

10 February 2022

IR-01-21-37662

Phil Pennington
phil.pennington@rnz.co.nz

Dear Phil

I refer to your Official Information Act 1982 (OIA) request dated 21 December 2021 for information about Operation Deterrence.

I have answered each part of your request below.

1. *The latest update to the figure referred to below in “– Police did carry out over 1.14 million breath tests in Tāmaki Makaurau”.*

The referenced figure of 1.14 million breath tests in Tāmaki Makaurau is the total number of tests that were recorded in the financial years from 2017/18 to 2019/20. The number of breath screening tests (including passive tests) recorded in Tāmaki Makaurau for the 2020/21 financial year was 293,963.

Please note that Dräger test data is only downloaded from a device when it is sent in for calibration (minimum of once every twelve months). Dates attributed to test data relate to the download date, and not the date the test was conducted. The data provided is the number of tests downloaded for the specified time period 2017/18 to 2019/20.

2020 was a challenging year for Police as we were not carrying out breath test checkpoints under Alert Levels 3 and 4 which significantly impacted our numbers. The reason we chose not to do this was the risk it posed of spreading COVID-19. However, we acknowledge that COVID-19 has only had a part to play on our performance. We accept that we need to focus more on breath testing and on enforcing speed.

This is not reflective of our commitment, along with our partners, to reducing death and serious injury on our roads. Our people are extremely passionate about keeping road users safe and every single day they are out there educating and enforcing safe driving behaviour. For every 1km/h reduction in mean speed across the roading network, there is a 6% reduction in fatal crash risk. At the current rate of deaths on our roads, this could equate to 18 lives saved. This is why we focus on speed; we know it is one of the main contributors to death and injury on New Zealand roads.

While Police has not met the targets outlined in the Road Safety Partnership Programme, this should not be taken to imply that Police is not targeting those who are drink driving or speeding. There has been a lot of work done in this space. Police is committed to

Police National Headquarters

180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand.
Telephone: 04 474 9499. Fax: 04 498 7400. www.police.govt.nz

increasing this effort using general and specific deterrence and continuing to take the appropriate prevention and enforcement action necessary to reduce death and serious injury on New Zealand roads.

Our new Safe Roads Control Strategy resets Police's focus to ensure that our prevention and enforcement activity is based on what will have the most impact in reducing harm on the road.

- 2. Same re the figure referred to in "decrease in the number of people being caught speeding"; pls provide comparative figs*

Police regularly publishes road policing related information on our website. The latest available information can be found here: <https://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-september-2021>

This information is released quarterly. Future updates can be found by selecting "Publications and statistics" from the "About Us" menu on the Police website, then searching for "Road policing driver offence data."

This part of your request is therefore refused pursuant to section 18(d) of the OIA as the information requested is or will soon be publicly available.

- 3. All of the substantive performance measures or indicators or similar for Operation Deterrence from its launch till the present, per period as these are reported upwards within police*

The performance metrics for Operation Deterrence were based upon Police's agreed performance metrics outlined in the Road Safety Partnership Programme (RSPP). The RSPP is available publicly here: <https://www.nzta.govt.nz/assets/resources/road-policing-programme/docs/rpp-2021-24.pdf>

Monthly assessments were also produced by the National Road Policing Centre to understand how the Operation was progressing. I have included copies of these documents with my response.

- 4. Any risk assessments or similar re Op Deterrence*

Please find included with my response a copy of the Insights and Deployment Report used to inform the operation order, and a copy of the Operation Deterrence operation order.

Please note that some information within these documents has been withheld pursuant to the following sections of the OIA:

- **6(c)** as the making available of this information would be likely to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial.
- **6(d)** as the making available of that information would be likely to endanger the safety of any person
- **9(2)(a)** to protect the privacy of natural persons.

- 5. Any impact/outcome assessments re Op Deterrence*

At the end of September 2021, it was decided to extend Operation Deterrence through to 31 December 2021. As such, the impacts of the Operation have not yet been completely

assessed. This part of your request is therefore refused pursuant to section 18(e) of the OIA as the document alleged to contain the information requested does not exist.

However, please refer to my answer to part 3 of your request for monthly progress assessments.

6. When the first drug driving tests nationwide were done – and the timeline for beginning and/or expanding them, plus how that will happen by region

Police began undertaking Compulsory Impairment Tests (CIT) of drivers suspected of being impaired by a substance other than alcohol in November 2009.

Proposed legislation is currently before Parliament which seeks to expand the roadside drug testing regime through oral fluid testing. Until such time that the proposed legislation is passed into law, Police is not able to comment on any operational aspects of it.

The proposed legislation is available here: https://www.parliament.nz/en/pb/bills-and-laws/bills-proposed-laws/document/BILL_99686

If you are not satisfied with my response, you have the right, under section 28(3) of the OIA, to ask the Ombudsman to review my decisions. Information on how to this is available online at ombudsman.parliament.nz.

Yours sincerely



Superintendent Steve Greally
Director: National Road Policing Centre
Police National Headquarters



Tactical &
Operational

OPERATION DETERRENCE

National Road Safety Operation

1 July – 30 September 2021

Assistant Commissioners
District Commanders
Directors
District Prevention Managers
Area Commanders
District Road Policing Managers
District Deployment Managers
District Crime Managers
District Operations Managers
Media and Communications
National Command and Coordination Centre
District Command Centres
Emergency Communication Centres

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1. SITUATION

1. We strive for New Zealand become 'the safest country' in alignment with the Government's commitment to Road to Zero: a New Zealand where no one is killed or seriously injured in road crashes. The level of trauma we experience on our roads is unacceptable and our road safety record in terms of road deaths per head of population remains among the highest across the OECD. The rate of road deaths in New Zealand is over three times higher than that of the safest countries.
2. Risky driving behaviours continue to be a leading cause of traffic crashes, and more importantly in most crashes present aggravating factors that often lead to death and serious injury. We also have a strong evidence base that one of the most effective strategies that prevent and reduce risky driving behaviour is maximising the impact we have through road policing by general deterrence.
3. General deterrence is achieved when drivers don't speed, fail to wear their seat belt, use a mobile phone while driving, or get behind the wheel intoxicated, not as a consequence of being apprehended but because they know the risk of being detected for offending is high, difficult to anticipate and unavoidable. The essential principles that underpin effective enforcement for the prevention of risky traffic offences among the majority of the driving population through fostering general deterrence are:
 - ▶ dosage (the intensity of enforcement)
 - ▶ unpredictability (perceived randomness of enforcement)
 - ▶ network coverage (perceived spread of enforcement)
4. Specific deterrence and detection-based tactics, on the other hand, are effective at targeting at high risk drivers and repeat offenders, such as recidivist drink drivers.
5. We want to target those behaviours that have been shown to both play a strong role in the promotion of road trauma and respond well to deterrence-based activities. This includes speeding, seat belt use, drink driving, and hand-held mobile phone use. It is also important to keep a lookout for manner of driving type offending, such as lane keeping, intersection offences, and unsafe overtaking.
6. This national operation brings the spotlight back onto the three principles that when applied together, promote general deterrence. Strong general deterrence will improve compliant driving behaviour and reduce the role of risky offending in road trauma.

Deploy to general deterrence principles	Enforce speed in 1-10 range
Mix up CBT checkpoint locations	Test every driver for alcohol
Deploy 70% of effort to rural roads (highest crash risk)	Whole of police focused on RIDS and high risk behaviours

2. MISSION

7. To prevent deaths and injuries on New Zealand roads by influencing safe driving behaviours through an intensive focus on restraints, impairment distracted driving, and speed (RIDS) by applying general deterrence principles. A secondary focus is on undertaking prevention-based activities with high risk and unlicensed drivers.

2.1 Objectives

8. Police aims to stem and reverse the upward road trauma trend by encouraging Police staff to take appropriate action in support of positive road safety outcomes in alignment with Our Business and New Zealand's road safety strategy – 'Road to Zero'.
9. This operation is primarily intended to empower district leadership teams to deploy tactics that create an increased risk of apprehension for risky traffic offending by applying the principles of general deterrence.

2.2 Approach

10. While districts are empowered to tailor their activities to reflect their operational environment, the Police Executive has expectations on district leaders to ensure the mission of this national operation is at the centre of deployment as well as tasking, and coordination. It is expected that districts will undertake the following:
 11. Use the national Insights and Deployment report, road policing dashboard, district target measures, and district intelligence, to identify and enable the greatest opportunities to reduce deaths and injuries across the road network by undertaking high profile enforcement activity including:
 - ▶ s.6(c) OIA [REDACTED]
 - ▶ s.6(c) OIA [REDACTED]
 - ▶ Not applying arbitrary tolerances when undertaking speed enforcement, driving at 10 km/h above the limit is not safe (>15-30% of notices should be below 11 km/h excess); The maximum speed displayed on the speed detection device should be entered onto the speeding offence notice, not a speed that falls in a lower excess bracket
 - ▶ Breath testing every driver stopped

▶ s.6(c) OIA

▶ s.6(c) OIA

▶ s.6(c) OIA

12. Encourage all profile-funded officers from non-road policing workgroups to be on the lookout for hand-held mobile phone use and non-seat belt wearing, and for any signs of intoxicated driving as part of their usual duties.
13. Enhance rural deployment utilising 1-2-3 person station staff undertaking RIDS enforcement to assist with strengthening network coverage.
14. Direct specific targeting/prevention opportunities for high-risk drivers identified by the HRX driver report.
15. Ensure that the District Command Centres are equipped and enabled to ensure visibility of general deterrence tactics against the district operation objectives.¹
16. Liaise with the National Command and Coordination Centre to promote good news stories, across Police and leverage lessons learnt. Regular district returns will be used to publicise the operation in social media and other media opportunities.

3. EXECUTION

3.1 General Outline

17. This is a three-month, single-phase operation, commencing at 00:01 hrs on 1 July 2021 and concluding at 23:59 hrs on 30 September 2021.
18. The operation is focused on a combination of high visibility, covert, and unpredictable RIDS enforcement across the network and prevention activity.
19. This road safety campaign is supported by a joint NZ Police and Waka Kotahi NZTA communication strategy promoting key road safety messages.

3.2 Strategic and Tactical approach

20. The most significant behaviours contributing to harm on our roads that respond well to a general deterrence approach:

¹ If additional information is required on the evidence base behind the desired approach, including risks and tactics, this is available from the NRPC.

R estraints	Improperly and unrestrained drivers and passengers
I mpairment	Alcohol and drug impaired drivers
D istracti o n	Hand-held mobile phone use while driving, particularly texting
S peed	Driving at unsafe speeds

21. District deterrence tactics in support of this operation must be tailored to incorporate a high visibility, whole of Police approach, with contributions from all of our people towards the road safety effort as operational priorities and practicalities permit.

3.3 Deployment Principles

22. The following principles are guidelines that enable effective tailoring of district operations to achieve positive road safety outcomes.
- ▶ Dosage: The intensity of enforcement plays the key role in behaviour modification.
 - ▶ Unpredictability: Enforcement must be difficult to anticipate or avoid
 - ▶ Coverage: enforcement must be observed widely across the network, further reinforcing the concept of 'anytime, anywhere'.
23. By instilling the perception that police surveillance for a given risky offence is both likely and difficult to anticipate, a majority of drivers control their behaviour (comply) as it is desirable to avoid apprehension and punishment.
24. There is however a minority of drivers, comprising high-risk and/or repeat driving offenders, who do not respond to general deterrence-based measures. This is possibly due to punishment avoidance.² In these cases, detection-based strategies are necessary.

Dedicated road policing officers

25. It is expected that highway patrol officers will primarily deploy to rural roads and state highways to undertake stationary and mobile speed enforcement; stationary is more effective and is visible to more drivers but a team of two cars (one stationary, one moving) can be deployed to a given route or stretch of road to good effect.
26. Strategic Traffic Units and urban Road Policing teams are expected to undertake activities more suited to urban environments. This will include mobile and stationary patrols for seat belt and mobile phone use while driving using spotters and unmarked cars where possible; use of radar and undertaking preliminary breath screening tests. Smaller and mobile breath testing checkpoints can be set up to support IPTs and saturation patrols can be used to target drivers using secondary routes or attempting to evade IPT checkpoints as a detection tactic.

² Punishment avoidance describes a driver having experienced a history of committing offences, drink driving for example, that has gone (mostly) undetected.

27. Impairment prevention teams can be supported by other staff as deemed necessary to maximise opportunities to deploy breath testing checkpoints during high alcohol hours with unpredictably in mind. Compulsory Impairment Test drivers with indications of intoxication but without an associated high breathing result.
28. District leaders are to ensure that dedicated road policing staff are not utilised for alternative policing duties unless it is to provide immediate support to other Police staff.
29. The Commercial Vehicle Safety Team (CVST) has an integral role to play in ensuring the safety of all road users in every district, by focusing on the safety of the commercial vehicle fleet and their drivers. CVST will support districts by undertaking mobile and stationary speed enforcement and supporting district deterrence planning with regard to all directed activity as required whilst maintaining their focus on commercial vehicle safety, including driver fatigue. District leaders are encouraged to incorporate CVST into their planning and leverage off their skills and knowledge by encouraging communication and coordination of efforts.

Non-road policing officers

30. Staff from other workgroups play a significant role in helping to save lives on our roads. All officers are encouraged to be on the lookout for drivers and occupants who are not using a seat belt, are using a mobile phone, and on carrying out breath testing of all drivers stopped. Currently a high proportion of traffic infringement offences detected by non-dedicated staff is for low risk offences such as Warrant of Fitness, Driver and Vehicle Licences.
31. Staff should be encouraged to initiate a vehicle stop when encountering risky driving behaviour and issuing an associated ION. Staff should not focus on undertaking vehicle stops for reasons such as a 'dodgy' looking vehicle or some perceived criminality under the guise of road safety. This should bring a greater focus on enforcement for risky offences and less focus on administrative-type offences.

All staff

32. Continue to take action for any unsafe driving, such as suspected impairment, intersection offences, lane keeping offences, unsafe overtaking, dangerous driving, and non-helmet use.
33. Use opportunities to apply supported resolutions for non-risky driving offences.
34. Target high risk drivers, including repeat drink drivers through prevention and enforcement.
35. Every vehicle stop is an education opportunity and reminds the surrounding traffic we are actively targeting risky driving.

Mobile speed cameras

36. Maximise opportunities for mobile camera deployments, including to rural locations, and sites that are not routinely visited. Camera settings will be changed to capture more speeding vehicles <11 km/h excess within the margin that can be handled by the PIB. Mobile Speed Cameras should be deployed to schools during school hours as well as roads with 100kp/h speed limits and no median barriers.

4. ADMINISTRATION AND LOGISTICS

4.1 Health and Safety

37. **TENR** must be applied to all enforcement and intervention activities, including decision making regarding the situations and locations to stop vehicles and when speaking with vehicle occupants. Particular care needs to be taken to manage safety risks when using mobile detection and enforcement methods, especially if conducting U-turn and catch-up tactics.
38. As the risk of fleeing driver incidents has increased, it is important that all Police staff re-familiarise themselves with the **Fleeing Driver chapter** of Police instructions.
39. Good health and hygiene practices are essential for preventing the potential spread of COVID-19. The correct use of PPE is vital for Police staff to remain safe in the current environment. Up to date information on **Health and Hygiene** can be found via the COVID-19 app on mobility devices or via the dedicated COVID-19 intranet site.

Note: The breath alcohol screening and testing procedures have been identified as an area where staff may be at increased risk of COVID19 infection due to the handling of breath screening tubes and equipment. The latest guidelines are available via the COVID-19 app on mobility devices, or the Operation COVID [intranet site](#).

40. Staff stopping vehicles, speaking to drivers or otherwise working on roadways must wear reflectorised vests or jackets and other appointments, in line with the **Uniform, Dress Standards and Appearance** chapter of Police Instructions.
41. The establishment of check points should be consistent with the check point traffic management planning principles contained within the **Traffic Patrol Techniques** chapter of Police instructions.

4.2 Tasking and Rostering

42. Each District will prepare a tailored Tactical deployment plan in support of this national order with activity visible to the DCC and NCCC. While there will be no national RIOD task related to this operation, district deployment planning should include DCC oversight.
43. The purpose of a local plan is to enable coordination of rostering and tasking within each district in support of identified deployment risks and opportunities.

44. Rostering of resources should be evidence based and therefore focused on locations and times of greatest road safety risk.

4.3 Communications

45. The release of national messaging to social and mainstream media will be managed by Senior Communications Advisor – Aroha Tanirau (021 220 8487), the national media team, and the Police senior social media adviser – Jessica Bovey, in consultation with partner agencies.
46. District media and social media is essential to the greater success of this operation. If district staff require media support, the Police media team can be contacted at.

▶ media@police.govt.nz

▶ Wellington Police Media Centre – 41222 or (04) 238 5111

▶ Note: For social media support during business hours, please contact s.9(2)(a) OIA

47. A summary of the key messaging for staff in relation to this operation is included (see Appendix A)

4.4 Activity Returns

48. Activity returns are required for this operation (see Appendix B)
49. Information will be collated by the National Road Policing Centre. To assist with this collation, any activity undertaken as part of this operation must be appropriately coded in CARD.
50. Any significant incidents arising from this operation should be passed onto the National Media Team and the operation commander at the earliest reasonable opportunity.

5. LEADERSHIP AND SIGNALS

51. O/C of this national operation is Superintendent Steve Greally, Director: National Road Policing Centre
52. Standard District command and communication processes apply.

Superintendent Steve Greally

Director: National Road Policing Centre

New Zealand Police

23 June 2021

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APPENDIX A. KEY MESSAGES & TALKING POINTS

Why Operation Deterrence?

53. The NZ Police, NZ Transport Agency, and the Ministry of Transport established a road safety partnership to develop and implement a new operating model and investment approach for road policing, acknowledging that police alone is not responsible for reducing deaths and serious injuries on the road.
54. Together with our partners we have agreed some operational Police outputs based on the outcome we want to see of a reduction of death and serious injury on the roads. We have focused on addressing RIDS (restraints, impairment, distraction, speed) behaviours, as we know the work we do in that area saves lives on the road.
55. We are not achieving our agreed operational outputs so need to make a targeted and decisive effort to stem and reverse the upward road trauma trend through general deterrence.
56. Policing our roads is all of our responsibility.

How are we going to do it?

57. Over the next three months, 1 July to 30 September, Operation Deterrence will encourage all Police staff to take appropriate action in support of positive road safety outcomes in alignment with *Our Business* and New Zealand's road safety strategy – 'Road to Zero'.
58. The aim is to empower district leadership teams to deploy tactics that ensure the mission of operation deterrence is at the centre of deployment as well as tasking, and coordination.

What will this mean?

59. We are seeking a commitment from all of our people, so not just dedicated road policing officers. Everyone has a key role to play.
60. The operation lists a number of expectations for districts to undertake and enforcement activities that will contribute to preventing harm on our roads. They focus on a combination of high visibility, covert, and unpredictable RIDS enforcement across the network.
61. Essentially, we want districts to increase general deterrence which is based on the following three principles:
 - dosage - the intensity of enforcement plays a key role in changing behaviour
 - unpredictability - perceived randomness of enforcement means its difficult to anticipate or avoid
 - network coverage – enforcement must be seen to be spread across the roading network, to enforce the concept of anytime, anywhere.

When will this happen?

62. Operation Deterrence will be active from 1 July through to 30 September 2021. It will then be independently evaluated with the view that if appropriate, it becomes business as usual (BAU).

What are we hoping to achieve?

63. After three months we want to be able to see a real change in driver behaviour. Monthly reports will show us how a deterrence-focused, national road safety campaign can reduce harm on our roads as it does internationally.

64. This operation will also provide a significant amount of learning that we can use to plan future operations or operating models.

65. We will be more visible out on the roads deterring unsafe behaviour.

66. The public will know that Police are out and about anytime, anywhere.

RIDS

67. Slow down, phone down, buckle up, and drive sober.

68. Always wear your seatbelt, stay within the speed limit, drive to the conditions of the road, put your phone away, always make sure you are alert, and keep a safe following distance.

69. Speeding and bad decision-making on the road can have devastating consequences.

70. Road safety starts before you get behind the wheel - are you well rested, have you eaten and are you hydrated.

71. Don't speed, drive to the conditions, wear your seatbelt and be patient. There will be a lot of traffic on the road so be courteous and keep a safe following distance.

72. Less speed means less harm. A small change in speed makes a big difference to injury severity in a crash.

73. If you are going to drink, don't drive. Organise a sober driver to pick you up, or use public transport, taxi or ride-sharing service.

APPENDIX B. WEEKLY DISTRICT RETURN

A [District Return Template](#) can be found here.

Directed deployment activity	Tactics used	When / where	Notable outcomes / findings
x HP staff rural speed to selected SHs	2-hour deployment to route before moving	Target SHxx and surrounding roads	
STU deployed for seatbelts	Unmarked cars used 2-up daytime	CBD, x suburb, towns	x EBAs resulted in suburb
1-3 person stations	Speed enforcement	focus on main routes weekend days	
IPT checkpoints	STU mobile patrols assisted	Friday-Saturday 18:00-02:00 Saturday-Sunday 19:00-03:00	xxx BSTs xx EBAs x 3 rd subsequent
High risk drivers			

Good & bad news stories	Lessons learned

Any joint activities with partners	Lessons learned

RP numbers deployed	Staff from other workgroups deployed

APPENDIX B. LIST OF SUPPORTING MATERIAL PROVIDED

[Operation Deterrence insights report](#)

[District RSPD targets and performance tracking report](#)

[High risk driver report](#)

[Prevention plan template](#)

[Repeat GDLS breaches report](#)

[District Tactical plan example](#) (from Eastern District)

[District high risk roads example](#) (from Waikato District)

[Alcohol time matrix](#)

[Road to Zero Action Plan](#)

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Handling Instructions

Method	Rules
Electronic transmission	IN CONFIDENCE data can be transmitted across external or public networks but the level of information contained should be assessed before using clear text. Username / Password access control and/or encryption may be advisable (with the aim of maintaining confidence in public agencies).
Manual transmission	May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.
Storage and disposal	IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments. Must be disposed of by departmental arrangements.

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NEW ZEALAND
POLICE
Ngā Pirihimana o Aotearoa

**NATIONAL ROAD
POLICING CENTRE**

Insights and Deployment Report

Operation Deterrence

July to September 2021

Released under the Official Information Act 1982

SUMMARY – KUPU WHAKAKAPIA

This report provides a series of insights into what is required to prevent death and serious injury to New Zealanders through smart and effective deployment. It is broken down into the following topics:

1. Leadership, culture, and mindset – it is vital that staff are deploying the right resources, and undertaking the appropriate direction to foster general deterrence against risky driving behaviours, and ensuring a whole of police approach to road safety.
2. RIDS – continue to emphasize the importance of an ongoing focus on RIDS offences as the basis to stop vehicles and undertake enforcement action alongside utilizing alternative resolutions/compliance to deal with any regulatory offending subsequently identified. Speed, alcohol impaired driving, seat belt use, and hand-held mobile phone use (in that order) are the key risky behaviours we can most effectively impact through enforcement.
3. General deterrence prevents risky driving behaviour – The following principles are guidelines that enable effective tailoring of district operations to achieve positive road safety outcomes.
 - ▶ Dosage: The intensity of enforcement plays the key role in behaviour modification.
 - ▶ Unpredictability: Enforcement must be difficult to anticipate or avoid
 - ▶ Coverage: enforcement must be observed widely across the network
4. By instilling the perception that police surveillance for a given risky offence is both likely and difficult to anticipate, a majority of drivers control their behaviour (comply) as it is desirable to avoid apprehension and punishment.
5. Tactical Plan - Districts should create a road safety Tactical Plan with an aligned road safety tasking and coordination model to ensure the principles of General Deterrence are adhered to during Operation Deterrence. This should include rosters and deployment plans including for the Mobile Speed Cameras.
6. Intelligence - Districts to consider whether the level of intelligence support to road safety is appropriate and adjust accordingly.
7. Monitoring and communications – A district template will be provided to districts to enable them to maintain records of their deployment, with a focus on:
 - ▶ Rural deployment for speed enforcement, including for speed <11 km/h excess.
 - ▶ Urban operation of breath testing checkpoints during high alcohol hours
 - ▶ All staff to focus on seat belt use, mobile phone use, and other unsafe driving
 - ▶ Districts should be monitoring their enforcement results and, where appropriate, communicating positive results to the media.

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This Insights and Deployment Report should be considered alongside the [Operation Deterrence Operation Orders](#) and [District Return Template](#).
2. This Report will provide insights to assist with deployment during Operation Deterrence, starting 1st July through to 30 September 2021.

Background

3. Policing our roads is an integral part of Our Business as identified by the Safe Roads operational goal and our vision: to become the Safest Country. New Zealand is currently in the bottom quarter of the OECD for road deaths per head of population. The rate of road deaths in New Zealand is over three times higher than that of the safest countries. Substantial and immediate progress is required toward our Safe Roads goal as part of our wider intent to be the Safest Country, and the Government's commitment to Vision Zero.

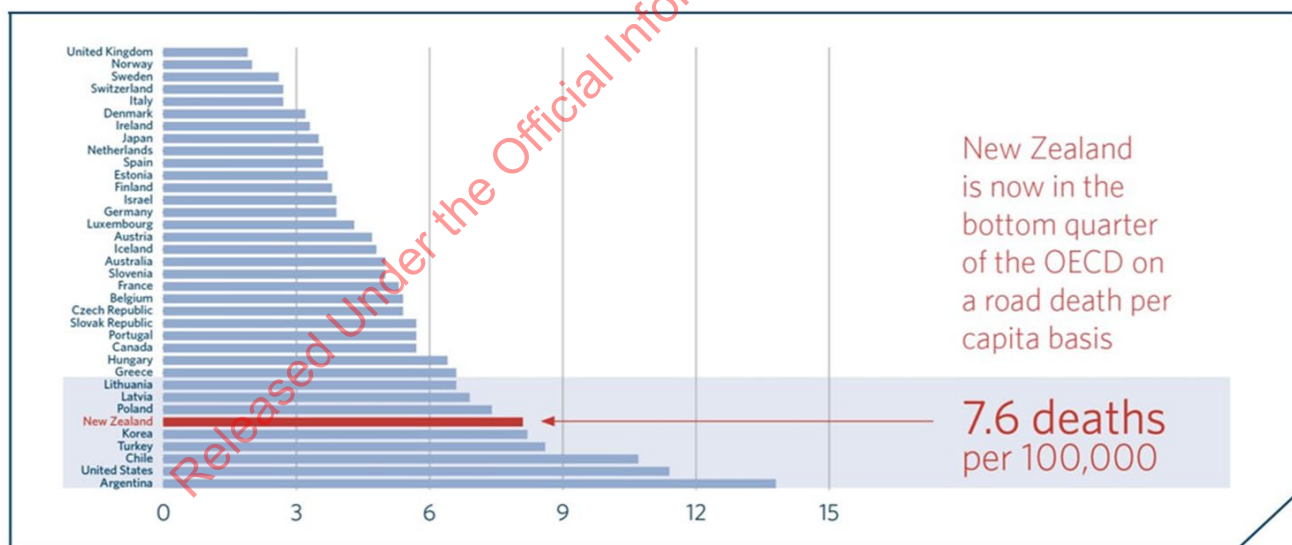


Figure 1. international comparison of road deaths per 100,000 population

4. Over the last few years on average, nearly **one person dies, and seven people are seriously injured on New Zealand roads every day**. Traffic crash involvement is a leading cause of mortality for young people. These deaths and injuries are preventable. Risky driving behaviour frequently features as a contributing factor to the promotion of crashes, and in many cases acts as an aggravating factor to the injury severity of the crash. Your prevention/enforcement activity **will save lives**.

5. Minimum levels of road safety activity are outlined in the Road Safety Partnership Program (RSPP) outcomes and measures and the Road User Choices of the [Road to Zero](#) national road safety strategy action plan. Each District is provided with a performance tracking report on a monthly basis ([available here](#))

People make a choice to commit risky driving offences

Risky driving is prevented when detection is likely and unavoidable

Your enforcement activity will reduce RIDS offending and save lives

Leadership

6. Road policing staff and the Road Policing Manager (RPM) are not solely responsible for road safety. Everyone needs to take every opportunity to prevent harm. Every member of staff who can deliver enforcement activity forms part of our critical frontline to keep our roads safe and prevent unsafe driving. This is critical to our vision of becoming the safest country.



Road safety is everyone's responsibility

7. A sustained leadership commitment is required to police our roads with evidence-based and intelligence informed direction of activity. Driving our contribution to road safety is the responsibility of every member of the District Leadership Team (DLT). Our leaders need to demonstrate this responsibility by having the same conversations with their staff in terms of implementing the organisational culture and mindset regarding the importance of undertaking effective road safety enforcement activities. The RPM's role is to provide support and enable the wider team to deliver the tactics and activities that contribute to safer roads and safer communities. The DLT will be supported and enabled in this by the RPM and NRPC.
8. Districts that have demonstrated success in road safety activities have done so because the DLT has demonstrated ownership of their shared responsibility and collective effort for shared outcomes. The leadership conversation at DLT level needs to be one that:
- ▶ Champions that effectively policing our roads through general deterrence is of paramount importance for the prevention of road deaths and trauma.
 - ▶ Demonstrates shared ownership and collective effort to change road user behaviour and make roads safer.
 - ▶ Enables **all** staff to deliver the tactics and activities that contribute to safer roads and safer communities

Deliver a strong and effective road policing service

9. Leaders need to continue to enable their staff to deliver the services that New Zealanders expect and deserve from our organisation. The latest attitudes to road safety survey by Waka Kotahi concerningly showed significant reductions in drivers' perceptions of the likelihood of being breath tested, and the risk of being caught speeding and using mobile phones while driving. The appropriate mindset is one where a genuine whole of police approach to road safety is embedded with every sworn member of staff having the responsibility to reduce deaths and serious injury on the roads.
10. Our leaders need to champion the fact that:
- ✦ the current level of road trauma is unacceptable
 - ✦ we all have a crucial role to play in the prevention of death and serious injury on our roads
 - ✦ sustained and appropriate levels of enforcement activity **will** save lives
11. For DLT members to demonstrate the leadership imperative in road safety and to enable their staff to deliver the tactics and activities to contribute to safer roads and safer communities, they collectively need to understand the concepts of: general deterrence; appropriate prevention activities; targeting of high risk drivers, and effective deployment for road safety.

General Deterrence	Specific Deterrence	Specialised/Intensive Focus
Strengthen general deterrence for key risky driving behaviours. Drivers are motivated to comply not because they are caught, but because they believe the chances of being apprehended are high everywhere	Achieve specific deterrence where road users change their behaviour as a result of first-hand experience with apprehension and/or sanction	Identify high risk drivers, provide proactive interventions to support and incentivise behavioural change and reduce opportunities for offending

Table 1. Current tracking against RSPP outcomes and measures (national)

Activity Category	Outcome/Measure	2018/2019 Actual	2019/2020 Actual	2019/2020 Desired Activity Level	2020/21 Actual 1/2 Year Result	2020/21 Desired 1/2 Year Result	2020/21 Desired Activity Level
Speed Management	Mobile speed camera deployment activity (hours)	61,274	62,093	80,000	31,934	50,000	100,000
	Number of camera issued speed offences (mobile and static)	1,036,288	982,684	Operational purposes only	399,404	(>450,000)	Operational purposes only
	Number of officer issued speed offences	246,107	297,468	Increasing Trend	170,919	(>150,000)	Increasing Trend
	Percentage of officer issued speed offences between 1-10km/h*	4.59%	6.94%	15.0%	9.5%	>15%	30%
	Percentage of officer issued speed offence notices which are rural	58.44%	53.55%	66.0%	53.2%	>70%	75%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	1,228,191	1,615,322	2,000,000	834,359	1,500,000	3,000,000
	Number of excess alcohol offences	25,674	22,472	Operational purposes only	11,822	(>11,200)	Operational purposes only
	Number of drug impaired driving offences	657	770	Increasing Trend	281	(>385)	Increasing Trend
	Number of restraint offences	42,315	44,048	52,000	20,689	30,000	60,000
	Number of cell phone offences	30,094	40,594	Increasing Trend	21,629	(>20,300)	Increasing Trend
	Number of high risk driver offence	24,593	24,721	Increasing Trend	11,521	(>12,400)	Increasing Trend
Supporting Activities	Number of RIDS operations (National)	1	12	Operational purposes only	6	6	Operational purposes only
	Number of traffic stops	704,709	780,071	Increasing Trend	394,004	(>390,000)	Increasing Trend
	Number of Risk Drivers identified and engaged by District	-	432	1,700	-	850	1,700
	Number of supported resolution referrals	1,319*	6,287	Increasing Trend	2,652	(>3,100)	Increasing Trend
	Compliance Waived (all qualifying offence types)	31,951	30,470	Operational purposes only	5,358	(>15,000)	Operational purposes only
	Written Traffic Warnings	34,510	38,365	Increasing Trend	17,023	(>19,000)	Increasing Trend

* Te Pae Oranga only
(>xx,xxx) Indicates level that would exceed the previous year total

Target/Trend Not Met
Target/Trend Met
N/A

The outcomes and measures for RSP 2021-24 are [available here](#).

DETERRENCE - THE KEY TO DEPLOYMENT

Deploy to general deterrence principles	Enforce speed in 1-10 range
Mix up CBT checkpoint locations	Test every driver for alcohol
Deploy 70% of effort to rural roads (highest crash risk)	Whole of police focused on RIDS and high risk behaviours

General Deterrence

Drivers are motivated to comply not because they are caught, but because they believe the chances of being apprehended for a risky driving behaviour are high everywhere

12. There are three basic principles that underpin effective enforcement for the prevention of risky driving behaviour, through fostering general deterrence among the **majority** of the driving population:
- ▶ dosage (the intensity of enforcement)
 - ▶ unpredictability (perceived randomness of enforcement), and
 - ▶ network coverage (perceived spread of enforcement).
13. The combination of these elements is what underpins the mechanism of **general deterrence**. Research has repeatedly and convincingly shown a dose-response type relationship between enforcement and safety – that is, increases in the intensity of enforcement leads to a reduction in traffic offending and associated casualty crashes.
14. General deterrence describes the perceived threat of apprehension and punishment upon committing unsafe driving behaviours, without necessarily the need for actual experiences with apprehension. By instilling the perception that police detection for a given risky offence is both likely and difficult to anticipate, most drivers control their behaviour and comply as it is desirable to avoid apprehension and punishment.

15. The more likely police checks are, and the more difficult they are to predict, the more tightly controlled the behaviour becomes in response. This is the favoured mechanism by which to prevent risky traffic offending.
16. The general deterrence principles sit behind effective deployment first and foremost, before examination of any other considerations to deployment, such as when and where to deploy, to undertake what kind of checks, and how to do those checks.

Specific Deterrence.

Specific deterrence is achieved where road users change their behaviour as a result of first-hand experience with apprehension and/or sanction

17. Specific Deterrence is about encouraging apprehended offenders, through their experience of detection and the subsequent consequences, to want to avoid reoffending. This mechanism is not intended to deter the majority of drivers but serves as a reminder to drivers who offend more frequently. The demerit point system assists with specific deterrence; as drivers approach their suspension limit, additional pressure to reduce further offending is applied so as to avoid the loss of licence.
18. Research has shown that a minority group of drivers, comprising high risk and repeat offenders, respond poorly to general deterrence-based measures, possibly because they offend frequently without consequence. In these cases, more targeted interventions are more effective, including a specialised/intensive focus.
19. Among this smaller group of repeat offenders, such as recidivist drink drivers or those who undertake high risk driving behaviour, **perceptions that they can avoid police checks and getting apprehended** are the strongest predictors of future intentions to reoffend.

Specialised/Intensive Focus

Identify high risk drivers, provide proactive interventions to support and incentivise behavioural change and reduce opportunities for offending

20. The use of behaviour control measures (such as intensive monitoring and interlocks) and rehabilitative measures should be targeted at repeat offenders. For that to happen, detection and apprehension must take place first, an activity in which Police have a key role to play.
21. Detection based tactics are preferred over deterrence-based measures for these high-risk drivers.

RIDS – PRIORITIES FOR DEPLOYMENT

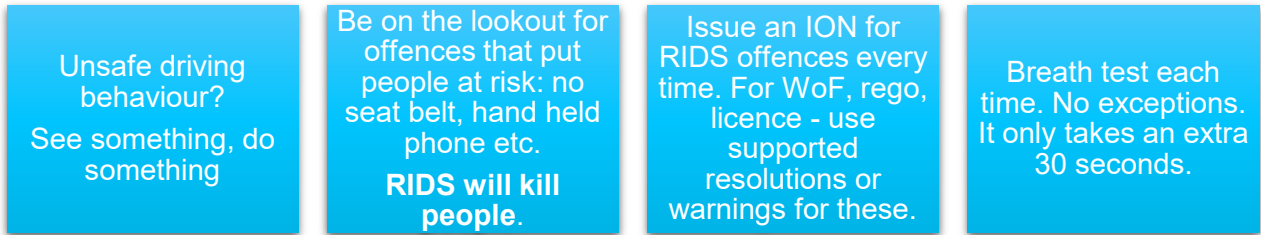
Four main behaviours (improper use of restraints, impairment, distraction, speed - RIDS) are the major contributors to death and injury on our roads

Dedicated road policing

22. Police enforcement is best focussed on those behaviours that are both a) most risky in terms of their involvement in serious crash, and b) that we know will respond positively to enforcement efforts. The key four are: speed, substance impairment (primarily alcohol), restraints, and distraction, in that order.
23. A fifth group comprises risky driving behaviour such as: intersection offences; unsafe overtaking; and instances of careless/dangerous driving. However, these should be considered reactive offences that staff encounter as part of other primary activities (e.g. proactive seat belt checks, operation of speed detection equipment, breath testing stops).
24. For commercial drivers, fatigue management through work time requirement checks is another specific policing priority.
25. All other types of traffic offences may either not be known to respond well to enforcement, or do not pose much risk relative to others.
26. The benefits of 'general patrolling' are minimal, other than temporary driving behaviour modification. RIDS enforcement is key to changing behaviour.

Other profile-funded workgroups

27. For staff from non-road policing workgroups (with profile funding to undertake road policing), the most effective use of their contribution is to **be on the lookout for unsafe driving behaviours and to initiate a vehicle stop when encountering such behaviour**. Examples include non-seat belt use, mobile phone use, intersection offences, signs of alcohol impairment (inconsistent speed and lane deviation), and manner of driving offences (unsafe overtaking, careless and dangerous driving).



The more we test, the less likely people are to drive impaired, and that means fewer deaths and less injury.

- *Breath test everyone you stop.*
- *No matter who it is.*
- *No matter what time of day.*
- *No matter where.*

28. All staff need to initiate a vehicle stop and take enforcement action as appropriate when an unsafe driving offence is observed. However, the practice of initiating vehicle stops because:

- ▶ a driver or a car 'looks suspect,'
- ▶ the vehicle appears modified, or
- ▶ the owner is previously associated with historic criminal offences

without an unsafe driving behaviour being present (or other primary reason to stop the vehicle e.g. an outstanding warrant) should be discouraged.

29. The practice of 'discretionary vehicle stops' (i.e. not related to unsafe driving behaviour or as part of breath testing checkpoints) is likely to lead to the detection of low risk administrative-type offences and disproportionate targeting and sanctioning directed at Māori and lower socioeconomic communities. The focus should consistently be on safety and enforcement pertaining to deterrence of unsafe behaviours.

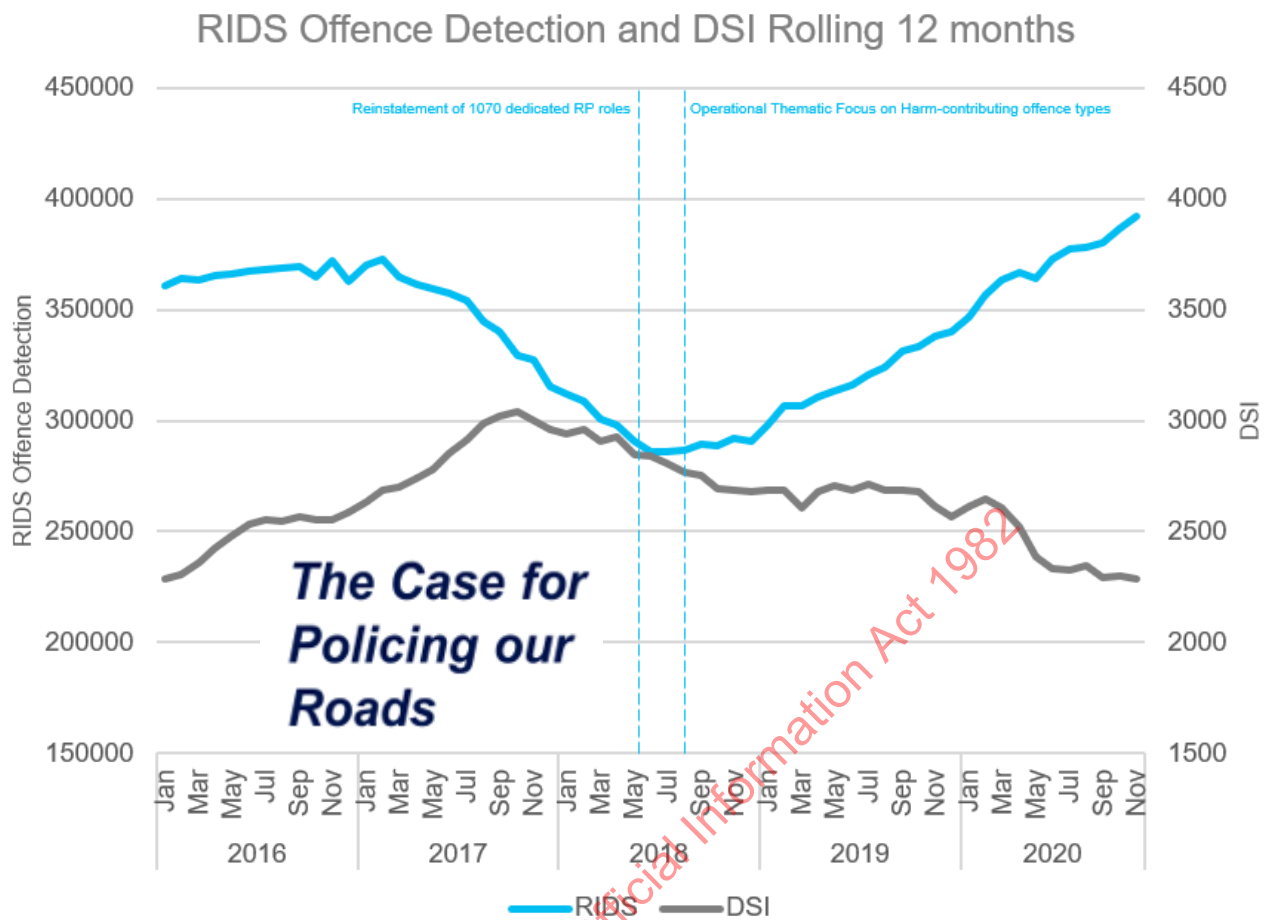


Figure 2. RIDS enforcement vs Deaths and Serious Injury (illustrative)

30. Use of supported resolutions and non-legal sanctions should be the primary response for low risk offences¹, which reinforces our focus on safety over arbitrary enforcement. This also has trust and confidence implications, with drivers who received a written traffic warning and an Infringement Offence Notice (ION) in a traffic stop reporting the **highest increase in trust and confidence in police**.

Speed enforcement tactics

31. Speed is at the centre of road safety. People are vulnerable, and people make mistakes. The speed of impact in most cases determines the crash forces involved and the survivability of the crash. **Research has shown that reducing mean speeds from just 105 km/h down to 100 km/h will effectively reduce fatal crashes by 28% or more.**
32. The risk of fatal crashes increases exponentially with speed, more than doubling with every 10 km/h increase in speed. The risk of a serious injury of death when two vehicles collide head on or side on exceeds 90% at speeds above 60 km/h. The risk of death in a head-on crash or run off road collision with a solid roadside object becomes increasingly high at speeds above 80 km/h, however most rural roads and state highways operate at higher speeds without barrier protection that would prevent such high-speed crashes.

¹ Most notice volumes issued for low risk offences are expired vehicle licence, warrant of fitness, and GDL condition breaching.

33. Speed has a major role in determining the force of a crash, however it also determines our ability to react and stop in time. A driver reacting to an object, person or vehicle 70 metres away will be able to stop in time if travelling at 80 km/h; a driver travelling at 100 km/h who immediately commences braking will hit the object or person at 67 km/h.

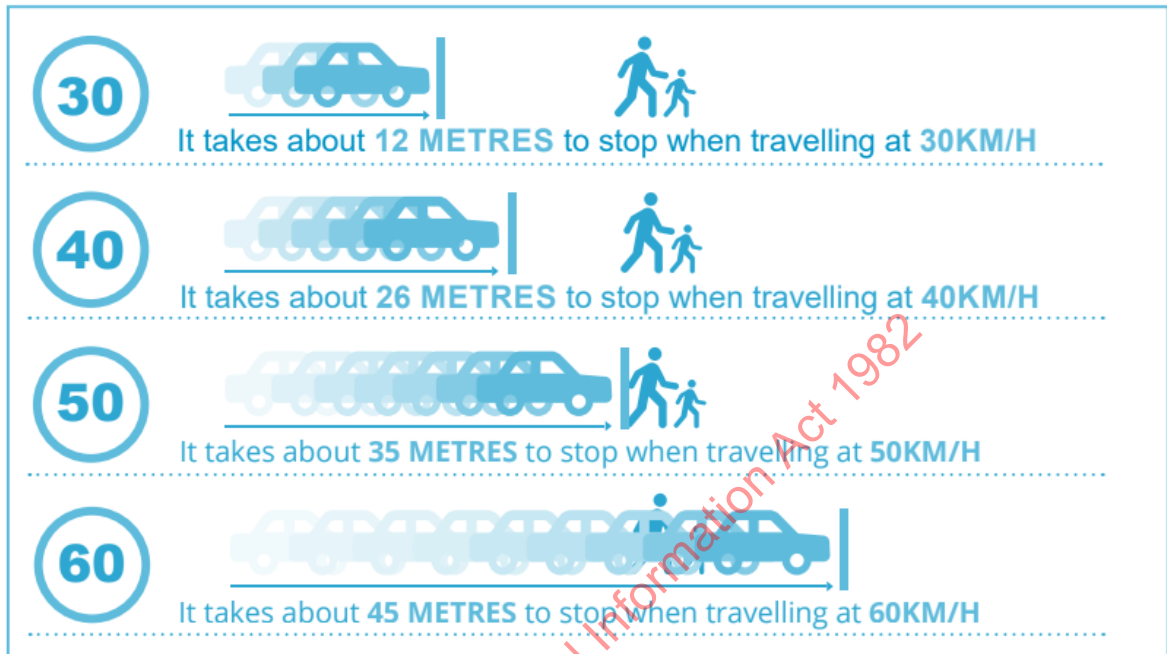


Figure 3. Speed vs stopping distance (GRSP, 2020)

34. The General Deterrence principles of intensity and unpredictability apply most strongly to speed enforcement as it is a common risky driving behaviour engaged in by many drivers.

35. Speed enforcement deployment should, in general, be weighted toward high-speed limit routes without barrier protection that carry higher traffic volumes. In 2020, more than two out of every three fatalities were from head-on or run-off-road crashes on rural roads and state highways.

36. Effective speed enforcement tactics:

- ▶ s.6(c) OIA [Redacted]
- ▶ s.6(c) OIA [Redacted]
- ▶ s.6(c) OIA [Redacted]
- ▶ s.6(c) OIA [Redacted]

- ▶ s.6(c) OIA [REDACTED]
- ▶ s.6(c) OIA [REDACTED]
- ▶ s.6(c) OIA [REDACTED]
- ▶ Targeting enforcement at lower level speeding works well at bringing down speeding, particularly if this activity is publicised (there is a false belief among some drivers that there is not much risk associated with driving 5 or 10 km/h above the speed limit, and additionally that enforcement action is also largely limited to speeds above 10 km/h excess). Much of New Zealand's road network already has speed limits that are much higher than the infrastructure can safely afford. Publicised enforcement for low level speeding is effective in bringing down speeding across the distribution.

Alcohol enforcement tactics

37. Alcohol can severely impair driving performance and increase the risk of crash involvement, even at low-to-medium doses.
38. Alcohol consumption affects nearly all brain faculties; the ability to process information is diminished, and instructions to the muscles are delayed, making it more difficult to perform any task, and especially cognitively demanding and complex tasks. In the context of the driving task, alcohol results in decreased vision, poor judgement, increased risk-taking, decreased reaction time, and divided attention (distraction). These effects start at blood alcohol concentration (BAC) >0.02, and risk rises rapidly above 0.05.
39. Drivers with a Blood Alcohol Concentration (BAC) of between 0.02 and 0.05 g/dl have a >4 times greater risk being involved in a fatal or serious injury crash. This risk rises to >16 times between 0.08 and 0.12. Drivers with excess alcohol also frequently don't wear their seat belt and drive at excessive speeds, which is why over 100 people die on our roads while driving under the influence of excess alcohol each year.
40. Enforcement through the delivery of random and targeted alcohol tests is effective in preventing and reducing alcohol-involved driving and associated road trauma.
41. Urban compulsory breath testing checkpoints are the primary general-deterrence activity. s.6([REDACTED]

- ▶ s.6(c) OIA [REDACTED]
- ▶ [REDACTED]
- ▶ [REDACTED]
- ▶ [REDACTED]

² There is no clear "month of year" effect in alcohol-related crashes.

42. The location of breath testing checkpoints should be randomised, difficult to anticipate and difficult to avoid.
43. Operating checkpoints in different locations and moving checkpoints as the night progresses would help in this regard. Ongoing testing (such as through the delivery of mobile breath tests), and specific operations involving enforcement blitzes are also effective.
44. For rural locations, high visibility checkpoints should not be used. Instead mobile testing and smaller rotating checkpoints should be used to prevent checkpoint avoidance behaviour via risky back roads.
45. Deterrence-based initiatives are effective in reducing drink driving in the general population but perform poorly in reducing recidivism rates among repeat offenders. Approximately 25% of EBA charges are for third and subsequent so there are opportunities for specific or targeted interventions with this cohort.
46. Detection-based initiatives produce better results in deterring recidivists and habitual drink drivers. Examples of targeted testing includes:
- ▶ Test known individuals, locations or high-risk groups using intelligence-informed deployment
 - ▶ Record place of last drink in intelligence notings and deploy MBT to problem establishments.
 - ▶ s.6(c) OIA [REDACTED]
 - ▶ [REDACTED]
 - ▶ [REDACTED]
 - ▶ [REDACTED]
 - ▶ Use of publicity to accompany checkpoint testing

Drug impaired driving

47. Driving under the influence of a number of substances increases the risk of casualty crash involvement. s.6(d) OIA [REDACTED]
48. The compulsory impairment test is currently the best available option when drug intoxication is suspected.

Seat belt enforcement tactics

49. Seat belts are life-saving safety devices that prevent a second collision with the vehicle interior and/or ejection from the vehicle in the event of a crash.

50. Wearing a seat belt reduces the risk of a fatality or serious injury among drivers and front seat occupants by 60% and by 44% for rear seat passengers.
51. Police enforcement has consistently been found to have a strong dose-response type of relationship to seat belt wearing rates, and the involvement of non-use in road deaths (more enforcement, higher wearing rate, less involvement in deaths).
52. Non-seatbelt use in fatal crashes is often associated with the driver being impaired by alcohol. Engaging in activities aimed to deter and detect drink driving to prevent fatal crashes involving the non-use of seat belts is a valid strategy. Targeting activities include:
- ▶ Publicised enforcement operations are effective in raising compliance
 - ▶ s.6(c) OIA
 - ▶ [REDACTED]
 - ▶ [REDACTED]
 - ▶ Ongoing enforcement contributes to general deterrence.

Distraction enforcement tactics

53. Driving while distracted is probably as risky as driving under the influence of alcohol with a BAC >0.05. Drivers involved in text messaging, dialling or social media are at most risk, being six times more likely to be involved in a crash than drivers focused on the road. Distracted driving is associated with several risks such as increased reaction time, lane departure, time taken with eyes off road, following distance, and speed variation.
54. Attention taken off the road due to interaction with a mobile phone typically ranges from 2 to 12 seconds. At 50 km/h this would equate to 28-165 metres driven with no eyes on the road. At 100 km/h this widens to 56 – 330 metres travelled with no attention to the road.
55. There is some evidence that specific, publicised operations targeting mobile phone use while driving reduces offending in locations where enforcement took place.
56. Therefore, the approach to sustained enforcement is, for now, better undertaken as a by-product of other activities rather than by way of directed patrols for mobile phone checks:
- ▶ Publicised enforcement operations are effective in raising compliance
 - ▶ s.6(c) OIA
 - ▶ [REDACTED]
 - ▶ [REDACTED]
 - ▶ High visibility checkpoints for mobile phone use are probably not effective

DEPLOYMENT TO RISK

57. It is easy to mistake the road safety problem as one that can be 'solved' by sophisticated risk profiling, crash mapping, and other such analyses. Safety on the roads and crash risk are problems that are widely dispersed across the country and not one that is confined to a few locations. In fact, crash mapping can misleadingly lead one to believe that the road safety problem is largely urban as this is where the majority of motorised traffic intersects (those locations with high possible conflict points and traffic volumes).
58. Some roads are designed **less safely** than others. Waka Kotahi has estimated that 91% of the roads in New Zealand have a Safe and Appropriate Speed (SaAS) below the posted speed limit. The roads that have a higher Infrastructure Risk Rating (IRR) and that have a higher collective risk are outlined on Waka Kotahi's Megamaps tool. The Megamaps layer relating to the highest risk roads is incorporated into the Road Policing Dashboard. This dashboard has been additionally enhanced to include a comparison of the highest risk roads that also have higher mean speeds as identified by TomTom GPS data.
59. Placing police patrols in locations where crashes have occurred is for the most part not the answer. The regression to the mean effect³ often explains more about why certain locations have more crashes than does the notion that those locations have elevated risk.
60. Furthermore, with the principles of dosage and unpredictability in mind, the goal is to reduce risky behaviours **everywhere**, so it is of little consequence whether patrols are in the "right" locations because that is where a given number of crashes have previously occurred. We want drivers everywhere to be below the speed limit, wearing a seat belt, without using a mobile phone, and sober at all times, so that when a mistake does happen it doesn't lead to the loss of life.
61. A concerted operation targeting seat belts in an urban environment makes a difference if a person subsequently being involved in a crash out of the city is now correctly wearing their seat belt and the restraint saves their life. Police being, or having been, in the location where the person crashed would have little utility, especially if it is difficult to spot seat belts there (as is generally the case in rural locations).
62. There are however guiding principles that can be applied to deployment considerations. For speed enforcement, the high-speed rural environment is often combined with low degree of protective infrastructure and is where the majority of fatal crashes occur (previous analysis has identified that over 70% of road deaths occur on rural roads).
63. Roads with higher traffic volumes can be prioritised over lower traffic volume roads to assist with the dosage consideration.

³ 'Regression to the mean' is a statistical phenomenon that describes a tendency for sampled data for a random variable that contains extremes (a high number of crashes in a location over a given timespan), to revert to be closer to the average over time (a low number of crashes in the same location over a given adjacent timespan). Road sections with a high number of crashes in a given timespan tend to have a low number of crashes over the period that follows in the absence of any interventions being implemented on these roads. This is in a similar vein to random 'runs' in coin tosses.

The focus for Operation Deterrence should be on undertaking speed enforcement on rural roads that have speeds above 70 km/h

64. It is not appropriate to focus only on the higher speed levels for enforcement and leaving the public who only 'speed by a little bit' to continue on speeding once staff understand that these roads already have a posted speed limit above the SaAS. The focus must be on enforcement for everyone that is driving above the posted speed limit (including those at <11 km/h above the posted speed limit) as being the most effective way to implement behaviour change across the entire driving public by shifting the norm that it is permissible and of little consequence to speed by 10-20%.

High Risk Drivers

65. Available with this report will be spreadsheets containing lists of individuals identified as High-Risk Drivers (HRX drivers report [here](#)) that have already been interacted with on numerous occasions for risky driving behaviour and also those who have been interacted with on a number of occasions for driving without a driver's licence but who have not yet been enticed into a GDLS scheme (Unlicensed drivers report [here](#)). It is hoped that by proactively approaching these individuals in a non-threatening or confrontational environment (such as a vehicle stop) they may be more inclined to participate in a Supported Resolutions opportunity.

66. A draft Prevention Plan Template is [available here](#).

Intelligence

67. Critical Command Information (CCI) comprises intelligence, research, performance and insights and information provided by road safety partners. CCI ensures that deployment decisions are informed by an evidence-base and maximise effectiveness at mitigating risks.

68. The relationship between Road Policing and Intelligence is vital and is highlighted as a key source of CCI. Along with the rest of the organisation, Intelligence staff are profile funded to contribute to road safety (10% per Analyst = 154 hours per year). It is almost certain that there is considerable scope for this allocation of resources to be more fully realised by intelligence staff.

69. In some districts, the relationship between Intelligence and Road Policing staff is strong with intelligence informing Road Policing deployment. These districts often have a dedicated Road Policing Analyst who works with Road Policing staff to produce fit for purpose road safety intelligence products.

70. Previous feedback from RPMs suggests that there may be a number of road policing staff who have been making deployment decisions based on their own experience. This may result in staff continually attending the same locations as they may be easier to undertake certain activities.

71. Continually deploying to the same location is counterproductive in terms of General Deterrence and should be discouraged in favour of dosage, unpredictability and network coverage.
72. Similarly, consideration should be given to the creation of a Mobile Speed Camera (MSC) deployment roster to ensure that opportunities to deploy MSCs are maximised and deployment is widely dispersed and effective.

SAS and performance reports

73. The District Infringement Activity report enables district staff to observe and monitor officer and speed camera infringement activity at the tactical level of detail. This report can assist as a performance measure to enable district leaders to ensure that the type of infringements being issued by their staff reflects the level of risk on the roads and may be used to alter deployment tactics if necessary ([link to SAS report here](#)).
74. Monthly District performance reports against the RSPP outcome measures are available to track District and National progress against the desired targets ([available here](#)).

Commercial Vehicle Safety Team (CVST)

75. CVST has identified that the three-month period from July to September is their high-risk period for inspecting and monitoring commercial vehicles involved in the transportation of individuals to and from the ski-fields situated throughout New Zealand.
76. Operation Hannah will commence in early July with prevention visits to identified operators followed by operational deployment initially utilising latest technology in the form of Thermal Imagery Devices and later in combination with Roller Break Machines as they come available.
77. Operation Hannah is in Memory of Hannah Francis (aged 11) who died after a bus crash on Mount Ruapehu on 28 July 2018. Operation Hannah is supported by the family and is concentrating on compliance and maintenance of passenger service vehicles involved in the ski industry.
78. RIDS enforcement will also be a priority of those travelling to and from the mountains with a strong educational focus on seatbelt usage on buses.
79. CVST utilise the operation to work alongside district-based road policing staff to contribute to General Deterrence effect across the entirety of the journey. It will also provide an opportunity to further enhance the cross functional training already being embraced by many districts with the upskilling of all our people in the basic requirements and skills in relation to stopping a commercial vehicles to ensure that the driver and the vehicle are safe.
80. CVST is still working on messaging for approval but a suggestion is – “Everybody has the right to enjoy the wonders of our mountains this winter, everybody also has the right to tell their friends and family about that experience the next day.”

APPENDIX A – SAFE SYSTEM SUMMARY OF ROAD DEATHS - 2020

A Safe System summary of annual road deaths

2020

People



318 deaths

- 124** light vehicle drivers 25+
- 63** passengers
- 57** motorcyclists
- 31** young drivers 16-24
- 31** pedestrians
- 12** cyclists
- 6** truck drivers

Aged between

3 months & 92 years old



\$1.46b social cost

Roads and roadsides



- 75%** died on roads with medium or higher IRR*
- 72%** died in areas defined as rural
- 222** died in head-on and run-off-road crashes
- 166** died on a state highway
- 146** deaths involved the vehicle hitting a roadside object


*Infrastructure risk rating KiwiRAP Urban/RDP assessment

Speed

- 73%** died on roads with a speed limit set higher than the SAAS*
- 49%** died on roads in the top 10% requiring speed management

*Safe and appropriate speed

Vehicles

- 49%** light vehicle occupants who died in 1-star or 2-star vehicles 
- 67** died in light vehicles not wearing a seatbelt
- 59** died in crashes involving a truck
- 57** died in crashes involving motorcycles

Handling Instructions

Method

Rules

Electronic transmission

IN CONFIDENCE data can be transmitted across external or public networks but the level of information contained should be assessed before using clear text. Username / Password access control and/or encryption may be advisable (with the aim of maintaining confidence in public agencies).

Manual transmission

May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.

Storage and disposal

IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments.
Must be disposed of by departmental arrangements.

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Document Production

	Manager / Client	Intelligence Supervisor	Intelligence Analyst(s)
Name	Superintendent Steve Grealley	s.9(2)(a)	
Role	Director NRPC	Manager NRPC	
Extension			
Date requested	01/06/21		
Date draft due	23/06/21		

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Operation Deterrence: Summary of July 2021

The first month of the operation

13 August 2021

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SUMMARY – KUPU WHAKAKAPIA

This report provides an interim summary of performance following the first month of Operation Deterrence (**the Operation**). A full evaluation of the operation will be available following the end of the Operation. The report is broken down into the following topics:

1. **Background** – Operation Deterrence started on 1 July 2021, and is an all-of-Police national road safety campaign. It relies on not just dedicated Road Policing officers, but all police officers to play key roles in improving road safety outcomes.
2. **General deterrence** – Operation Deterrence aims to enhance deployment practices in respect to road safety risk to apply deterrence principles (dosage, unpredictability and network coverage) in relation to our RIDS and high-risk driving focus.
3. **RSPP outcomes** – Effective road safety activity requires a whole of police approach to preventing death and serious injury on our roads. The operation is strongly aligned with the government's road safety strategy 'Road to Zero' as well as the Our Business strategic goal of 'Safe Roads'. Operation Deterrence will help Police to meet its obligations to the Road Safety Partnership Programme (RSPP) and reduce Deaths and Serious Injuries (DSI) on our roads.

There is not always an immediate response to deterrence activity in road safety outcomes. The success of Operation Deterrence should be looked at over a period of time rather than month to month as the effect of deterrence takes a while to filter through to the driving public and alter long term behaviour and driving culture.

4. **Leadership, culture and mindset** – The leadership, culture and mindset required were set out in the Operation Order and Insights and Deployment report provided by the National Road Policing Centre (NRPC). Both documents contained links to various sources of further information and tools to assist the efforts of police districts, including a weekly return template. A weekly return is required from districts to enable a formal evaluation of the operation and to assist in the monthly performance reporting that will also support the operation.
5. **Dissemination of the Operation Order** – the Operation Order (and Insights and Deployment report and supporting material) was forwarded by the Asst Commissioner: Districts on 24 June 2021. A number of complaints were received by NRPC that the documentation was not received by district staff until around the time that the operation commenced.
6. **First month performance results** – we have seen mixed results from districts, with few districts improving on performance but increasing involvement of non-RP police in some districts. However, RIDS activity and performance against RSPP desired activity levels and trends are still below desired levels.
7. **Monitoring and communications** – The following areas were determined to be the most important for inclusion in the district's weekly returns primarily because they contain material required to be reported on by police within the RSPP that cannot be obtained via

performance reporting. This rationale was outlined in the Insights and Deployment Report and Operations Orders whereby the following was requested:

- a. Rural Deployment
- b. RIDS Operations and BST's
- c. High-Risk Drivers
- d. Abstractions of RP staff
- e. Non-RP (PST, CIB, Communities) Delivery

The quality of weekly returns in relation to the above has been mixed. Some districts have provided good returns, while others have provided scant detail and/or highlighted deployment activity that is not in line with the Operation Order e.g. non-RIDS activity such as attending and community patrolling sports events, protests and illegal street racing.

For future weekly returns reporting to be useful, there would need to be a reinforcement of messaging and stringent guidelines on what to provide, in order to improve quality (completeness, accuracy and adherence to the Operation Order) as well as an improvement in related performance.

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This report provides an interim summary of performance following the first month of Operation Deterrence. It covers:
 - ✦ Results up to end of July 2021 based on performance data against RSPP measures
 - ✦ Qualitative and quantitative insights from weekly returns
2. A full evaluation of the operation will be available following the end of the Operation.

Background

3. Policing our roads is an integral part of Our Business as identified by the Safe Roads operational goal and our vision: to become the Safest Country. New Zealand is currently in the bottom quarter of the OECD for road deaths per head of population. The rate of road deaths in New Zealand is over three times higher than that of the safest countries. Substantial and immediate progress is required toward our Safe Roads goal as part of our wider intent to be the Safest Country, and the Government's commitment to Vision Zero.

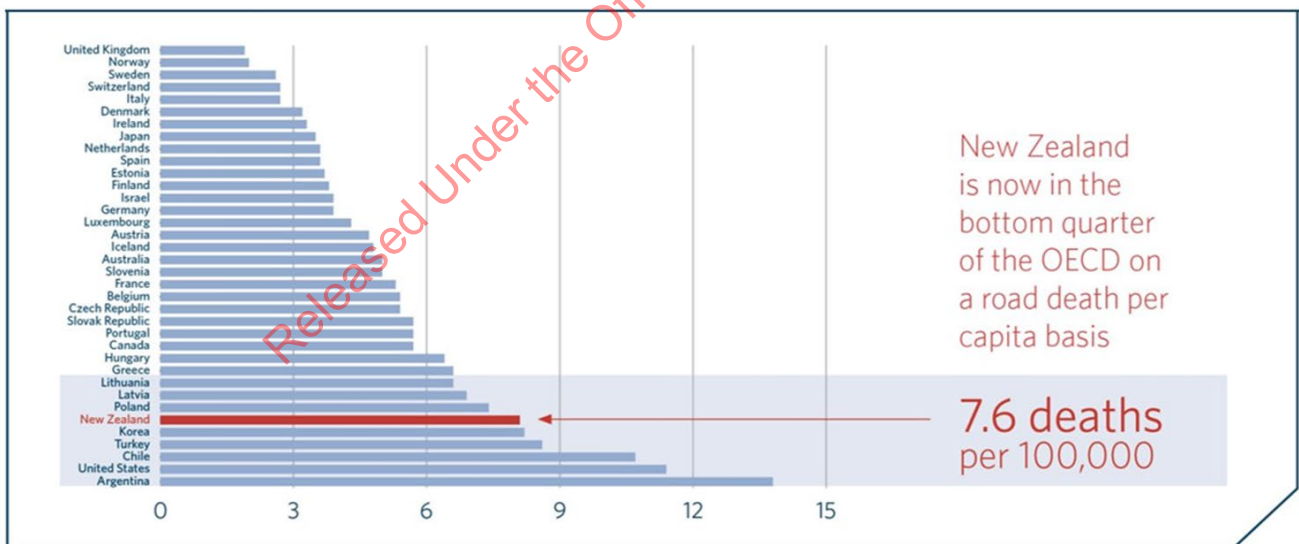


Figure 1 international comparison of road deaths per 100,000 population

4. Over the last few years on average, **one person dies, and seven people are seriously injured on New Zealand roads every day**. Traffic crash involvement is a leading cause of mortality for young people. These deaths and injuries are preventable. Risky driving behaviour frequently features as a contributing factor to the promotion of crashes, and in many cases acts as an aggravating factor to the injury severity of the crash. RIDS focused

prevention/enforcement activity will save lives and prevent serious injury.

5. Operation Deterrence, a national road safety operation, formally commenced on 1 July 2021. Operation Deterrence is a nationwide road safety operation designed to empower district leadership teams to deploy tactics that apply the principles of general deterrence to reduce risky driving behaviours. This is achieved by creating an increased risk of apprehension for risky traffic offending by increasing dosage, unpredictability, and network coverage as outlined in the associated Operation Order.
6. The Operation is designed to deliver an increased focus on road safety activities to ensure we have the best opportunity to reduce DSI on New Zealand roads by deploying to road safety risk and applying the principles of General Deterrence, which are:
 - ▶ dosage - the intensity of enforcement plays a key role in changing behaviour
 - ▶ unpredictability - perceived randomness of enforcement means it's difficult to anticipate or avoid
 - ▶ network coverage – enforcement must be seen to be spread across the roading network, to enforce the concept of enforcement 'anytime, anywhere.'

The increased road safety activity expected includes high visibility checkpoint operations, mobile patrols targeting RIDS, and increases in RIDS detection including speed on high-risk, rural roads.

We hope to see a real step change in driver behaviour and monthly reports will show how a deterrence-focused, national road safety campaign can reduce harm on our roads.

7. This road safety operation is intended to complement current District Road Policing (RP) deployment, with a specific focus on RIDS and appropriate contributions from non-RP staff.
8. The Operation Orders (and a supporting Insights and Deployment report and weekly return template) were issued on 24 June 2021 to District Commanders (DCs) for dissemination to District Leadership Teams (DLTs). A number of complaints were received by NRPC that the Operation Order was not received by district staff until around the commencement of the operation, including from a number of RPMs.

SUMMARY OF JULY 2021

9. There are several different components to evaluate the success of the operation:
 - ▶ The performance results based on RSPM measures for July 2021
 - ▶ Focus areas – qualitative and quantitative insights from the weekly returns, including insights into:
 - ▶ Rural Deployment
 - ▶ RIDS Operations and BST's

- ▶ High-Risk Drivers
- ▶ Abstractions of RP staff
- ▶ Non-RP (PST, CIB, Communities) Delivery

These components are summarised below.

Performance based on RSPP measures for July 2021

10. Table 1 below provides a national level summary of current performance against desired RSPP outcomes and measures.

Table 1 Current tracking against national RSPP outcomes and measures (July 2021)

Activity Category	Outcome/Measure	July 2021 Result	July 2021 Desired Activity Level (1/12 th of the RSPP fiscal year target)
Speed Management	Mobile speed camera deployment activity (hours)	5,190	6,667
	Number of camera-issued speed offences (mobile and static)	49,406	Operational purposes only
	Number of officer-issued speed offences	28,581	Operational purposes only
	Percentage of officer issued speed offences between 1-10 km/h	8.4%	15%
	Percentage of officer issued speed offence notices which are rural	50.4% (this is a proxy measure)	70%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	* Cannot currently distinguish BSTs by month until the Dräger Download Project is delivered for Police.	250,000
	Number of excess alcohol offences	2,080	Operational purposes only
	Number of drug impaired driving offences	11	Operational purposes only
	Number of restraint offences	3,065	5,000
	Number of cell phone offences	3,651	Operational purposes only
	Number of high-risk driver offence	1,716	Operational purposes only
	Number of Offender Management Plans in place for high risk drivers	Unknown as weekly returns had little to no detail on these	142
	Number of supported resolutions:		
	<ul style="list-style-type: none"> • Compliance Waived (all qualifying offence types) • Referral to driver licence programme 	976 Information not readily available	Operational purposes only

	• Referral to Te Pae Oranga	71	
	Written Traffic Warnings	2,553	Operational purposes only
	Number of traffic stops	62,876	Operational purposes only
	Number of RIDS operations (National)	1	Operational purposes only

July 2021 national overview

11. **Restraints** – The restraint offence detection target of 5,000 for the month of July was not achieved. The actual result was 3,065, resulting in an under delivery of 38.7%.
12. **Impairment** – This cannot currently be reported as BST's are unable to be distinguished by month until the Dräger Download Project is delivered for Police. The inconsistency, incompleteness and/or duplication of BST numbers from the weekly returns means we cannot rely on these with a great deal of confidence.
13. **Distraction** – Mobile phone offence detection is monitored for operational purposes only. There were 3,651 offences detected, which is an increase of 337 offences compared to July 2020.
14. **Speed** – none of the speed related RSP activity levels were met:
 - ▶ The target of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 8.4% nationally.
 - ▶ The target for mobile speed camera deployment hours was set at 6,667. The actual result was 5,190 hours, which is an under delivery of 22.2%.
 - ▶ The target of 70% of officer-issued speed offences being detected on rural roads was not achieved. The actual result was 50.4%.
15. The RSP results up to the end of the 2020/21 fiscal year are available in Appendix A.
16. District performance results against RSP desired activity levels are available at a detailed level in Appendix B.

July 2021 District level summary

17. District performance has been summarised in the table below. The District performance report this is based on can be found here ([District Charts Desired Activity Levels](#)).

RIDS category	Above target	Nearly met	Below target
Restraints	Counties-Manukau		Northland Waitematā Auckland

			Waikato Bay of Plenty Eastern Central Wellington Tasman Canterbury Southern
Distraction (mobile phones) Compared to three months before Operation Deterrence as there is no set RSPP target. Ideally there should be an increasing trend month on month.	Increase: Northland Counties-Manukau Eastern Central Tasman Southern	Improving: Wellington No change: Bay of Plenty	Decrease: Auckland Waitematā Waikato Canterbury
Speed (1-10km/h bracket)	Waikato		All others
Speed (% on rural roads)		Waikato	All others
Speed (mobile speed camera deployment hours)	Canterbury Tasman Waikato Auckland	Southern	Northland Waitematā Counties-Manukau Bay of Plenty Eastern Central Wellington

Operation Deterrence focus areas and weekly returns

18. NRPC's role in the subject of returns has been to communicate that weekly returns are required as per the Operation Order, and then attempt to collate those returns. Once the requirement for returns was confirmed by the Executive, NRPC's role in this was to focus the returns on information that police are required to report on in terms of RSPP outcomes and measures but which could not otherwise be collected accurately or in a timely fashion by way of performance reporting.
19. As such, the following areas were determined to be the most important and outlined in Insights and Deployment Report and Operations Orders:

- ▶ Rural Deployment
- ▶ RIDS Operations and BST's
- ▶ High-Risk Drivers
- ▶ Abstractions of RP staff
- ▶ Non-RP (PST,CIB, Communities) Delivery

20. The first four are all areas that we are expected to report on as part of the Road to Zero Strategy Action Plan and the RSPD outcomes and measures. They are difficult to capture/count and up until now, NRPC have been providing proxy measures (speed enforcement in 70+kph zones for rural deployment) or no count at all (High Risk Drivers, number of RIDS Operations). We received only one mention of activity in relation to a high-risk driver in all the weekly returns received.
21. In relation to abstractions, we faithfully report the numbers of staff recorded as being in dedicated Road Policing positions but staff are telling NRPC that they are constantly being abstracted. This obviously prevents them undertaking road safety activities, but does not show up on the official figures that are being reported to the Executive and Minister. This was seen as an opportunity to obtain some 'ground truth.'
22. The last measure was also seen as an opportunity – to ascertain whether the 'whole of police' aspect of the operation was getting taken up and gauge the level of communication within districts. Previous discussions at DCF highlighted opportunities and the District Commanders themselves created an action plan (Bridging the Road to Zero).
23. In terms of the performance data obtained, we can report the following trends compared to the average of the three months prior to the start of Operation Deterrence (April, May and June):

Geography	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior	RSPD Target
Nationally	Restraints		Slight increase	Below
	Distraction (mobile phone)		No change	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight increase	Below

- ▶ Nationally, despite not meeting RSPD targets, there has been a slight increase in restraints, speed camera deployment hours, and speed % detected in the <11km/hr

range when compared to the average trend of the three months prior. Distraction and % detected on rural roads have not improved.

- ▶ Five districts are doing well in terms of delivery in some RIDS categories (see Appendix B)
- ▶ All the other Districts are less than optimal in terms of performance data and returns.

24. In terms of the first month of returns that we have received to date:

- ▶ Many districts provided returns that outlined a whole of police approach (including CIB and MPES work at schools), STU deployment to rural areas, and Impairment Prevention activity such as 3H visits to rural pubs.
- ▶ Some information around good or bad news stories or inter-agency coordination has been provided in weekly returns.
- ▶ Despite the narrative in the returns indicating increased activity, the performance data does not show a dramatic improvement in performance (other than BSTs which we cannot currently distinguish by month until the Dräger Download Project is delivered.)
- ▶ The weekly returns sometimes had issues with consistency, completeness, or accuracy, such as staffing totals not adding up or activity being duplicated e.g. BST numbers and checkpoint locations being reported more than once in the same return for the same time, location and staff.
- ▶ No districts have referred to prevention activity in relation to the lists of High-Risk Drivers created and sent out at the start of the Operation.
- ▶ On a slightly more negative note, some districts initially required chasing up for returns and, within the returns received, there continues to be a focus on dirtbikes, attending 1V's and deployment to such things as Rugby matches – all of which are not RIDS focused activities.
- ▶ In terms of abstractions, most have not recorded anything but of those that have refer to being abstracted to manage protests, to MIQ's, light duties, medical disengagements and annual leave .

25. This summary does not take into account any contributing circumstances affecting performance including competing non-RIDS demands, staff shortages as a result of resignations, COVID disruption, and onboarding new recruits. The deployment project in Tāmaki Makaurau as well as related work looking at demand profiles affecting deployment choices will inform the final evaluation of the Operation.

NEXT STEPS - KAUPAE I MURI

26. The value of weekly returns needs to be reviewed, given issues with the quality of returns from some districts, and the administrative burden required from districts to collate them.
27. A more detailed evaluation of performance and the weekly returns is in progress and will be completed after the end of the Operation. This includes producing a performance report split by RP and non-RP to provide insights into non-RP contribution to RIDS enforcement.

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OPTIONS – KUPU WHAKAKAPIA

28. Continue weekly returns and support districts to improve quality of returns.
29. Discontinue weekly returns and:
 - a. wait until the Dräger Download Project allows monthly monitoring of BSTs, which would remove this requirement from the weekly returns.
 - b. Progress development of reporting by RP and non-RP split to understand all of police contribution to RIDS enforcement.

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APPENDIX A – RSPP 2020/21 FISCAL YEAR RESULTS

The outcomes and measures for RSPP 2021-24 are summarised in the table below:

ROAD TO ZERO AREAS OF FOCUS	MEASURES OF NZ POLICE ACTIVITY	2021/22 DESIRED ACTIVITY LEVEL	2022/23 DESIRED ACTIVITY LEVEL	2023/24 DESIRED ACTIVITY LEVEL
Infrastructure improvements and speed management	Mobile speed camera deployment activity (hours)	80,000	80,000	80,000
	Number of camera issued speed offences (mobile and static)	Monitored for operational purposes only		
	Number of officer issued speed offences	Monitored for operational purposes only		
	Percentage of officer issued speed offences between 1-10km/h	15%	15%+	15%+
	Percentage of officer issued speed offence notices which are rural	70%	70%	70%
Road user choices	Number of passive breath tests and breath screening tests conducted	3,000,000	3,000,000	3,000,000
	Number of excess alcohol offences	Monitored for operational purposes only		
	Number of drug impaired driving offences	Monitored for operational purposes only		
	Number of restraint offences	60,000	60,000	60,000
	Number of cell phone offences	Monitored for operational purposes only		
	Number of high-risk driver offences	Monitored for operational purposes only		
	Number of high-risk drivers identified and engaged by District	1700	1700	1700
	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		
	Written Traffic Warnings	Monitored for operational purposes only		
	Number of traffic stops	Monitored for operational purposes only		
Number of RIDS operations	50	50	50	

National 2020/21 Fiscal Year Summary

Activity Category	Outcome/Measure	2020/21 Actual end of Year Result	2020/21 Desired Activity Level
Speed Management	Mobile speed camera deployment activity (hours)	61,199	100,000*
	Number of camera issued speed offences (mobile and static)	800,730	Operational purposes only
	Number of officer issued speed offences	326,808	Operational purposes only
	Percentage of officer issued speed offences between 1-10km/h	9.2%	30%
	Percentage of officer issued speed offence notices which are rural	53.6%	75%
	Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	1,500,268
	Number of excess alcohol offences	23,846	Operational purposes only
	Number of drug impaired driving offences	705	Operational purposes only
	Number of restraint offences	38,234	60,000
	Number of cell phone offences	43,903	Operational purposes only
	Number of high-risk driver offence	23,219	Operational purposes only
	Number of Offender Management Plans in place for high risk drivers	Information not collated	1,700
	Number of supported resolutions: <ul style="list-style-type: none"> Compliance Waived (all qualifying offence types) Referral to driver licence programme Referral to Te Pae Oranga 	21,004 Information not collated 697	Operational purposes only
	Written Traffic Warnings	32,538	Operational purposes only
	Number of traffic stops	738,153	Operational purposes only
	Number of RIDS operations (National)	12 national Dozens at District level	Operational purposes only
	* Informally reduced from 100,000 to 80,000 for the purposes of internal RSPP reporting between Police and Waka Kotahi ** Informally reduced from 3 million to 2 million for the purposes of internal RSPP		

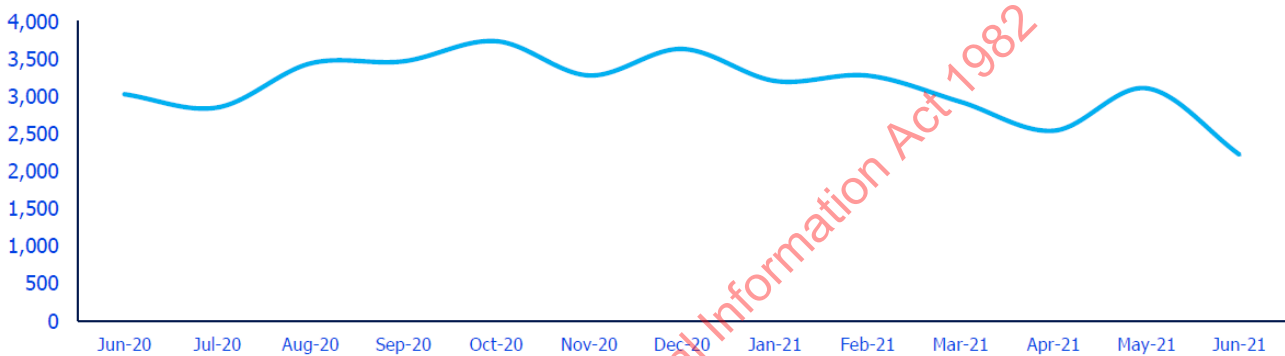
	reporting between Police and Waka Kotahi		
	Note: these figures are based on data extracted in late July and includes delayed returns that may not have been included in earlier RSP reporting.		

RIDS-related offence detection has not met RSP targets over the last financial year.

Restrains

The restraint offence detection target of 60,000 in the 2020/2021 financial year was not achieved. The actual result was 38,234, resulting in an under delivery of 36%.

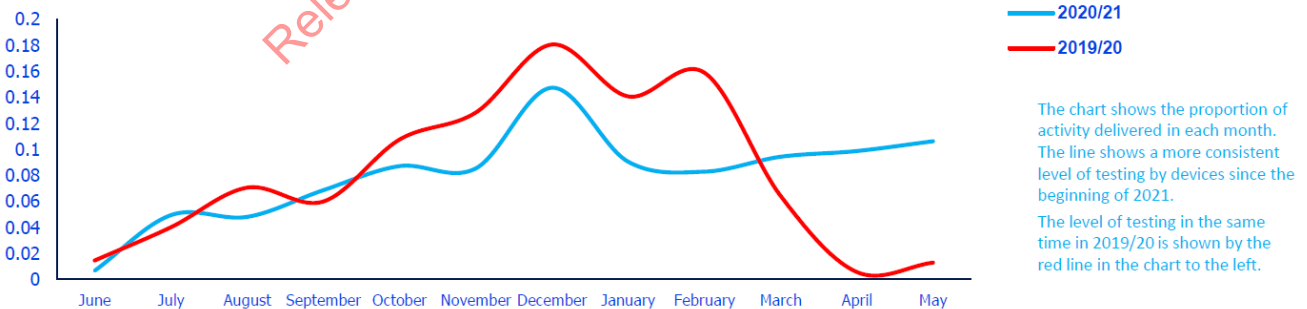
Restraint Offences Detected by Month



Impairment

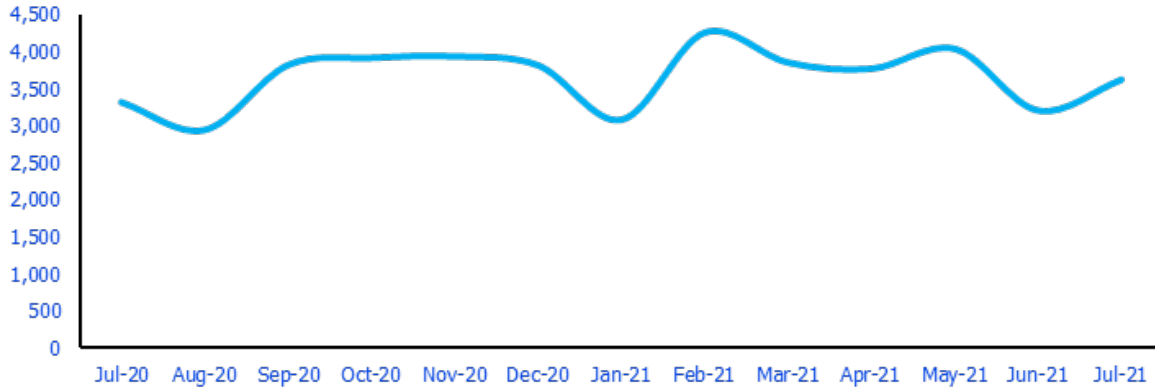
The target for breath screening tests was set at 3 million. For the purpose of internal RSP reporting between Police and Waka Kotahi, the target for breath screening tests was informally reduced to 2 million due to the COVID-19 environment, changes in alert levels, and how this impacted our deployment practices. This target was not achieved. The actual result was 1,500,268 resulting in an under delivery by 25%.

Percentage of Breath by Device – Devices Downloaded in June



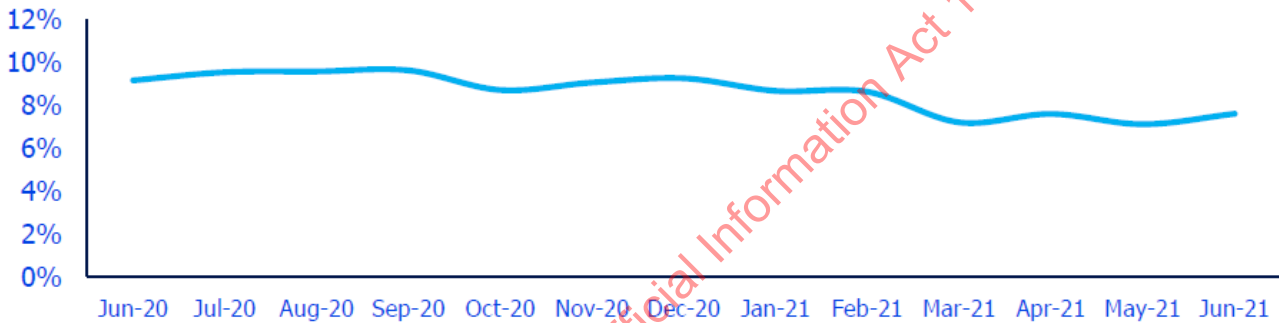
Distraction

Mobile phone offence detection is monitored for operational purposes only. There were 43,903 offences detected, which is an increase of 8.1% from the 2019/20 financial year.



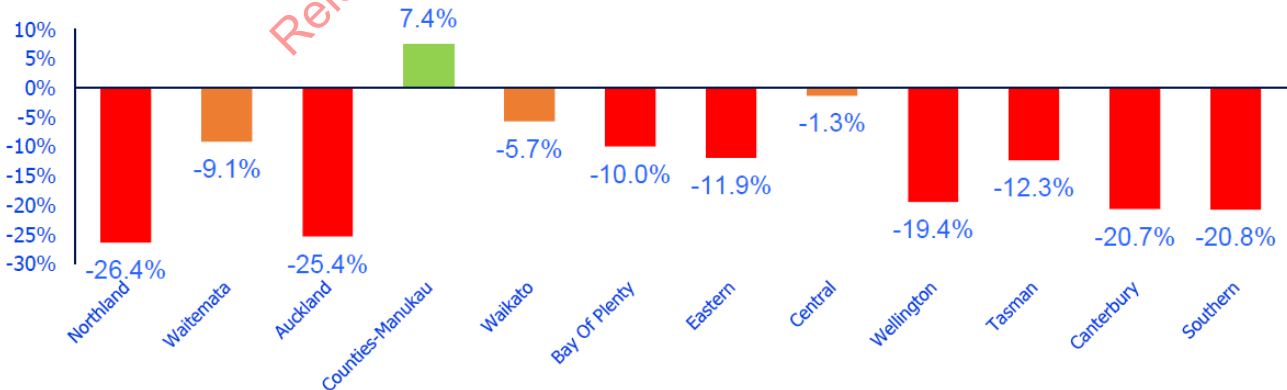
Speed

The target of 30% of officer-issued speed notices being between 1-10km/hr was not reached, with the actual result being 9.2%.



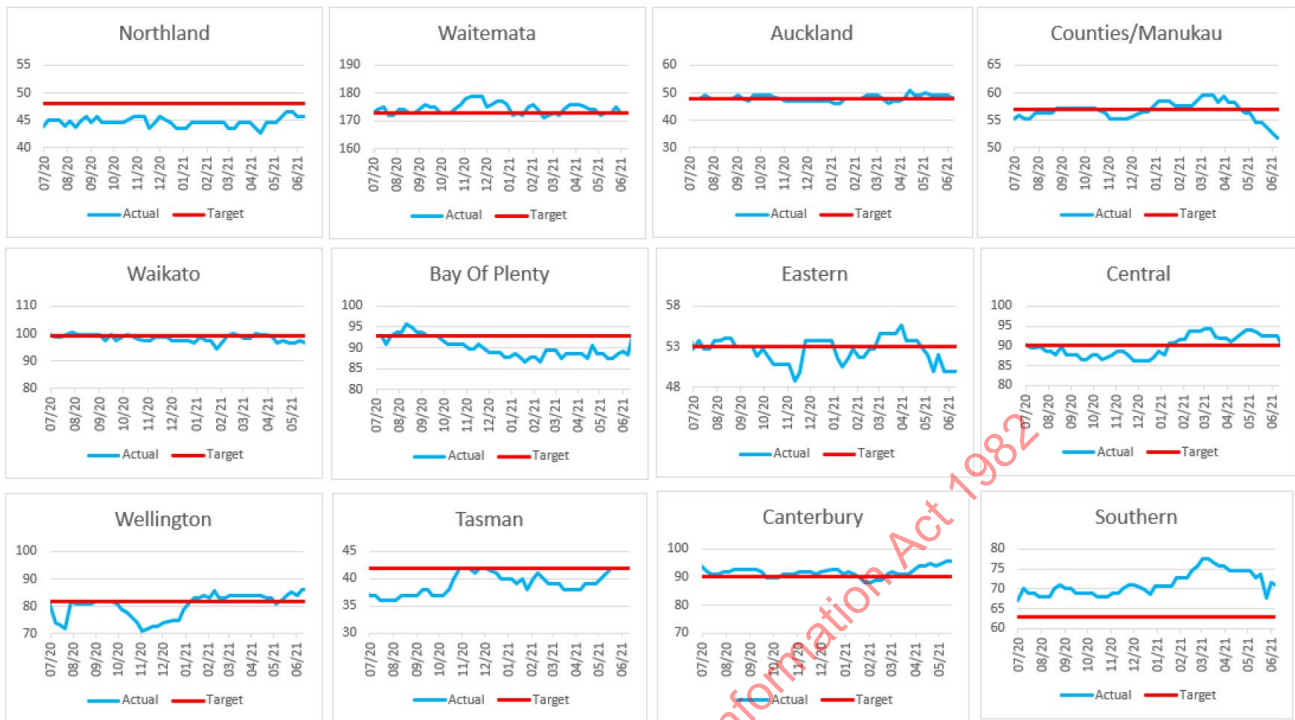
The target for mobile speed camera deployment hours was set at 100,000. For the purpose of internal RSPD reporting between Police and Waka Kotahi, the target for mobile speed camera deployment hours was informally reduced to 80,000. This is because of the 2019 Cabinet decision to change ownership of the camera network to Waka Kotahi and the complexities around that. The available resources of staffing and cameras allowed for a target of 69,381 hours, which was not achieved. The actual result was 61,199 hours, which is an under delivery by 12%.

Speed Camera Hours: Delivery Against Target by District



The target of 75% of officer-issued speed offences being detected on rural roads was not achieved. The actual result was 53.6%.

District Road Policing FTE levels



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APPENDIX B – PERFORMANCE RESULTS BY DISTRICT

Performance against desired activity by district

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior	RSP Target
Nationally	Restraint		Slight increase	Below
	Distraction (mobile phone)		No change	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight increase	Below
Northland	Restraint		No change	Below
	Distraction (mobile phone)		Slight increase	N/A
	Speed	% detected in <11km/hr excess	Considerable increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	No change	Below
Waitematā	Restraint		No change	Below
	Distraction (mobile phone)		Slight decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Slight increase	Below
Auckland	Restraint		Slight decrease	Below

	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	Slight decrease	Below
		% detected on rural roads	Slight increase	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Counties-Manukau	Restraint		Considerable increase	Above
	Distraction (mobile phone)		Considerable increase	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Waikato	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Above
		% detected on rural roads	No change	Nearly met
		Mobile speed camera deployment hours	Slight increase	Above
Bay of Plenty	Restraint		Slight increase?	Below
	Distraction (mobile phone)		No change	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Considerable decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Eastern	Restraint		Slight increase	Below
	Distraction (mobile phone)		Slight increase	N/A

	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Central	Restraint		Slight increase	Below
	Distraction (mobile phone)		Slight increase	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight decrease	Below
Wellington	Restraint		Considerable increase	Below
	Distraction (mobile phone)		Slight decrease	N/A
	Speed	% detected in <11km/hr excess	Considerable increase	Below
		% detected on rural roads	Considerable decrease	Below
		Mobile speed camera deployment hours	Slight decrease	Below
Tasman	Restraint		Slight increase	Below
	Distraction (mobile phone)		Considerable increase	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Canterbury	Restraint		Slight decrease	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight increase	Below

		Mobile speed camera deployment hours	Considerable increase	Above
Southern	Restraint		Considerable increase	Below
	Distraction (mobile phone)		Considerable increase	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight increase	Nearly met

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Handling Instructions

Method	Rules
Electronic transmission	IN CONFIDENCE data can be transmitted across external or public networks but the level of information contained should be assessed before using clear text. Username / Password access control and/or encryption may be advisable (with the aim of maintaining confidence in public agencies).
Manual transmission	May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.
Storage and disposal	IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments. Must be disposed of by departmental arrangements.

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Document Production

	Manager / Client	Intelligence Supervisor	Intelligence Analyst(s)
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Date draft due	13/08/21		

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Operation Deterrence: August 2021 Summary

20 September 2021

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SUMMARY – KUPU WHAKAKAPIA

This report provides a summary of performance following the second month of Operation Deterrence (**the Operation**). A full evaluation of the operation will be available following the end of the Operation. This report is broken down into the following topics:

1. Background – Operation Deterrence commenced on 1 July 2021 and was designed to be an all-of-Police, national road safety campaign. It relies on all police officers to play key roles in improving road safety outcomes utilising a general deterrence approach to road policing enforcement. General deterrence aims to enhance deployment practices relating to road safety risk by applying deterrence principles (dosage, unpredictability, and network coverage) in relation to RIDS and high-risk driving offending.
2. Operation Deterrence and COVID – New Zealand went into Alert Level 4 lockdown at 2359 hours on Tuesday 17 August as a result of the Delta variant of COVID-19 being identified in the community. This had an immediate impact on Operation Deterrence, with significant resources (including dedicated Road Policing staff) being redeployed to COVID-related duties. The COVID-related timeline is as follows:
 - a. The initial Alert Level 4 (AL4) lockdown period was from 2359 hours 17 August to 2359 hours 31 August, when Tāmaki Makaurau (TM) and Northland remained in AL4 and the rest of the country moved to AL3. Checkpoints were required at the southern TM border with Waikato.
 - b. At 2359 hours on the 7 September, TM remained in AL4 while the rest of New Zealand moved to AL2. With TM remaining in AL4, this necessitated checkpoints at the northern TM border also.
 - c. On 10 September, 45 staff from around New Zealand travelled to the Waikato District to assist with COVID-related duties. It is currently unknown how many of these are dedicated Road Policing staff.
3. RSPD outcomes and performance results – The initial seven-week period of Operation Deterrence, before lockdown, showed that most districts were not achieving the required delivery against the Road Safety Partnership Programme outcomes and measures in terms of performance delivery. This has been further exacerbated by the impact of the COVID-related lockdowns and redeployment to COVID-related duties.
4. Monitoring and communications – The quality of weekly returns in relation to the above has been mixed. Some districts have provided good returns, while others have provided very limited information. As the impact of COVID became apparent, most district returns reflected that staff were primarily undertaking COVID-related deployment but were attempting to undertake RIDS enforcement where able to. Other districts redeployed all of their dedicated Road Policing resource to COVID-related duties.

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This report provides an interim summary of performance following the second month of Operation Deterrence. It covers:
 - ✦ Results up to the end of August 2021 based on performance data against RSPP measures
 - ✦ Qualitative and quantitative insights from weekly returns
2. A full evaluation of the operation will be available following the end of the Operation.

Background

3. Policing our roads is an integral part of Our Business as identified by the Safe Roads operational goal and our vision: to become the Safest Country. New Zealand is currently in the bottom quarter of the OECD for road deaths per head of population. The rate of road deaths in New Zealand is over three times higher than that of the safest countries. Substantial and immediate progress is required toward our Safe Roads goal as part of our wider intent to be the Safest Country, and the Government's commitment to Vision Zero.

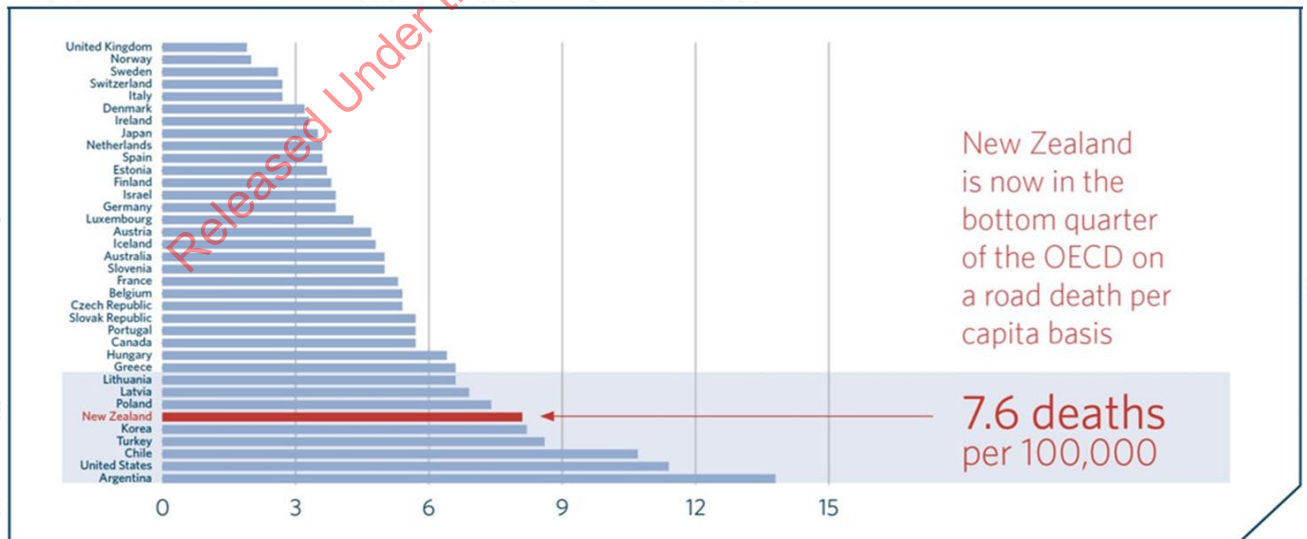


Figure 1 international comparison of road deaths per 100,000 population

4. Over the last few years, on average, **one person dies, and several people are seriously injured on New Zealand roads every day**. Traffic crash involvement is a leading cause of mortality for young people.

5. Operation Deterrence, a national road safety operation, formally commenced on 1 July 2021. The operation was designed to empower district leadership teams to deploy tactics that apply the principles of general deterrence to the reduce risky driving behaviours that contribute to causing the most trauma on New Zealand roads.
6. The Operation was designed to deliver an increased focus on road safety activities to ensure we have the best opportunity to reduce death and serious injury (DSI) on New Zealand roads by deploying to road safety risk and applying the principles of General Deterrence, which are:
 - **dosage** - the intensity of enforcement plays a key role in changing behaviour
 - **unpredictability** - perceived randomness of enforcement means it's difficult to anticipate or avoid
 - **network coverage** – enforcement must be seen to be spread across the roading network to enforce the concept of enforcement 'anytime, anywhere.'
7. The Operation Orders (and a supporting Insights and Deployment report and weekly return template) were issued on 24 June 2021 to District Commanders (DCs) for dissemination to District Leadership Teams (DLTs). A summary of the July's Operation Deterrence delivery was previously provided to the Executive.
8. This is the summary of Operation Deterrence delivery for August. However, on 17 August 2021, the Delta variant of COVID-19 was established to be in the Community when an individual was tested and found to be positive for COVID-19. The individual resided in Devonport in Tāmaki Makaurau but had recently visited the Coromandel while believed to be positive.
9. At 2359 hours on 17 August, New Zealand went into Alert Level 4 (AL4) lockdown which necessitated a national policing response. As the entire country was in AL4, there was no requirement for COVID Border Checkpoints, but there was an immediate impact on traffic flows which reduced by around 70% nationally.
10. Once AL4 came into effect, almost all districts reported abstractions to COVID-19 checkpoints, patrolling, and compliance visits. This ranged from minor support (primarily RP-related deployment) to a complete redirection of RP staff to 8P-related activity.
11. While several of the district returns outlined that they were still enforcing RIDS offending while also having been redeployed to undertake COVID-related/reassurance patrolling, it appears that RIDS were not the primary function. Districts reported undertaking COVID-related checkpoints that still had a RIDS focus, high visibility patrolling, and impairment patrolling. It is likely, however, that staff would be unlikely to observe any RIDS offending at COVID checkpoints unless drivers arrived there visibly impaired or the checkpoints were using police spotters. However, the performance data indicates that staff were still dealing with RIDS offending when they came across it.

12. There has been twenty-five (25) road deaths since AL4 came into effect (one month ago). Despite the decrease in traffic volumes (and in terms of speed, because of it), RIDS-related behaviour is still prevalent on the network and continues to kill or seriously injure New Zealanders on the roads.

SUMMARY OF AUGUST 2021

Performance based on RSPM measures for August 2021

13. Table 1 below provides a national level summary of current performance against desired RSPM outcomes and measures.

Table 1 Current tracking against national RSPM outcomes and measures (August 2021)

Activity Category	Outcome/Measure	August 2021 Result	August 2021 Desired Activity Level (1/12 th of the RSPM fiscal year target)
Speed Management	Mobile speed camera deployment activity (hours)	5,021	6,667
	Number of camera-issued speed offences (mobile and static)	35,033	Operational purposes only
	Number of officer-issued speed offences	25,310	Operational purposes only
	Percentage of officer issued speed offences between 1-10 km/h	9.4%	15%
	Percentage of officer issued speed offence notices which are rural	48.1% (this is a proxy measure)	70%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	* Cannot currently distinguish BSTs by month until the Dräger Download Project is delivered for Police.	250,000
	Number of excess alcohol offences	1,310	Operational purposes only
	Number of drug impaired driving offences	13	Operational purposes only
	Number of restraint offences	2,397	5,000
	Number of cell phone offences	2,557	Operational purposes only
	Number of high-risk driver offence	1,624	Operational purposes only

	Number of Offender Management Plans in place for high risk drivers	Unknown as weekly returns had little to no detail on these	142
	Number of supported resolutions: <ul style="list-style-type: none"> • Compliance Waived (all qualifying offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	848 Information not readily available 64	Operational purposes only
	Written Traffic Warnings	1,965	Operational purposes only
	Number of traffic stops	65,236	Operational purposes only
	Number of RIDS operations (National)	1	Operational purposes only

August 2021 national overview

14. **Restraints** – The restraint offence detection target of 5,000 for the month of August was not achieved. The actual result was 2,397. After two months, the expected police measure of 10,000 restraints offences is short by 4,523 offences (45%) for the year to date.

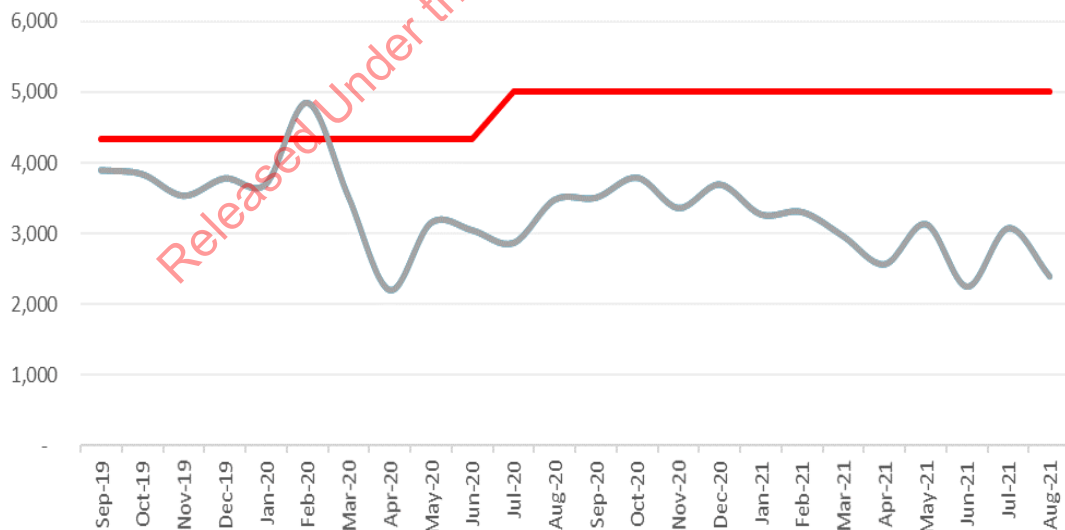


Figure 2 Restraints offence detection (grey line) vs desired activity level (red line)

15. **Impairment** – This cannot currently be reported accurately as BSTs are unable to be reported by latest complete month until the Dräger Download Project is delivered for Police. The inconsistency, incompleteness and/or duplication of BST numbers from the weekly returns means we cannot rely on the these with a great deal of confidence.

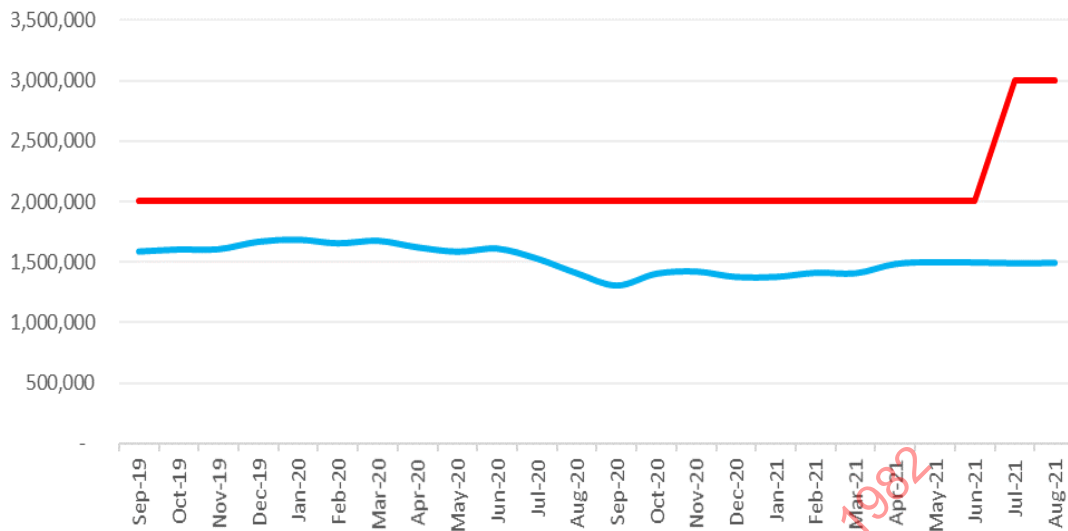


Figure 3 Impairment (based on device downloads and displayed as 12 months rolling average – blue line) vs desired activity level (red line)

16. **Distraction** – Mobile phone offence detection is monitored for operational purposes only with a desired ‘increasing trend’ of enforcement. There were 6,228 offences detected in July and August, which is 21% less than the 2021/22 target.

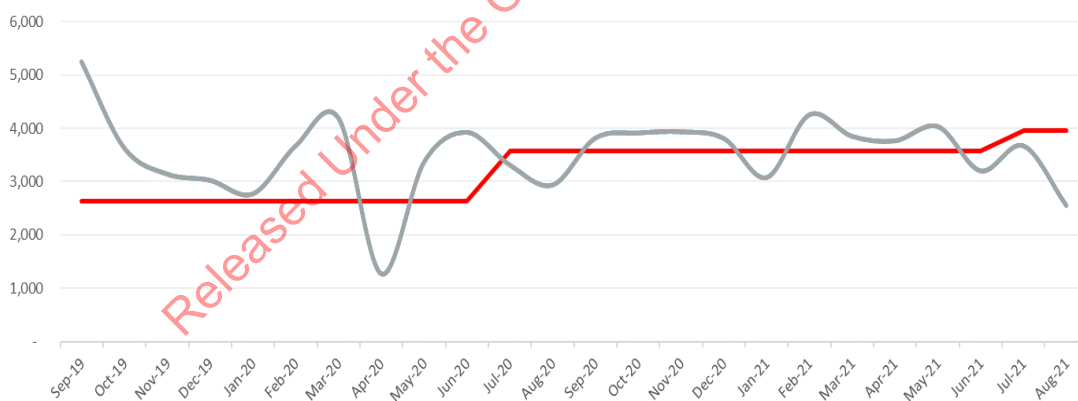


Figure 4 Cellphone offence detection (grey line) vs desired activity level (red line)

17. **Speed** – none of the speed related RSP activity levels were met:

- ❖ The target of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 9.4%, a 1% increase compared to July 2021.
- ❖ The target for mobile speed camera deployment hours was set at 6,667. The actual result was 5,021 hours, which is an under delivery of 25%.
- ❖ The target of 70% of officer-issued speed offences being detected on rural roads was not achieved. The actual result was 48% for August 2021.

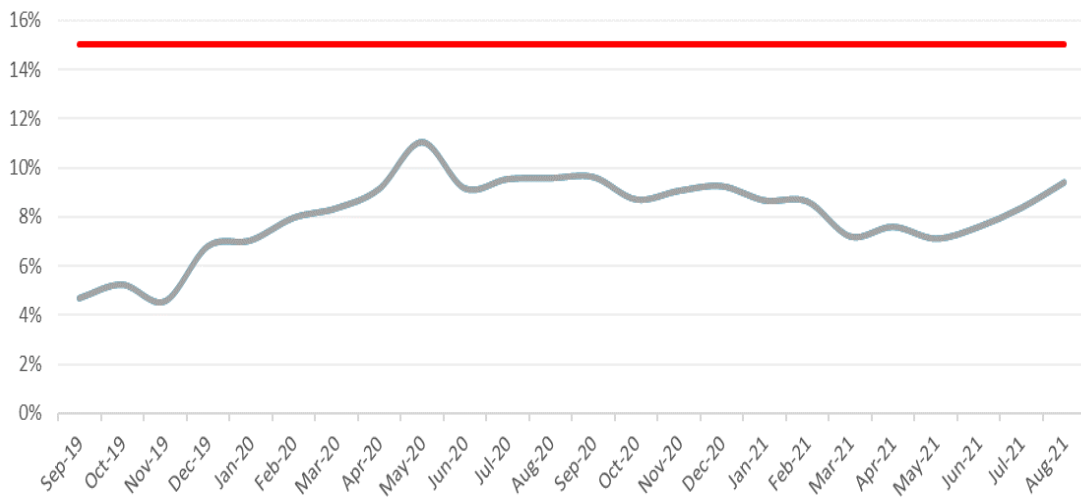


Figure 5 Speed enforcement in the 1 – 10kph bracket (grey line) vs desired activity level (red line). The desired activity level measure is 15% down from 30% in the 2020/21 FY.

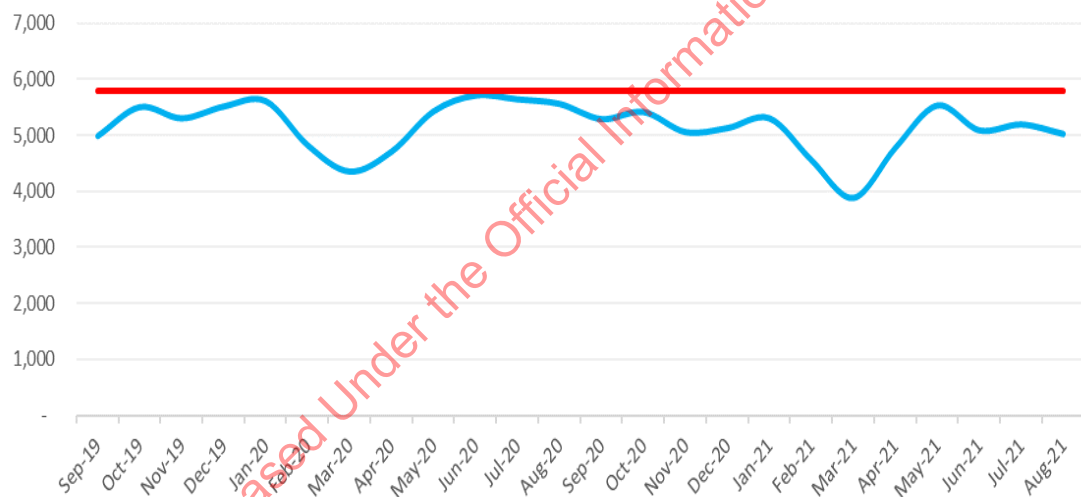


Figure 6 Mobile Speed Camera hours (grey line) vs desired activity level (red line). The actual monthly target is 6,667 but the achievable target based on actual Traffic Camera Officers FTE is 5,782 as shown in the graph above.

August 2021 District level summary

- District performance has been summarised in the table below. The District performance report this is based on can be found here ([District Charts Desired Activity Levels](#)).

RIDS category	Above target	Nearly met	Below target
Restraints		Counties Manukau	All other districts
Distraction (mobile phones) Compared to three months before Operation Deterrence as there is no set RSPP target. Ideally there should be an increasing trend month on month.	Southern		All other districts
Speed (1-10km/h bracket)	Waikato		All other districts
Speed (% on rural roads)			All districts
Speed (mobile speed camera deployment hours)	Canterbury Waikato Auckland Eastern	Waitematā	Northland Counties Manukau Bay of Plenty Central Wellington Tasman Southern

Operation Deterrence focus areas and weekly returns

19. As outlined in the Operation Deterrence July Summary, the weekly returns were designed to capture information that police are required to report on in terms of RSPP outcomes and measures but which could not otherwise be collected accurately or in a timely fashion by way of performance reporting. As such, the following areas were determined to be the most important and outlined in both the Insights and Deployment Report and Operations Orders:

- ▶ **Rural Deployment** (in line with the 70% rural deployment measure)
- ▶ **RIDS Operations and BST's** (in line with the 50 x RIDS operations measure and, in an attempt to capture up to date BST data)
- ▶ **High-Risk Drivers** (relating to the requirement to manage 1700 high risk drivers)
- ▶ **Abstractions of dedicated Road Policing staff** (to better understand and explain if necessary variable levels of delivery)
- ▶ **Non-RP (PST, CIB, Communities) Delivery** (to measure the 'whole of police' aspect)

20. As outlined in the July Summary, the weekly returns were mixed in terms of capturing the desired information. The first four are all areas that we are expected to report on as part of the Road to Zero Strategy Action Plan and the RSPP outcomes and measures.
21. In relation to abstractions, the effect of the move to AL4 and subsequent redeployment of the dedicated RP staff, has introduced a significant barrier to achieving the RSPP and road to Zero road safety measures. Adding abstractions to the weekly returns was an opportunity to obtain some enhanced accuracy for the narrative when police are asked to explain perceived deficiencies in delivery.
22. The importance of knowing how many funded RP positions are operating in Districts is of vital importance for NRPC to be able to explain potential under-delivery relating to the RSPP outcomes and measures and the National Road Safety Strategy: the Road to Zero Action Plan and Annual Monitoring Report.
23. In terms of the performance data obtained, NRPC report the following trends compared to the average of the three months prior to the start of Operation Deterrence (April, May and June):

Geography	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior	RSPP Target
Nationally	Restraints	-	Slight decrease	Below
	Distraction (mobile phone)	-	Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight decrease	Below

- ✦ Nationally, the RSPP targets have not been met. The detection of all RIDS categories, aside from speeding detection in the <11km/hr range, are decreasing when compared to the average trend of the three months prior to the operation.
- ✦ Most districts are demonstrating a noticeable decrease in performance across RIDS categories.

24. In terms of the weekly returns received during August:

- ▶ In the first two weeks of August, prior to New Zealand entering AL4, the quality of district returns continued to vary, with some districts providing limited information or information pertaining to 'business as usual' requirements.
- ▶ Non-dedicated staff continue to assist in road safety activities, and this appears to have increased for some districts.
- ▶ Good and bad news stories and inter-agency coordination are being reported more frequently than in July, however, remain minimal and are often not related to Operation Deterrence.
- ▶ Districts reports focusing on all RIDS offending and there appears to be an increase in the focus on restraints and distraction compared to the July returns. However, this does not appear to be borne out by the performance data for any of the RIDS offending.
- ▶ There continues to be minimal focus on high risk drivers. Some districts report the target of their activity being high risk drivers, whereas the outcome indicates they have come into contact with high risk offenders (not necessarily high risk drivers) as a result of an activity targeting other behaviours (e.g. via impairment checkpoints). This indicates there may be confusion surrounding the districts' understanding of the operation's expectations of high-risk driver interventions.

25. This summary does not consider any contributing factors affecting performance delivery except for the COVID-19 lockdowns and subsequent redeployments. Other factors that have not been considered include competing non-RIDS demands and staff shortages due to resignations or long-term sick leave.

26. The deployment project in Tāmaki Makaurau as well as related work looking at demand profiles affecting deployment choices will inform the final evaluation of the Operation.

NEXT STEPS – KAUPAE I MURI

27. Following the COVID-19 lockdown, efforts should be spent on redirecting focus back to the operation and ensuring that, as the lockdown restrictions reduce in most districts across New Zealand, dedicated RP staff abstractions are minimised.
28. There also needs to be a focussed communications strategy outlining that Deaths and Serious Injuries have remained static in spite of the Covid-related lockdowns and the importance of re—focussing on RIDS in terms of road safety. Any communications strategy should probably include the following:
 - a. The Safe Roads Control Strategy
 - b. The Road to Zero Annual Monitoring Report and Road Safety Partnership Programme outcomes and measures
 - c. The pending release of Ministry of Transport's review of the RSPP (the Martin Jenkins Review) and direction that police will accept and implement each recommendation, and
 - d. Police have one year's worth of RSPP funding with the remaining two years conditional on the point (d) and the outcomes of the Martin Jenkins Review
29. A decision will need to be made and also communicated as to whether Operation Deterrence could be extended beyond the initial three-month period due to the disruption of COVID-19 or whether Operation Deterrence is terminated in line with its intended timeframes.
30. A more detailed evaluation of performance and the weekly returns is in progress and will be completed after the end of the Operation.

APPENDIX A – RSPP 2021-24 OUTCOMES AND MEASURES

The outcomes and measures for RSPP 2021-24 are summarised in the table below:

ROAD TO ZERO AREAS OF FOCUS	MEASURES OF NZ POLICE ACTIVITY	2021/22 DESIRED ACTIVITY LEVEL	2022/23 DESIRED ACTIVITY LEVEL	2023/24 DESIRED ACTIVITY LEVEL
Infrastructure improvements and speed management	Mobile speed camera deployment activity (hours)	80,000	80,000	80,000
	Number of camera issued speed offences (mobile and static)	Monitored for operational purposes only		
	Number of officer issued speed offences	Monitored for operational purposes only		
	Percentage of officer issued speed offences between 1-10km/h	15%	15%+	15%+
	Percentage of officer issued speed offence notices which are rural	70%	70%	70%
Road user choices	Number of passive breath tests and breath screening tests conducted	3,000,000	3,000,000	3,000,000
	Number of excess alcohol offences	Monitored for operational purposes only		
	Number of drug impaired driving offences	Monitored for operational purposes only		
	Number of restraint offences	60,000	60,000	60,000
	Number of cell phone offences	Monitored for operational purposes only		
	Number of high-risk driver offences	Monitored for operational purposes only		
	Number of high-risk drivers identified and engaged by District	1700	1700	1700
	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		
	Written Traffic Warnings	Monitored for operational purposes only		
	Number of traffic stops	Monitored for operational purposes only		
Number of RIDS operations	50	50	50	

APPENDIX B – PERFORMANCE RESULTS BY DISTRICT

Performance against desired activity by district

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence	RSPG Target
Northland	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Slight decrease	N/A
	Speed	% detected in <11km/hr excess	Considerable increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Waitematā	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Considerable increase	Below
		Mobile speed camera deployment hours	Considerable increase	Nearly met
Auckland	Restraint		No change	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below

		% detected on rural roads	Slight increase	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Counties-Manukau	Restraint		Slight decrease	Nearly met
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Considerable decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Waikato	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	Slight decrease	Above
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Considerable decrease	Above
Bay of Plenty	Restraint		Slight decrease	Below
	Distraction (mobile phone)		Slight decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below

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Eastern	Restraint		Slight increase	Below
	Distraction (mobile phone)		Slight increase	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Slight increase	Above
Central	Restraint		Slight increase	Below
	Distraction (mobile phone)		Slight increase	N/A
	Speed	% detected in <11km/hr excess	Considerable increase	Below
		% detected on rural roads	Considerable decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below
Wellington	Restraint		Slight increase	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	No change	Below
Tasman	Restraint		Slight decrease	Below
	Distraction (mobile phone)		Slight decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight decrease	Below

		Mobile speed camera deployment hours	Slight decrease	Below
Canterbury	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Southern	Restraint		Considerable increase	Below
	Distraction (mobile phone)		Slight increase	N/A
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Considerable decrease	Below
		Mobile speed camera deployment hours	Considerable decrease	Below

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Method

Rules

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Role	Manager Insights and Learning	Manager Insights and Intelligence	Insights and Intelligence analysts
Extension			
Date requested	02/09/21		
Date draft due	17/09/21		

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Operation Deterrence: September 2021

20 October 2021

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SUMMARY – KUPU WHAKAKAPIA

This report provides a summary of performance following the third month of Operation Deterrence (**the Operation**). A full evaluation of the operation will be available following the end of the Operation. This report is broken down into the following topics:

1. Background – Operation Deterrence commenced on 1 July 2021 and was designed to be an all-of-Police, national road safety campaign. It relies on all police officers to play key roles in improving road safety outcomes utilising a general deterrence approach to road policing enforcement. General deterrence aims to enhance deployment practices relating to road safety risk by applying deterrence principles (dosage, unpredictability, and network coverage) in relation to RIDS and high-risk driving offending.
2. Operation Deterrence and COVID – The COVID Alert Levels have been decreasing for most parts of New Zealand during September, except primarily Tāmaki Makaurau which has remained in a stringent lockdown since August. We are continuing to observe the impact of COVID in the district weekly returns and performance data, with many districts reporting low staff numbers and frequent abstractions to COVID checkpoints while reporting a gradual return to road policing activities.
3. RSPP outcomes and performance results – Similar to the previous months of Operation Deterrence, most districts are not meeting the required delivery against the Road Safety Partnership Programme outcomes and measures in terms of performance delivery. Nationally, none of the RSPP targets were achieved this month. At a district level, a small number of districts are achieving above the RSPP targets for some offences. District performance during September compared to the three months prior to the Operation varied.
4. Monitoring and communications – The quality of weekly returns from districts has continued to be mixed. It has therefore been decided that qualitative district returns will not be requested after September, and instead districts will only be required to provide road policing staff abstraction details. The September weekly returns indicate that most districts are gradually transitioning back to road policing activities following COVID disruptions and abstractions.

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This report provides an interim summary of performance following the third month of Operation Deterrence. It covers:
 - ✦ Results up to the end of September 2021 based on performance data against RSPP measures
 - ✦ Qualitative and quantitative insights from weekly returns. From October onwards, weekly district returns will consist of staff abstractions from road policing-related duties only, including staff numbers, where they were abstracted to, and for how long. This is due to the difficulties gaining consistent and detailed qualitative information from districts. Collecting abstraction information only will allow for a more accurate collation of the impact of COVID and other abstractions on the Operation.
2. A full evaluation of the operation will be available following the end of the Operation.

Background

3. An overview of the background of the Operation be found in the [August summary](#).
4. Operation Deterrence, a national road safety operation, formally commenced on 1 July 2021. The operation was designed to empower district leadership teams to deploy tactics that apply the principles of general deterrence to the reduce risky driving behaviours that contribute to causing the most trauma on New Zealand roads.
5. The Operation was designed to deliver an increased focus on road safety activities to ensure we have the best opportunity to reduce death and serious injury (DSI) on New Zealand roads by deploying to road safety risk and applying the principles of General Deterrence, which are:
 - ✦ **dosage** - the intensity of enforcement plays a key role in changing behaviour
 - ✦ **unpredictability** - perceived randomness of enforcement means it's difficult to anticipate or avoid
 - ✦ **network coverage** – enforcement must be seen to be spread across the roading network to enforce the concept of enforcement 'anytime, anywhere.'
6. The Operation Orders (and a supporting Insights and Deployment report and weekly return template) were issued on 24 June 2021 to District Commanders (DCs) for dissemination to District Leadership Teams (DLTs). A

summary of the July and August Operation Deterrence delivery was previously provided to the Executive.

7. Since the COVID Alert Level 4 came into effect on 17 August at 23:59 hours, almost all districts reported abstractions to COVID-19 checkpoints, patrolling, and compliance visits. This ranged from minor support to a complete redirection of RP staff to 8P-related activity.
8. On 31 August at 23:59 hours, Tāmaki Makaurau (TM) and Northland remained at Alert Level 4 while the rest of the country moved to Alert Level 3. On 2 September, Northland also moved to Alert Level 3.
9. Alert levels across the country have been easing since, but TM has remained in strict Alert Levels 3 and 4. On 21 September, Upper Hauraki increased to Alert Level 3 and from 3 October, Northland and parts of the Waikato have also increased to Alert Level 3. As of 19 October, only TM and parts of the Waikato remain at Alert Level 3.
10. The numbers of COVID cases continue to track upwards and it is likely that New Zealand will continue to be impacted. This will have ongoing implications for road safety deployment and Operation Deterrence in particular.
11. Given the COVID disruptions to the Operation, it has been decided that the Operation will be extended until the end of the calendar year.

SUMMARY OF SEPTEMBER 2021

Performance based on RSPP measures for September 2021

12. Table 1 below provides a national level summary of current performance against desired RSPP outcomes and measures.

Table 1 Current tracking against national RSPP outcomes and measures (September 2021)

Activity Category	Outcome/Measure	September 2021 Result	September 2021 Desired Activity Level (1/12 th of the RSPP fiscal year target)
Speed Management	Mobile speed camera deployment activity (hours)	5,657	6,667
	Number of camera-issued speed offences (mobile and static)	34,675	Operational purposes only
	Number of officer-issued speed offences	26,402	Operational purposes only

	Percentage of officer issued speed offences between 1-10 km/h	9.21%	15%
	Percentage of officer issued speed offence notices which are rural	51.0%	70%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	Cannot currently distinguish BSTs by month until the Dräger Download Project is delivered for Police.	250,000
	Number of excess alcohol offences	1,052	Operational purposes only
	Number of drug impaired driving offences	16	Operational purposes only
	Number of restraint offences	2,327	5,000
	Number of cell phone offences	2,420	Operational purposes only
	Number of high-risk driver offence	1,511	Operational purposes only
	Number of Offender Management Plans in place for high risk drivers	Unknown as weekly returns had little to no detail on these	142
	Number of supported resolutions: <ul style="list-style-type: none"> • Compliance Waived (all qualifying offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	845 Information not readily available 53	Operational purposes only
	Written Traffic Warnings	1,828	Operational purposes only
	Number of traffic stops	60,132	Operational purposes only
	Number of RIDS operations (National)	1	4

September 2021 national overview

13. **Restraints** – The restraint offence detection target of 5,000 for the month of September was not achieved. The actual result was 2,327. After three months, the expected police measure of 15,000 restraints offences is short by 7,186 offences (47.9%) for the year to date.

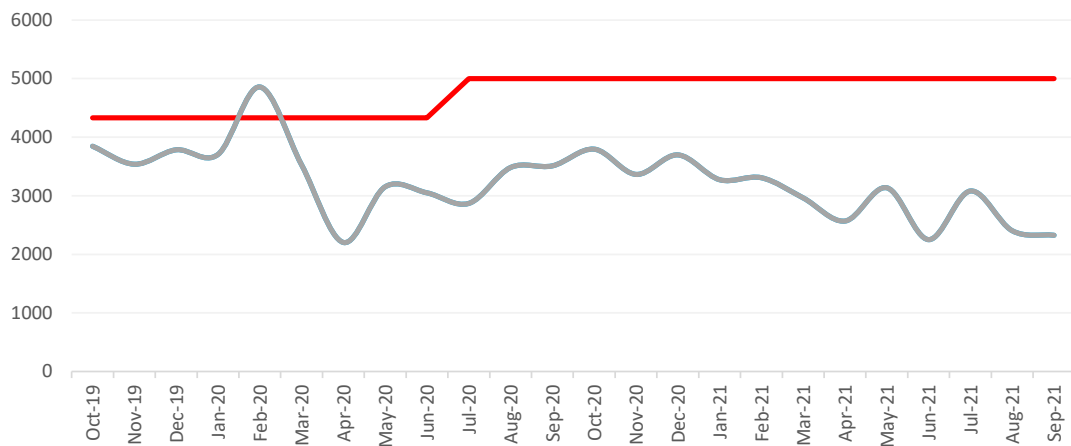


Figure 1 Restraints offence detection (grey line) vs RSP target activity level (red line).

14. **Impairment** – This cannot currently be reported accurately as BSTs are unable to be reported by latest complete month until the Dräger Download Project is delivered for Police. The inconsistency, incompleteness and/or duplication of BST numbers from the weekly returns means we cannot rely on the these with a great deal of confidence.

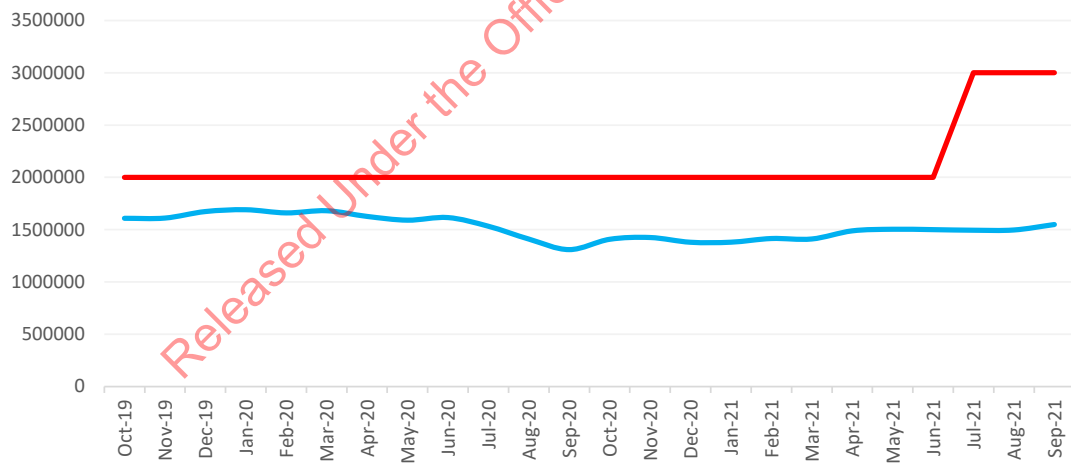


Figure 2 Impairment activity level based on device downloads and displayed as 12 months rolling average (blue line) vs desired activity level (red line).

15. **Distraction** – Mobile phone offence detection is monitored for operational purposes only with a desired ‘increasing trend’ of enforcement. There were 2,420 offences detected in September, which is 38.9% less than the desired increasing trend target.

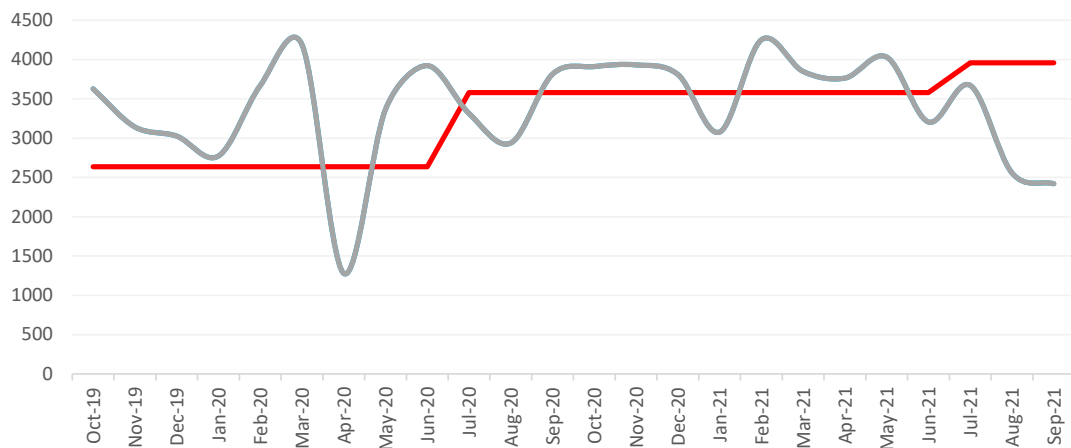


Figure 3 Cellphone offence detection (grey line) vs desired activity level (red line).

16. **Speed** – none of the speed related RSP activity levels were met:

- ▶ The target of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 9.2%. This is a 0.2% decrease compared to August 2021, but a 0.8% increase compared to July 2021.
- ▶ The target for mobile speed camera deployment hours was set at 6,667. The actual result was 5,657 hours, which is an under delivery of 15%.
- ▶ The target of 70% of officer-issued speed offences being detected on rural roads was not achieved. The actual result for September was 51%.

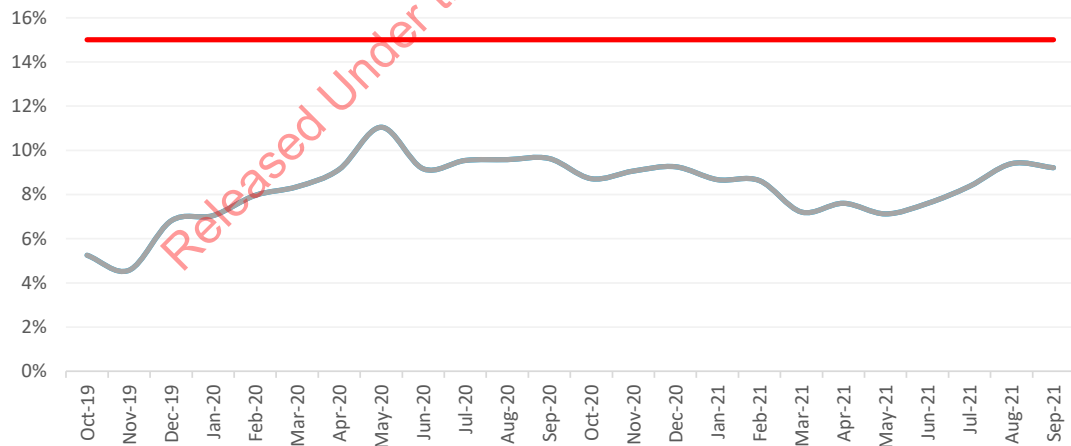


Figure 4 Speed enforcement in the 1 – 10km/hr bracket activity level (grey line) vs desired activity level (red line).

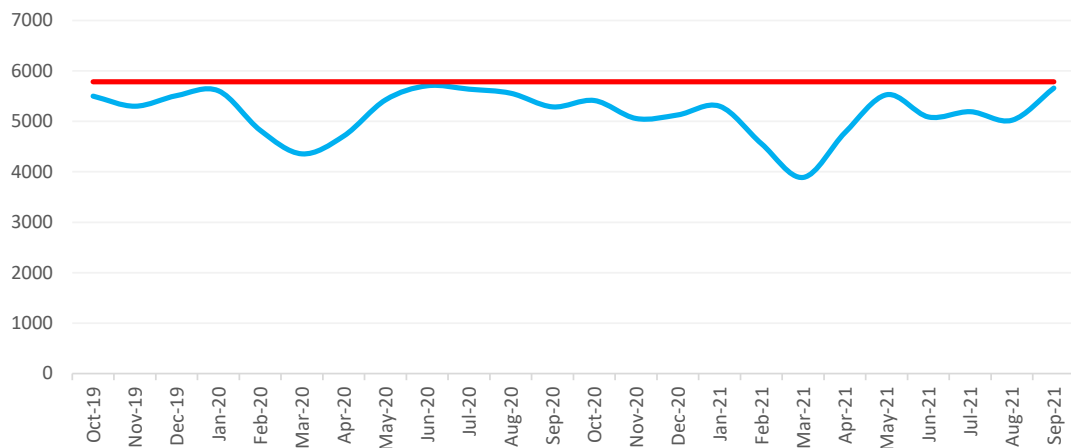


Figure 5 Mobile speed camera hours (blue line) vs desired activity level (red line). The actual monthly target is 6,667 but the achievable target based on actual Traffic Camera Officers FTE is 5,782 as shown in the graph above.

September 2021 District level summary

17. District performance has been summarised in the table below. The District performance report this is based on can be found here ([District Charts Desired Activity Levels](#)).

RIDS category	Above target	Nearly met	Below target
Restraints			All districts
Distraction (mobile phones) There is no set RSPP target, but ideally there should be an increasing trend compared to the previous fiscal year.	Tasman Canterbury Southern		All other districts
Speed (1-10km/h bracket)	Waikato	Tasman	All other districts
Speed (% on rural roads)	Southern	Waikato	All other districts
Speed (mobile speed camera deployment hours)	Waitematā Auckland City Counties Manukau Waikato Central	Canterbury	All other districts

Nationally, the RSPP targets have not been met. The detection of restraints and distraction offences and speeding on rural roads are showing a decrease in performance when compared to the average trend of the three months prior to the Operation. However, speed detection in 1-10km/hr excess and mobile speed camera deployment hours have increased. Although the speed camera deployment hours have not met the RSPP target of 6,667 hours this month, it has nearly met the achievable target of 5,782 hours based on actual Traffic Camera Officers FTE, with 5,657 deployment hours this month.

- ▶ A small number of districts are performing above the RSPP targets for distraction offences, speed detection on rural roads and in the 1-10km/hr excess, and mobile speed camera deployment hours. None of the districts have met the target for restraints offence detection.
- ▶ Either half or just over half of the districts demonstrated a decrease in performance for restraints, distraction, and speeding offence detection on rural roads compared to the three months prior to the Operation. Conversely, just over half of the districts demonstrated an increase in performance for speeding detection in the 1-10km/hr excess and mobile speed camera deployment hours.
- ▶ Please refer to Appendix B to view a breakdown of the district and national performance results.

Operation Deterrence focus areas and weekly returns

18. As outlined in the Operation Deterrence July Summary, the weekly returns were designed to capture information that police are required to report on in terms of RSPP outcomes and measures but which could not otherwise be collected accurately or in a timely fashion by way of performance reporting. As such, the following areas were determined to be the most important and outlined in both the Insights and Deployment Report and Operations Orders:
 - ▶ **Rural Deployment** (in line with the 70% rural deployment measure)
 - ▶ **RIDS Operations and BSTs** (in line with the 50 x RIDS operations measure and, in an attempt to capture up to date BST data)
 - ▶ **High-Risk Drivers** (relating to the requirement to manage 1700 high risk drivers)
 - ▶ **Abstractions of dedicated Road Policing staff** (to better understand and explain if necessary variable levels of delivery)
 - ▶ **Non-RP (PST, CIB, Communities) Delivery** (to measure the 'whole of police' aspect)
19. In relation to abstractions, the effect of the move to AL4 and subsequent redeployment of the dedicated RP staff has introduced a significant barrier to achieving the RSPP and Road to Zero road safety measures. Adding abstractions to the weekly returns was an opportunity to obtain some enhanced accuracy for the narrative when police are asked to explain perceived deficiencies in delivery.
20. The importance of knowing how many funded RP positions are operating in Districts is of vital importance for NRPC to be able to explain potential under-delivery relating to the RSPP outcomes and measures and the National Road Safety Strategy: the Road to Zero Action Plan and Annual Monitoring Report.

21. In terms of the weekly returns received during September:
- ▶ We are continuing to see the impact of COVID on district performance and their activities reported in the weekly returns. The alert levels have eased in most parts of New Zealand during the month of September and districts have been reporting a gradual transition back to road policing (RP) and RIDS-related activity over time.
 - ▶ Many districts continue to report ongoing abstractions to Op Romeo and other COVID-related duties (e.g. reassurance patrolling) that impede their ability to carry out RP activities. Several districts have reported they are low on staff due to COVID checkpoint abstractions or staff catching up on rostered days off following their return from checkpoint abstractions.
 - ▶ Non-dedicated RP staff involvement in RP activities appears to be less frequent when compared to weekly returns received prior to the Alert Level 4 lockdown. Where non-RP staff assistance is noted, it often involves a 'see something, do something' approach while travelling for non-RP-related business.
 - ▶ Similar to the July and August returns, the level of detail included in returns varied across districts. This means it is difficult to assess whether they are conducting RP activities at different locations (network coverage), what behaviours they are trying to target with their prevention activities (RIDS or COVID-related), and whether reported high-risk driver interventions refer to the high risk drivers identified as part of the Operation, or whether this is a reference to motorists deemed at a high risk of general offending. In addition, some returns missing abstraction information makes it difficult to conclude whether there were truly no abstractions, or whether abstraction information was omitted.
22. This summary does not consider any contributing factors affecting performance delivery except for the COVID-19 lockdowns and subsequent redeployments. Other factors that have not been considered include competing non-RIDS demands and staff shortages due to resignations or long-term sick leave.
23. The deployment project in Tāmaki Makaurau as well as related work looking at demand profiles affecting deployment choices will inform the final evaluation of the Operation.

NEXT STEPS – KAUPAE I MURI

24. Now that it has been decided that Operation Deterrence will continue beyond its initial three month period, but qualitative weekly returns have been replaced by districts reporting abstraction numbers only, the next steps will include continuously evaluating Operation Deterrence and ensuring that accurate abstraction information is collected in order to understand how RP staff availability is impacted and understand the challenges this presents for districts to meet RSPP targets and engage in RIDS-focused RP activity.
25. Further communication with districts should emphasise the importance of continuing to transition from COVID-related duties back to road policing activity relevant to the Operation. As the Operation has been extended until the end of the calendar year, increased traffic volumes during the Christmas and New Year present an opportunity for deterrence activities to have a wider impact on more road users.
26. A more detailed evaluation of performance and the weekly returns is in progress and will be completed after the end of the Operation.

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APPENDIX A – RSPP 2021-24 OUTCOMES AND MEASURES

The outcomes and measures for RSPP 2021-24 are summarised in the table below:

ROAD TO ZERO AREAS OF FOCUS	MEASURES OF NZ POLICE ACTIVITY	2021/22 DESIRED ACTIVITY LEVEL	2022/23 DESIRED ACTIVITY LEVEL	2023/24 DESIRED ACTIVITY LEVEL
Infrastructure improvements and speed management	Mobile speed camera deployment activity (hours)	80,000	80,000	80,000
	Number of camera issued speed offences (mobile and static)	Monitored for operational purposes only		
	Number of officer issued speed offences	Monitored for operational purposes only		
	Percentage of officer issued speed offences between 1-10km/h	15%	15%+	15%+
	Percentage of officer issued speed offence notices which are rural	70%	70%	70%
Road user choices	Number of passive breath tests and breath screening tests conducted	3,000,000	3,000,000	3,000,000
	Number of excess alcohol offences	Monitored for operational purposes only		
	Number of drug impaired driving offences	Monitored for operational purposes only		
	Number of restraint offences	60,000	60,000	60,000
	Number of cell phone offences	Monitored for operational purposes only		
	Number of high-risk driver offences	Monitored for operational purposes only		
	Number of high-risk drivers identified and engaged by District	1700	1700	1700
	Number of supported resolutions referrals: <ul style="list-style-type: none"> • Compliance offered (all offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	Monitored for operational purposes only		
	Written Traffic Warnings	Monitored for operational purposes only		
	Number of traffic stops	Monitored for operational purposes only		
Number of RIDS operations	50	50	50	

APPENDIX B – PERFORMANCE RESULTS BY DISTRICT

Performance against desired activity by district

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence ¹	RSP Target ²
National	Restraint		Considerable decrease	Below
	Distraction (mobile phone) ³		Considerable decrease	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable increase	Nearly met ⁴
Northland	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Slight increase	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	No change	Below
		Mobile speed camera deployment hours	Slight decrease	Below
Waitematā	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	Below

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence ¹	RSPP Target ²
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Considerable increase	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Auckland	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	Below
	Speed	% detected in <11km/hr excess	Slight decrease	Below
		% detected on rural roads	Considerable increase	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Counties-Manukau	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight increase	Above
Waikato	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Considerable decrease	Below

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence ¹	RSPP Target ²
	Speed	% detected in <11km/hr excess	Slight increase	Above
		% detected on rural roads	Slight decrease	Nearly met
		Mobile speed camera deployment hours	Considerable increase	Above
Bay of Plenty	Restraint		Slight increase	Below
	Distraction (mobile phone)		Considerable decrease	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight increase	Below
Eastern	Restraint		Considerable decrease	Below
	Distraction (mobile phone)		Slight increase	Below
	Speed	% detected in <11km/hr excess	Slight decrease	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight decrease	Below
Central	Restraint		No change	Below
	Distraction (mobile phone)		No change	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence ¹	RSP Target ²
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable increase	Above
Wellington	Restraint		Slight increase	Below
	Distraction (mobile phone)		Considerable decrease	Below
	Speed	% detected in <11km/hr excess	Slight increase	Below
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Slight decrease	Below
Tasman	Restraint		Slight decrease	Below
	Distraction (mobile phone)		Considerable increase	Above
	Speed	% detected in <11km/hr excess	Slight increase	Nearly met
		% detected on rural roads	Slight decrease	Below
		Mobile speed camera deployment hours	Considerable increase	Below
Canterbury	Restraint		Considerable increase	Below
	Distraction (mobile phone)		Considerable increase	Above
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	No change	Below

Area/District	RIDS Category	RIDS Subcategory	Trend compared to 3 months prior to Operation Deterrence ¹	RSPG Target ²
		Mobile speed camera deployment hours	Considerable increase	Nearly met
Southern	Restraint		Considerable increase	Below
	Distraction (mobile phone)		Considerable increase	Above
	Speed	% detected in <11km/hr excess	No change	Below
		% detected on rural roads	Slight decrease	Target met
		Mobile speed camera deployment hours	Considerable decrease	Below

¹Criteria for percentage difference of September performance compared to the average of 3 months prior to the Operation:

- <1% = no change
- 1-10% = slight
- >10% = considerable

²Where 'nearly met' = <5% from target

³Distraction offences have no set RSPG target, but ideally there should be an increasing trend compared to the previous fiscal year.

⁴When compared to achievable monthly target of 5,782 hours based on actual Traffic Camera Officers FTE.

Handling Instructions

Method

Rules

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IN CONFIDENCE data can be transmitted across external or public networks but the level of information contained should be assessed before using clear text. Username / Password access control and/or encryption may be advisable (with the aim of maintaining confidence in public agencies).

Manual transmission

May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.

Storage and disposal

IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments. Must be disposed of by departmental arrangements.

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	Manager / Client	Intelligence Supervisor	Intelligence Analyst(s)
Name	PJG008	LAWE28	EGXN14
Role	Manager Insights and Learning	Manager Insights and Intelligence	Insights Analyst
Extension			
Date requested	08/09/21		
Date draft due	20/10/21		

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Operation Deterrence: October 2021 Summary

18 November 2021

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This report provides an interim summary of performance following the fourth month of Operation Deterrence. It covers:
 - ✦ Results up to the end of October 2021 based on performance data against RSPP measures
 - ✦ A summary of the Road Policing staff abstractions reported from the districts and CVST areas.
2. A full evaluation of the operation will be available following the end of the Operation.

SUMMARY OF OCTOBER 2021

Performance based on RSPP measures for October 2021

3. Table 1 below provides a national level summary of current performance against desired RSPP outcomes and measures.

Table 1 Current tracking against national RSPP outcomes and measures (October 2021)

Activity Category	Outcome/Measure	October 2021 Result	October 2021 Desired Activity Level (1/12 th of the RSPP fiscal year target)
Speed Management	Mobile speed camera deployment activity (hours)	5,240	6,667
	Number of camera-issued speed offences (mobile and static)	60,917	Operational purposes only
	Number of officer-issued speed offences	26,682	Operational purposes only
	Percentage of officer issued speed offences between 1-10 km/h	10.14%	15%
	Percentage of officer issued speed offence notices which are rural	50.5%	70%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	Cannot currently distinguish BSTs by month	250,000

		until the Dräger Download Project is delivered for Police.	
	Number of excess alcohol offences	1,344	Operational purposes only
	Number of drug impaired driving offences	14	Operational purposes only
	Number of restraint offences	2,863	5,000
	Number of cell phone offences	2,997	Operational purposes only
	Number of high-risk driver offence	1,583	Operational purposes only
	Number of Offender Management Plans in place for high risk drivers	Unknown as weekly returns had little to no detail on these	142
	Number of supported resolutions: <ul style="list-style-type: none"> • Compliance Waived (all qualifying offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	598 Information not readily available 45	Operational purposes only
	Written Traffic Warnings	1,977	Operational purposes only
	Number of traffic stops	53,831	Operational purposes only
	Number of RIDS operations (National)	1	4

October 2021 national overview

4. **Restraints** – The restraint offence detection target of 5,000 for the month of October was not achieved. The actual result was 2,863. After four months, the expected police measure of 20,000 restraints offences is short by 9,314 offences (47%) for the year to date.

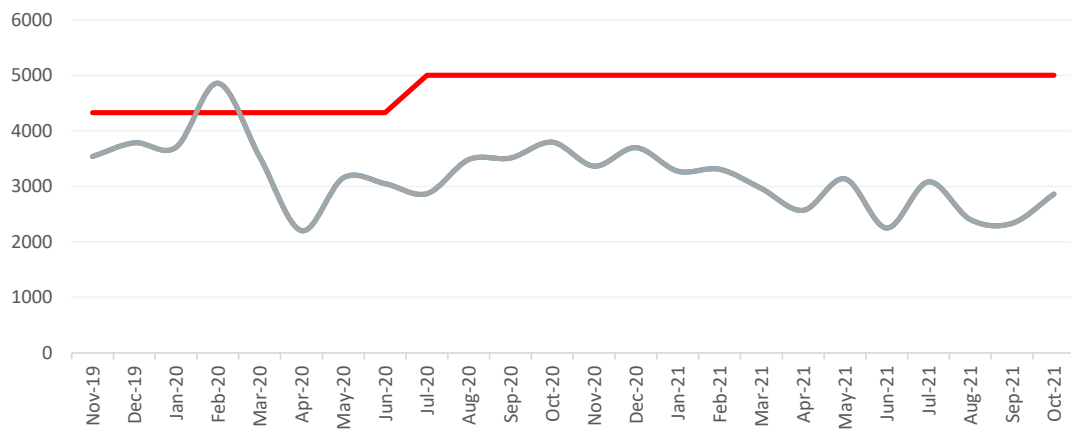


Figure 1 Restraints offence detection (grey line) vs RSP target activity level (red line).

- Impairment** – This cannot currently be reported accurately as BSTs are unable to be reported by latest complete month until the Dräger Download Project is delivered for Police. The inconsistency, incompleteness and/or duplication of BST numbers from the weekly returns means we cannot rely on these with a great deal of confidence.

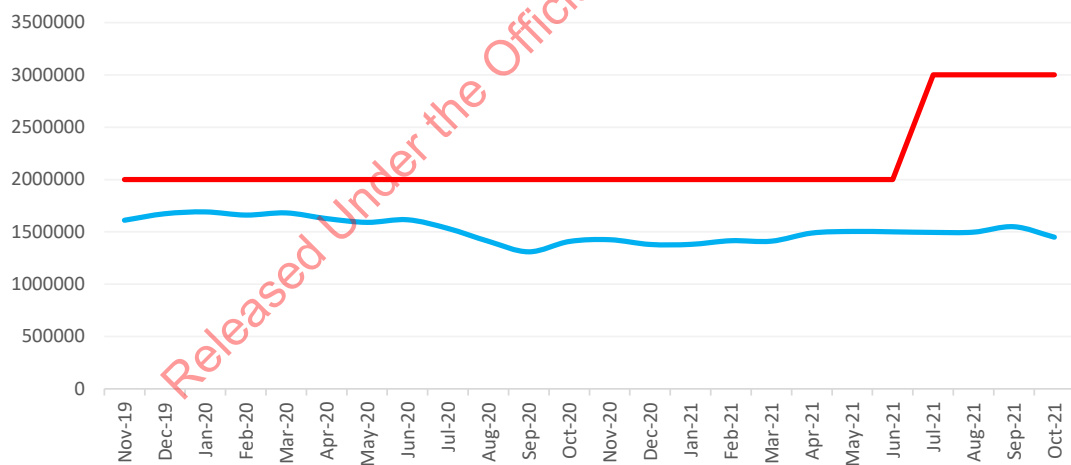


Figure 2 Impairment activity level based on device downloads and displayed as 12 months rolling average (blue line) vs desired activity level (red line).

- Distraction** – Mobile phone offence detection is monitored for operational purposes only with a desired 'increasing trend' of enforcement. There were 2,997 offences detected in October, which is 24% less than the desired increasing trend target.

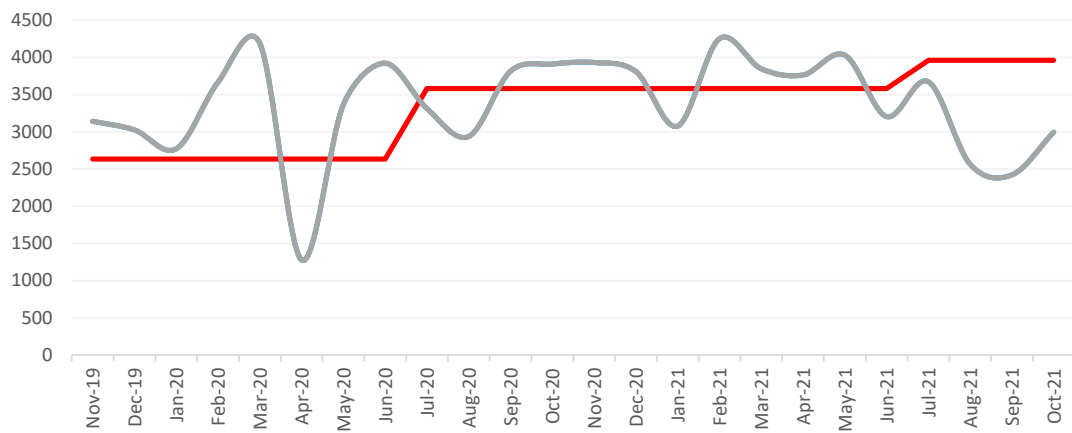


Figure 3 Cellphone offence detection (grey line) vs desired activity level (red line).

7. **Speed** – none of the speed related RSP activity levels were met:

- ▶ The target of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 10.14%. This is a 1.77% increase compared to July 2021, the first month of the Operation.
- ▶ The target for mobile speed camera deployment hours was set at 6,667. The actual result was 5,240 hours, which is an under delivery of 21%. However, the achievable target based on actual Traffic Camera Officers FTE is 5,782, meaning October's performance is 9% below the achievable target.
- ▶ The target of 70% of officer-issued speed offences being detected on rural roads was not achieved. The actual result for October was 50.5%.

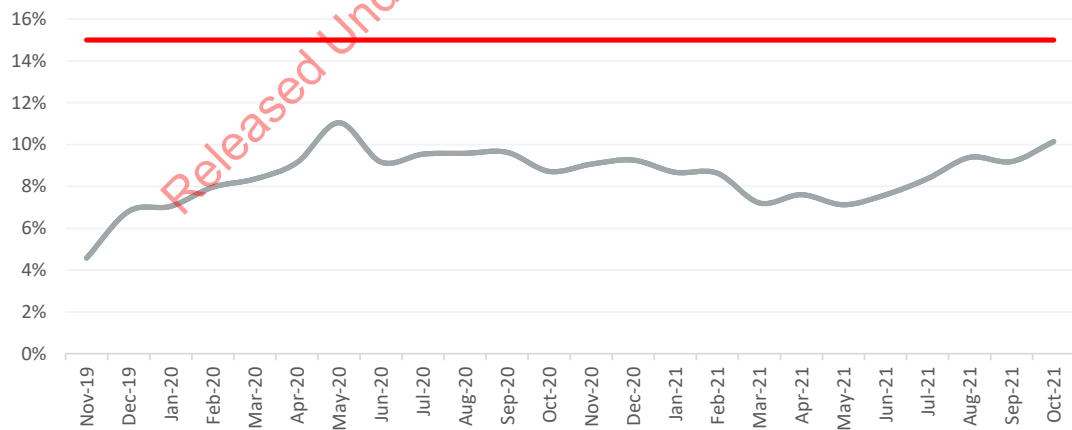


Figure 4 Speed enforcement in the 1 – 10km/hr bracket activity level (grey line) vs desired activity level (red line).

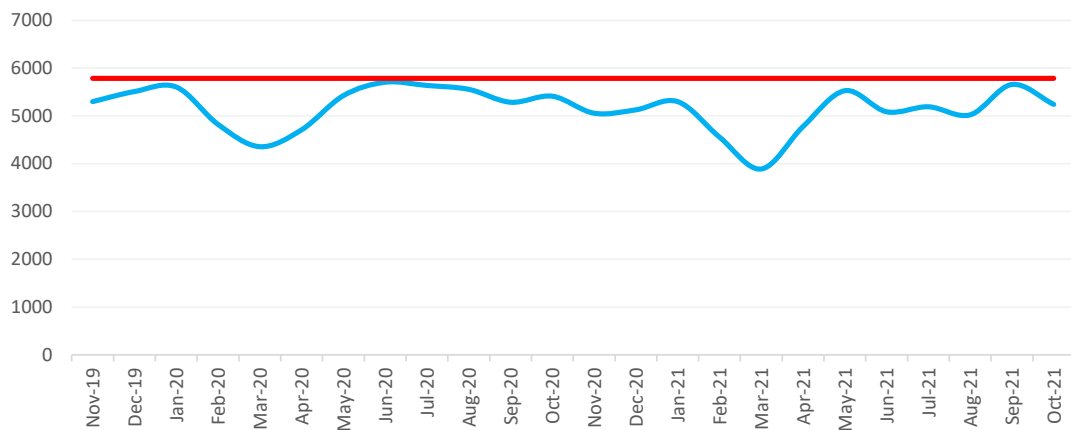


Figure 5 Mobile speed camera hours (blue line) vs desired activity level (red line). The actual monthly target is 6,667 but the achievable target based on actual Traffic Camera Officers FTE is 5,782 as shown in the graph above.

October 2021 District level summary

8. District performance has been summarised in the table below. The District performance report this is based on can be found here ([District Charts Desired Activity Levels](#)).

Table 2 District performance on RSPP targets (October 2021)

RIDS category	Above target	Nearly met ¹	Below target
Restraints	Waikato		All other districts
Distraction (mobile phones) There is no set RSPP target, but ideally there should be an increasing trend compared to the previous fiscal year.	Canterbury		All other districts
Speed (1-10km/h bracket)	Waikato Tasman	Counties Manukau	All other districts
Speed (% on rural roads)	Central Southern	Tasman	All other districts
Speed (mobile speed camera deployment hours)	Waitemata Auckland City Waikato	Canterbury	All other districts

¹Where 'nearly met' = <5% from target

A small number of districts are performing above the RSPP targets or are close to meeting the target for all five categories, as demonstrated in the table above. Most districts, however, are still performing below the required RSPP activity levels.

Road policing staff abstractions

9. As outlined in the Operation Deterrence September Summary, the weekly returns have been replaced with a request for abstraction information only.
10. The effect of the move to AL4 and subsequent redeployment of the dedicated RP staff has introduced a significant barrier to achieving the RSPP and Road to Zero road safety measures. Requesting abstraction information provided an opportunity to obtain some enhanced accuracy for the narrative when police are asked to explain perceived deficiencies in delivery.
11. The importance of knowing how many funded RP positions are operating in Districts is of vital importance for NRPC to be able to explain potential under-delivery relating to the RSPP outcomes and measures and the National Road Safety Strategy: the Road to Zero Action Plan and Annual Monitoring Report.
12. Abstraction information was requested between weeks 13 and 17 of the Operation (24 September to 28 October 2021 inclusive).
13. Below is a summary of abstractions reported by districts and CVST areas. Please note that this data is an **approximate indication** of abstractions only. The response rate from districts was not 100% and dates/shift numbers were often unclear, therefore the data is likely to be undercounted and potentially overcounted in other areas. However, it is almost certain that there is an overall undercount of staff abstraction numbers due to incomplete data.
14. Additionally, there were some inconsistencies and misunderstandings around the type of abstraction information NRPC were requesting from districts. NRPC requested returns for when road policing staff were 'on shift' but were deployed to something other than road policing duties, specifically highlighting long term abstractions, such as to Op Romeo or MIQ. Therefore, partial day or short-term abstractions were not reported as frequently but were included when districts provided them.
15. A more in-depth report outlining the data collation method and the limitations of the staff abstraction returns, in addition to a comparison of this data to abstractions reported in Kronos, is underway and will be available soon. This will provide a more comprehensive understanding of staff abstractions during this time and the reliability of this data.

Staff abstraction summary

16. The table below shows abstractions by number of individual staff shifts reported between 24 September to 28 October 2021. Please note these are total staff abstraction numbers – that is, a count of all shifts abstracted from road police over that time, not a count of **unique** staff members who have been abstracted.

Table 3 Abstractions by number of individual staff shifts (24 September – 28 October 2021).

Abstraction reason	Number of staff shifts abstracted
Op Romeo	2,308
Other COVID duties	394
PST/AOS	145
Training	30
Light duties	236
Other	104

17. When these abstraction numbers are converted into hours (if abstractions are counted as eight-hour shifts, except for when shift lengths were provided by districts), this equates to roughly **25,655** road policing hours lost over a five-week period. As noted previously, this is likely to be an underestimate due to a lack of completeness of weekly returns information.

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APPENDIX A – RSPP 2021-24 OUTCOMES AND MEASURES

The outcomes and measures for RSPP 2021-24 are summarised in the table below:

ROAD TO ZERO AREAS OF FOCUS	MEASURES OF NZ POLICE ACTIVITY	2021/22 DESIRED ACTIVITY LEVEL	2022/23 DESIRED ACTIVITY LEVEL	2023/24 DESIRED ACTIVITY LEVEL
Infrastructure improvements and speed management	Mobile speed camera deployment activity (hours)	80,000	80,000	80,000
	Number of camera issued speed offences (mobile and static)	Monitored for operational purposes only		
	Number of officer issued speed offences	Monitored for operational purposes only		
	Percentage of officer issued speed offences between 1-10km/h	15%	15%+	15%+
	Percentage of officer issued speed offence notices which are rural	70%	70%	70%
Road user choices	Number of passive breath tests and breath screening tests conducted	3,000,000	3,000,000	3,000,000
	Number of excess alcohol offences	Monitored for operational purposes only		
	Number of drug impaired driving offences	Monitored for operational purposes only		
	Number of restraint offences	60,000	60,000	60,000
	Number of cell phone offences	Monitored for operational purposes only		
	Number of high-risk driver offences	Monitored for operational purposes only		
	Number of high-risk drivers identified and engaged by District	1700	1700	1700
	Number of supported resolutions referrals: <ul style="list-style-type: none"> • Compliance offered (all offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	Monitored for operational purposes only		
	Written Traffic Warnings	Monitored for operational purposes only		
	Number of traffic stops	Monitored for operational purposes only		
Number of RIDS operations	50	50	50	

Handling Instructions

Method

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Manual transmission

May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.

Storage and disposal

IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments. Must be disposed of by departmental arrangements.

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	Manager / Client	Intelligence Supervisor	Intelligence Analyst(s)
Name	PJG008	LAWE28	EGXN14
Role	Manager Insights and Learning	Manager Insights and Intelligence	Insights Analyst
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Assistant Commissioner Deployment & RP
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Operation Deterrence: November 2021

17 December 2021

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INTRODUCTION – TĪMATANGA KŌRERO

Purpose

1. This report provides an interim summary of performance following the fifth month of Operation Deterrence. It covers:
 - ✦ Results up to the end of November 2021 based on performance data against RSPP measures
 - ✦ A summary of the Road Policing staff abstractions reported from the districts and CVST areas.
2. A full evaluation will be available following the end of the Operation.

SUMMARY OF NOVEMBER 2021

Performance based on RSPP measures for November 2021

3. Table 1 below provides a national level summary of current performance against desired RSPP outcomes and measures.

Table 1 Current tracking against national RSPP outcomes and measures (November 2021)

Activity Category	Outcome/Measure	November 2021 Result	November 2021 Desired Activity Level (1/12 th of the RSPP fiscal year target)
Speed Management	Mobile speed camera deployment activity (hours)	4,975	6,667
	Number of camera-issued speed offences (mobile and static)	43,256	Operational purposes only
	Number of officer-issued speed offences	25,286	Operational purposes only
	Percentage of officer issued speed offences between 1-10 km/h	9.59%	15%
	Percentage of officer issued speed offence notices which are rural	49.1%	70%
Other Road User Behaviours	Number of passive breath tests and breath screening tests conducted	Cannot currently distinguish BSTs by month until the Dräger	250,000

		Download Project is delivered for Police and all devices in use have been docked at least once.	
	Number of excess alcohol offences	1,323	Operational purposes only
	Number of drug impaired driving offences	13	Operational purposes only
	Number of restraint offences	3,623	5,000
	Number of cell phone offences	4,091	Operational purposes only
	Number of high-risk driver offence	1,478	Operational purposes only
	Number of Offender Management Plans in place for high risk drivers	Unknown	142
	Number of supported resolutions: <ul style="list-style-type: none"> • Compliance Waived (all qualifying offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	518 Information not readily available 60	Operational purposes only
	Written Traffic Warnings	2,070	Operational purposes only
	Number of traffic stops	50,012	Operational purposes only

November 2021 national overview

4. **Restraints** – The restraint offence detection target of 5,000 for the month of November was not achieved. The actual result was 3,623, approximately 28% short of the target. However, it is a 26% increase compared to October's results (2,870 offences).

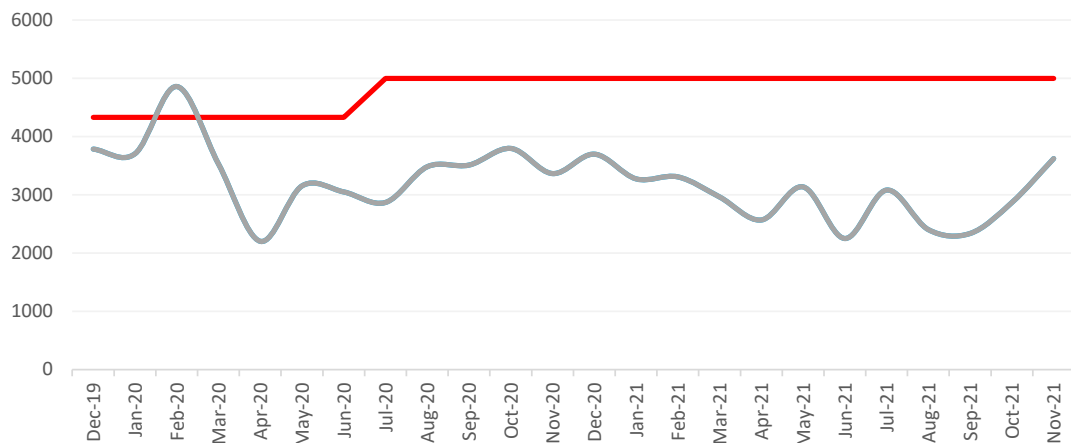


Figure 1 Restraints offence detection (grey line) vs RSPP target activity level (red line).

- Impairment** – This cannot currently be reported accurately as BSTs are unable to be reported by latest complete month until the Dräger devices are consistently downloaded to enable reporting.

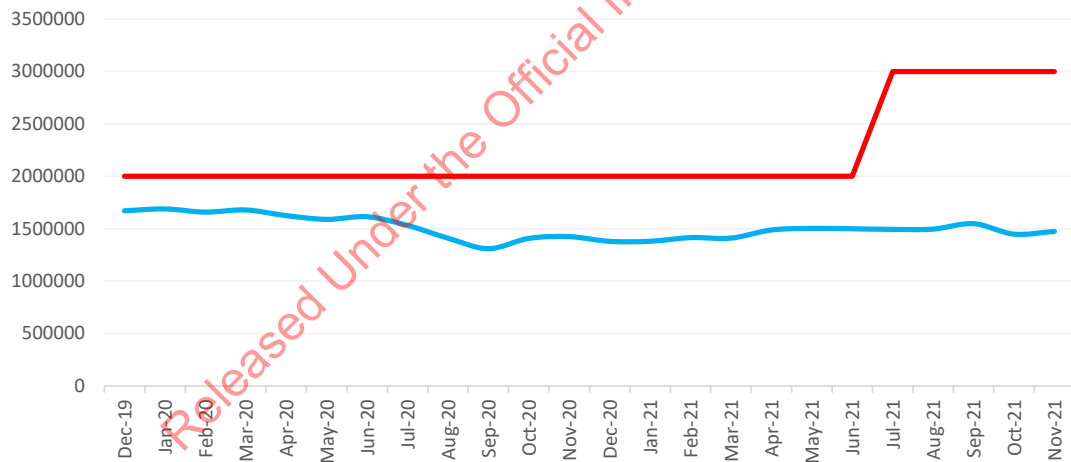


Figure 2 Impairment activity level based on device downloads and displayed as 12 months rolling average (blue line) vs desired activity level (red line).

- Distraction** – Mobile phone offence detection is monitored for operational purposes only with a desired ‘increasing trend’ of enforcement. There were 4,091 offences detected in November, which is more than the desired increasing trend target of 3,845 offences per month.

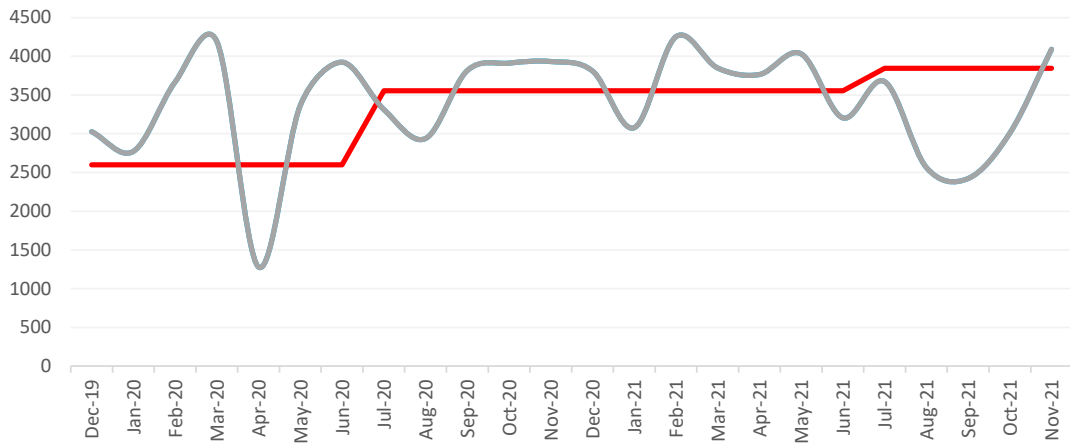


Figure 3 Mobile phone offence detection (grey line) vs desired activity level (red line).

7. **Speed** – none of the speed related RSP activity levels were met:

- 🚩 The target of 15% of officer-issued speed notices being between 1-10 km/h was not reached, with the actual result being 9.59%.
- 🚩 The target for mobile speed camera deployment hours was set at 6,667. The actual result was 4,975 hours, which is an under delivery of 25%.
- 🚩 The target of 70% of officer-issued speed offences being detected on rural roads was not achieved. The actual result for November was 49.1%.

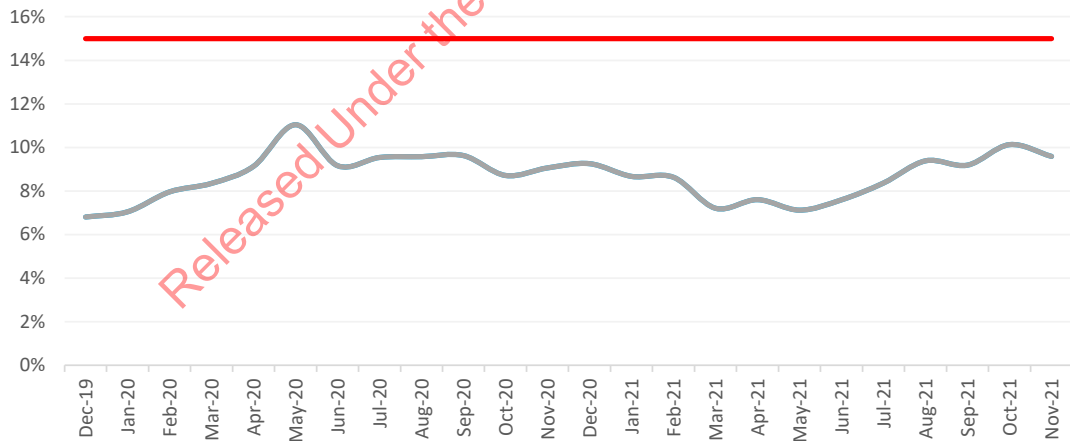


Figure 4 Speed enforcement in the 1 – 10km/hr bracket activity level (grey line) vs desired activity level (red line).

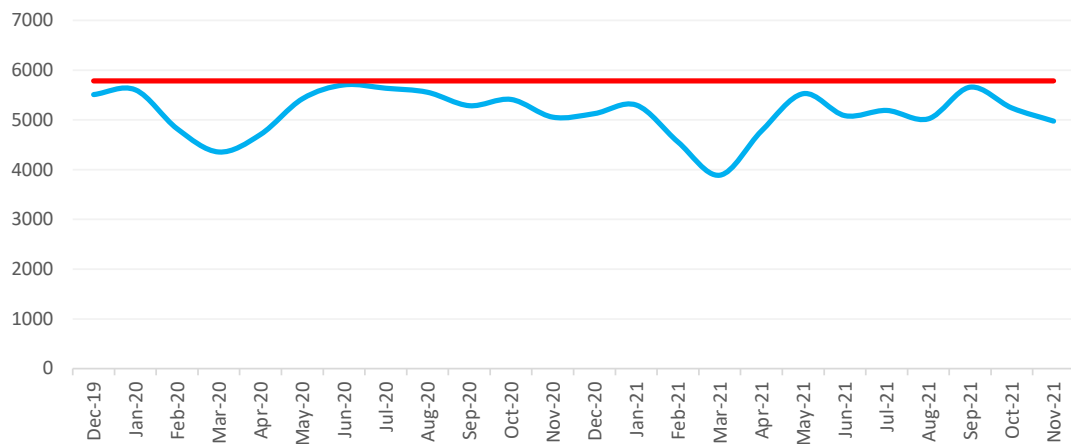


Figure 5 Mobile speed camera hours (blue line) vs desired activity level (red line). The actual monthly target is 6,667.

November 2021 District level summary

8. District performance has been summarised in the table below. The District performance report this is based on can be found here ([District Charts Desired Activity Levels](#)).

Table 2 District performance on RSPP targets (November 2021)

RIDS category	Above target	Nearly met ¹	Below target
Restrains	Counties Manukau Waikato		All other districts
Distraction (mobile phones) There is no set RSPP target, but ideally there should be an increasing trend compared to the previous fiscal year.	Auckland City Counties Manukau Waikato Wellington Tasman Canterbury		All other districts
Speed (1-10km/h bracket)	Waikato	Tasman	All other districts
Speed (% on rural roads)	Southern	Central	All other districts
Speed (mobile speed camera deployment hours)	Auckland City Counties Manukau Waikato Southern		All other districts

¹Where 'nearly met' = <5% from target

- ✦ A small number of districts are performing above the RSPP targets or are close to meeting the target for all five categories, as demonstrated in the table above. Half of the districts have achieved the mobile phone increasing trend target. Most districts, however, are still performing below the required RSPP activity levels.

Road policing staff abstractions

9. As outlined in the Operation Deterrence September Summary, the weekly returns have been replaced with a monthly request for abstraction information only.
10. The effect of the move to AL4 and subsequent redeployment of dedicated RP staff has created a significant barrier to achieving the RSPP and Road to Zero road safety measures. Requesting abstraction information provides an opportunity to obtain some enhanced accuracy for the narrative when police are required to explain perceived deficiencies in delivery.
11. The importance of knowing how many funded RP positions are operating in Districts is of vital importance for NRPC to be able to explain potential under-delivery relating to the RSPP outcomes and measures and the National Road Safety Strategy: the Road to Zero Action Plan and Annual Monitoring Report.
12. Below is a summary of abstractions reported by districts and CVST areas during November. Please note that this data is an **approximate indication** of abstractions only and the accuracy and completeness of the monthly returns has not been confirmed. The response rate was not 100% (there was no monthly return for CVST areas 1, 3, and 4 due to a communication breakdown) and shift hours have been estimated for the month, therefore the data is likely to be undercounting and potentially overcounting in other areas. However, it is almost certain that there is an overall undercount of staff abstraction numbers due to incomplete data.
13. A more in-depth report outlining the data collation method and the limitations of the staff abstraction returns, in addition to a comparison of this data to abstractions reported in Kronos, is underway and will be available soon. This will provide a more comprehensive understanding of staff abstractions during this time and the reliability of this data.

Staff abstraction summary

14. The table below shows abstractions by number of individual staff shifts reported in November. Please note these are total staff abstraction numbers – that is, a count of all shifts abstracted from road police over that time, **not** a count of unique staff members who have been abstracted.

Table 3 Abstractions by number of individual staff shifts (November 2021).

Abstraction reason	Number of staff shifts abstracted
COVID-19 duties	2,171
PST/AOS/Custody/CJSU	216
Training	192
Light duties	590
Other	184

15. When these abstraction numbers are converted into hours (if abstractions are counted as eight-hour shifts, except for when shift lengths were provided by districts), this equates to roughly **26,824** road policing hours lost during November. As noted previously, this is likely to be an underestimate due to a lack of completeness of monthly returns information.

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APPENDIX A – RSPP 2021-24 OUTCOMES AND MEASURES

The outcomes and measures for RSPP 2021-24 are summarised in the table below:

ROAD TO ZERO AREAS OF FOCUS	MEASURES OF NZ POLICE ACTIVITY	2021/22 DESIRED ACTIVITY LEVEL	2022/23 DESIRED ACTIVITY LEVEL	2023/24 DESIRED ACTIVITY LEVEL
Infrastructure improvements and speed management	Mobile speed camera deployment activity (hours)	80,000	80,000	80,000
	Number of camera issued speed offences (mobile and static)	Monitored for operational purposes only		
	Number of officer issued speed offences	Monitored for operational purposes only		
	Percentage of officer issued speed offences between 1-10km/h	15%	15%+	15%+
	Percentage of officer issued speed offence notices which are rural	70%	70%	70%
Road user choices	Number of passive breath tests and breath screening tests conducted	3,000,000	3,000,000	3,000,000
	Number of excess alcohol offences	Monitored for operational purposes only		
	Number of drug impaired driving offences	Monitored for operational purposes only		
	Number of restraint offences	60,000	60,000	60,000
	Number of cell phone offences	Monitored for operational purposes only		
	Number of high-risk driver offences	Monitored for operational purposes only		
	Number of high-risk drivers identified and engaged by District	1700	1700	1700
	Number of supported resolutions referrals: <ul style="list-style-type: none"> • Compliance offered (all offence types) • Referral to driver licence programme • Referral to Te Pae Oranga 	Monitored for operational purposes only		
	Written Traffic Warnings	Monitored for operational purposes only		
	Number of traffic stops	Monitored for operational purposes only		
Number of RIDS operations	50	50	50	

Handling Instructions

Method

Rules

Electronic transmission

IN CONFIDENCE data can be transmitted across external or public networks but the level of information contained should be assessed before using clear text. Username / Password access control and/or encryption may be advisable (with the aim of maintaining confidence in public agencies).

Manual transmission

May be carried by ordinary postal service or commercial courier firms as well as mail delivery staff in a single closed envelope. The envelope must clearly show a return address in case delivery is unsuccessful. In some cases involving privacy concerns, identifying the originating department may be inappropriate and a return PO Box alone should be used.

Storage and disposal

IN CONFIDENCE information can be secured using the normal building security and door-swipe card systems that aim to keep the public out of administrative areas of government departments. Must be disposed of by departmental arrangements.

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