a drink driver than by a sober one.

Last year alcohol-affected drivers contributed to a quarter of all fatal crashes. They were also responsible for 1 in 8 injury crashes.

Drivers who are over the limit are three times more likely to be involved in a crash than drivers with no blood alcohol.

Males younger than 22 account for 30% of all the drinking drivers in road crashes. Despite the success of the road safety campaign since 1995, drink-driving remains a major cause of road crashes among young people.

Police are determined to reduce the damage and trauma caused by drink drivers.

Last year Police completed 1,677,168 Compulsory Breath Tests and 800,355 Mobile Breath Tests - that's nearly 2.5 million Breath Tests in a year.

Police have a policy of zero-tolerance with every driver caught drink-driving. All detected drivers will be charged.

Road safety is an issue for all New Zealanders and NZ Police is only one of many organisations working towards safer roads. They include the Land Transport Safety Authority, Transit New Zealand, ACC, NZAA, Transfund, health sector organisations, Local Government and the Ministry of Transport.

For more information please contact your local Police station

or

Lesley Wallis
Road Policing Support
PO Box 3017
Wellington

or visit

www.police.govt.nz



Restraints

You have no control over the actions of other drivers. Your best chance to protect yourself comes from wearing safety belts and driving safely. For this reason, everyone (except a small group of specialist drivers) must wear a safety belt where they are provided. It is the driver's responsibility to ensure that all passengers younger than 15 are safely belted-in. Children must also be provided with the correct safety seats for their age and size.

Last year 76 people were killed while their safety belts were hanging unused. At least 33 of these people would have saved their own lives by using their safety belts.

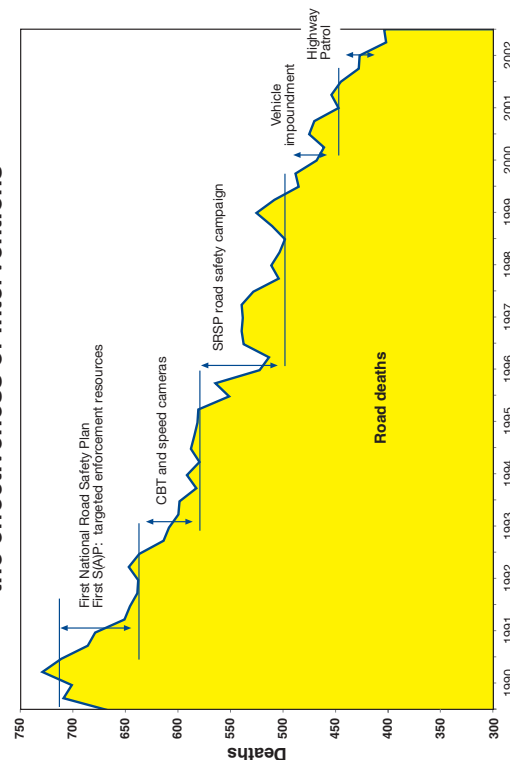
Safety belt use	2002/03 Actual	Target
Adult front	92%	98%
Adult rear	80%	90%
Child front	96%	98%
Child rear	96%	98%
Infant 0-4 yrs	86%	98%

Last year Police issued 40,224 tickets for misusing restraints.

Police have a policy of zero-tolerance with drivers who don't belt-in. Any driver caught driving without a safety belt will get a ticket.

Road Toll

Road Deaths 1990-2001: the effectiveness of interventions



Road Policing Statistics

Length of road in New Zealand: **91,000km**

Number of licensed drivers: **2.52 million**

Number of registered motor vehicles: **2.9 million**

Number of Highway Patrol officers: **225**

Time spent highway patrolling p.a: **32,049 days**

Number of Traffic Offence Notices issued last year: **1.1 million**

Number of crashes attended by Police in one year: **36,084 - about 100 every day**

Annual Road Policing Budget: **\$196.4 million**

Road Policing as proportion of Police budget: **22%**

How do we compare?

Deaths per 10,000 vehicles (2001/02)

Sweden	1.1
Norway	1.0
UK	1.2
Australia	1.4
New Zealand	1.5
USA	1.9
France	2.3

Deaths per 100,000 population (2001/02)

Sweden	6.2
Norway	6.1
UK	6.1
Australia	9.0
New Zealand	10.3
France	13.8

Road Myths and Road Facts

Myth - Police are more interested in generating money than road safety.

Fact - Not true. Police funding is set in the annual Budget and is not determined by the number of tickets written, but research has shown that certainty of detection can act as a powerful deterrent. If you don't offend you don't pay fines.

Myth - Police are required to meet a quota of tickets for every hour on duty and so they have lost sight of the goal of making the roads safer.

Fact - Police use a range of data to set officer performance standards. These can vary depending on traffic volumes, density, terrain and population but all officers are expected to deliver road policing which is consistent and of a high standard.

Myth - Police are wasting their time giving out tickets when they should be catching the real criminals.

Fact - Road Policing activity does not affect the availability of other Police services or funding and in fact, contributes to the detection and apprehension of some criminals.

Myth - Modern cars are designed to be driven faster and are safe at high speeds.

Fact - Cars are getting safer, but not that much safer. Modern cars are designed to crumple in crashes, be cheap to build and to make less pollution. No matter how fast, modern or expensive your car may be, you still have a human reaction time and have to share the road with freight, pedestrians and all kinds of other drivers. Even with the best cars in the world, high impact crashes still kill.