

Presentation to HRM Board of Police Commissioners
The Crosswalk Safety Society of Nova Scotia
2023 Strategic Road Safety Framework Annual Report and Enforcement
August 2, 2023

Statements from the 2023 Strategic Road Safety Framework Annual Report:

“Enforcement as well as effective communication to encourage a culture of safer driving behaviours, will be critical measures to reduce this subset of fatal and injury collisions.”

“... municipal road safety goals cannot be achieved through engineering measures alone. Education and enforcement efforts are critical elements of successful road safety programs and are necessary particularly for shifting these driver behaviours”.

“... enforcement plays a critical role in achieving road safety goals in the municipality.”

“...HRP and RCMP ... have committed to moving the priority of road safety forward. Enforcement is a pillar of the framework, addressing the behavioural emphasis areas such as aggressive driving, impaired driving, and distracted driving ...”

“Aggressive driving actions continue to be a priority for enforcement efforts for both HRP and RCMP”

While words are important it is the actions and results that back up those words that are ultimately most important.

On the positive side, the Report now includes SOT data for both HRP and RCMP. This is a significant improvement in reporting for which we are very appreciative.

However, the results are disappointing and honestly perplexing

DOWN 41% - 2022 Road Safety SOTs to Baseline (average of 2018 and 2019)

DOWN 70% - 2022 to 2012 speeding SOTs

DOWN 64% - 2022 to 2012 distracted driving SOTs

DOWN 61% - 2022 to 2012 pedestrian related SOTs

Effectiveness of efforts / strategies:

- There is no comment on what strategies are being employed to address road safety.
- There is no comment on the effectiveness of actions being taken.
- In spite of increases to impaired driving SOTs (the only category for which there has been an increase) impaired driving as a contributor to injury collisions has increased 13% in 2022 from the Baseline.
- While attention is brought to the 1,763 HRP SOTs the level represents only 58% of the Baseline of 3,039 – if truly a key target area one would expect a significant increase in the number of SOTs issued, not a > 40% decrease.

The Data:

HRM Road Safety Enforcement - SOTs							
Total HRM = HRP + RCMP							
	2012*	2018	2019	Baseline	2022	2022 / Baseline	2022 / 2012
Speeding, incl. stunting	11,954	7,380	5,938	6,659	3,631	55%	30%
Distracted driving	2,318	1,023	1,680	1,352	833	62%	36%
Impaired driving		813	1,324	1,069	1,307	122%	
Pedestrian related	145	113	90	102	56	55%	39%
Intersection		3,911	2,703	3,307	1,595	48%	
Other		508	366	437	264	60%	
All		13,748	12,101	12,925	7,686	59%	
* source: Province of Nova Scotia							

Observations:

- On the positive side for the first time since the Framework was adopted SOT data is provided.
- The increase in impaired driving SOTs is noteworthy, although in spite of these efforts the number of injuries related to the Impaired Driving emphasis area increased 13% in 2022 over the Baseline.
- The 1,763 speeding SOTs issued in 2022 is not only a 42% decrease over the baseline but pales compared to Hamilton's May 2022 enforcement initiative during which over 2,700 speeding tickets were issued¹ in the month of May alone.
- The decrease in SOTs issued is alarming, even more so when compared to 2012²
- In spite of claims of 'commitment' and 'key target areas' there are
 - no Action Plans presented
 - no indication of consideration of proactive enforcement initiatives, e.g. drivers not yielding to pedestrians
 - no Key Performance Indicators (KPIs) presented
 - no Benchmarking to other jurisdictions provided

Summary:

We recognize the Board of Police Commissioners cannot direct HRP or RCMP as to how to use their resources.

However it is disingenuous to claim attention and focus on road safety enforcement when the data indicates the opposite.

We believe it is contrary to HRM's road safety efforts for enforcement to have decreased so significantly since the Framework was adopted. It is hard to believe this was a conscious decision of HRP / RCMP. But the fact is in spite of the supportive statements enforcement has declined.

Given the HRP and RCMP believe "*Enforcement is a pillar of the framework...*" we believe the focus and level of SOTs need to materially increase, not decrease.

Thank you for considering our input.

The Crosswalk Safety Society of Nova Scotia

¹ <https://www.chch.com/hamilton-police-to-further-target-aggressive-driving-in-may/>

² data provided by Province of Nova Scotia – available upon request