

**Submission to the HRM Board of Police Commissioners and
the Transportation Standing Committee
in respect of Road Safety and Enforcement by
The Crosswalk Safety Society of Nova Scotia**

May 13, 2024

This submission uses this terminology:

HRM Police – includes both Halifax Police (HRP) and the RCMP.

Halifax Police (HRP) includes the Halifax Metro Traffic Services (the term used by the Province), also known as the Traffic Units within HRP

This submission is provided to reinforce two issues / concerns

1. to provide a follow-up to our November 09, 2023 submission on the number of SOTs issued, updated with 2023 data, and
2. to comment on the absence of any reference to Road Safety in the Board of Police Commissioners 2023-2024 Annual Report

In our view

1. the evidence as measured by SOTs issued demonstrates a dramatic reduction in enforcement, and
2. there is a disconnect between the priority police place on road safety enforcement and the observations / commitments included in the Road Safety Strategy 2024

We recommend

1. priority be placed on road safety enforcement by HRM police, and
2. if enforcement is not a priority references to it being a priority, i.e. instrumental in the achievement of the road safety strategy be removed from the Road Safety Strategy 2024

May 13, 2024

The Crosswalk Safety Society of Nova Scotia

Speeding SOTs issued in HRM, including 2023

While distracted driving and pedestrian related infractions increased in 2023 versus 2002 the SOT numbers issued remain well below the 2018/2019 Baseline levels (57% lower for pedestrian related and 21% lower for distracted driving as can be derived from Table 2).

However the number of **speeding** SOTs continues to decline dramatically with the number of speeding SOTs dropping 46% from the previous year; 72% from the 2018 Strategic Road Safety Framework Baseline and 84% from 2012.

| Year | Speeding ² | 2023 as a % decrease |
|-----------|-----------------------|----------------------|
| 2012 | 11,954 | 84 % decrease |
| 2018/2019 | 6,696 | 72 % decrease |
| 2022 | 3,533 | 46 % decrease |
| 2023 | 1,901 | |

¹ Enforcement Agencies included

Halifax Regional Police (HRP), Halifax District RCMP, HRP RCMP Integrated and Halifax Metro Traffic Services

² Sections of the Motor Vehicle Act included

Speeding – MVA sections 102(1)(G), 102(2)A, 102(2)(B), 102(2)(E), 102(2)(G), 102(2)(H), 103(1), 103(2A)(A), 103(2A)(B), 103(2A)(C), 106, 106(1)(A), 106(A), 106A, 106A(1)(A), 106A(A), 106A(B), 106A(C), 106B(1)(A), 106B(1)(B), 106B(1)(C), 106E(2)(A), 106E(2)(B) and 106E(2)(C)

Board of Police Commissioners 2023-2024 Annual Report

Agenda 10.2.2 of the May 01, 2024 Board of Police Commissioners meeting presented the **Board of Police Commissioners 2023-2024 Annual Report**.

The 2018 Strategic Road Safety Framework, when addressing the impact of countermeasures with respect to enforcement included this

“The impacts of enforcement depend on the consistency and degree of effort.”

Yet as demonstrated in this Submission the level of enforcement, as measured by SOTs issued, has been anything but consistent, rather steadily and dramatically declining over the years.

In spite of this the proposed Road Safety Strategy 2024 includes (among other) these statements:

“Recognizing ... and enforcement are critical components to any road safety program ...”

“Enforce speed limits through regular and automated speed enforcement efforts.”

“Traffic enforcement is an instrumental component of road safety.” (emphasis added)

“Consistent, strategic enforcement addresses immediate danger by hindering individuals engaged in risky behaviours, while visible enforcement over time acts as a deterrent against those behaviours.”

“Police partners will align their enforcement approach with the vision and goal of this Strategy, ...”

Given this commitment to enforcement one would expect the 2023-2024 Annual Report to speak to the issue. However the Report **does not make any reference** to road safety, nor related enforcement.

There is a clear disconnect in the expectations of enforcement support of the Road Safety Strategy 2024 (as currently drafted) and the priority, or absence of priority placed on road safety by HRM police.

It is our view that either road safety must adopt a higher priority within HRM Police (our preference) or all references to the importance of police enforcement needs to be removed from the Road Safety Strategy 2024.

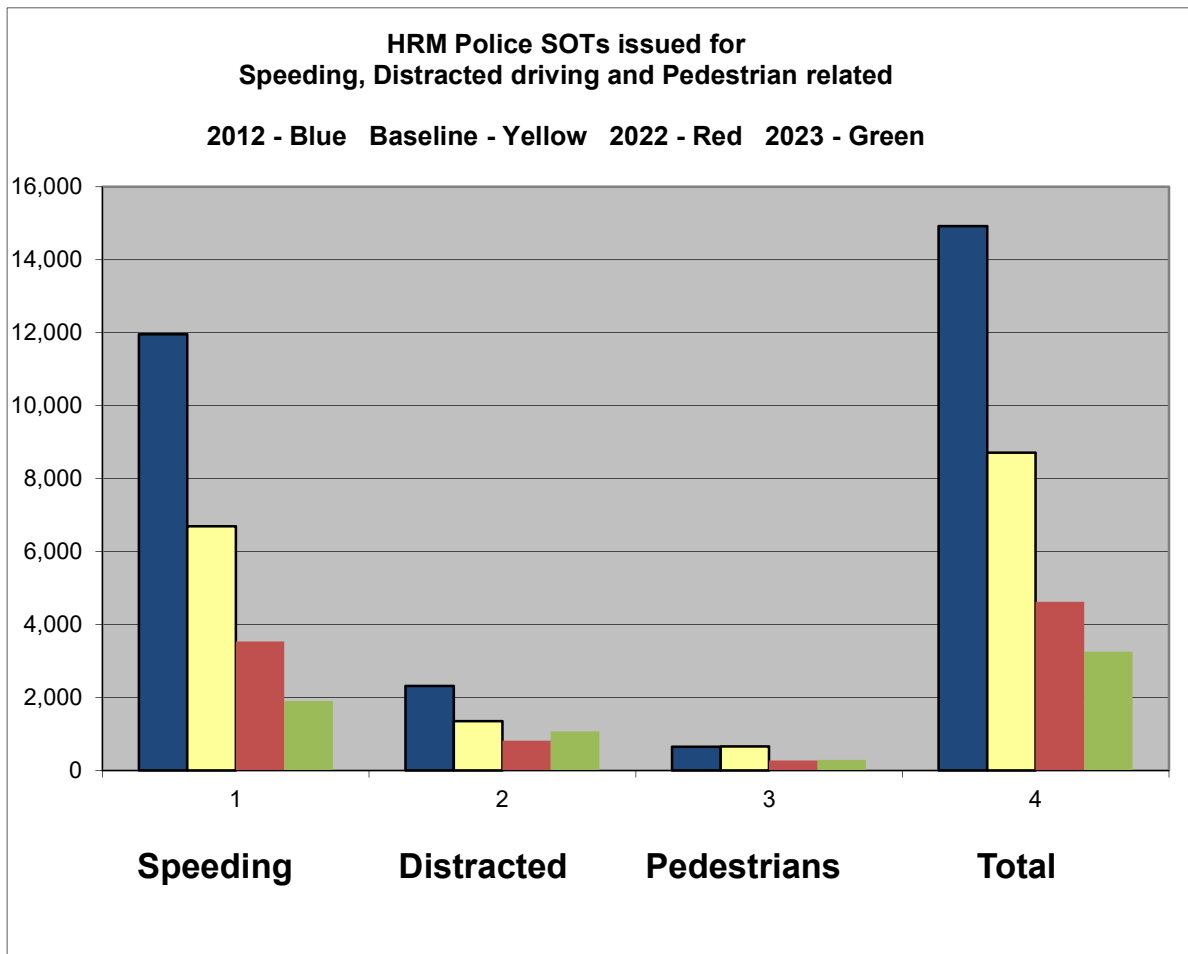
Evidence

HRM is committed to decision making being based on evidence. The evidence leads one to conclude the priority of enforcement has diminished considerably over the years, rather than take on the commitments included in the Road Safety Strategy 2024.

As such, consider the evidence of SOTs issued¹ by HRM police.

¹ although not presented here details by Enforcement Agency can be provided

| Table 2 - SOTs issued by HRM Police | | | | |
|--|--------------|--------------|--------------|--------------|
| Year | Speeding | Distracted | Pedestrian | Total |
| 2012 | 11,954 | 2,318 | 649 | 14,921 |
| Baseline | 6,696 | 1,356 | 661 | 8,713 |
| 2022 | 3,533 | 820 | 272 | 4,625 |
| 2023 | 1,901 | 1,067 | 287 | 3,255 |
| Change 2023 to Baseline | (71%) | (21%) | (57%) | (63%) |



Results are even more dramatic when only SOTs issued by Halifax Metro Traffic Services (aka the Traffic Unit) are examined. It is our understanding the resources in the Traffic Unit have remained more or less the same over the years.

| Table 3 - SOTs issued by Halifax Metro Traffic Services | | | | |
|--|--------------|--------------|--------------|--------------|
| Year | Speeding | Distracted | Pedestrian | Total |
| 2012 | 7,016 | 483 | 18 | 7,517 |
| Baseline | 2,794 | 261 | 13 | 3,068 |
| 2022 | 787 | 244 | 7 | 1,038 |
| 2023 | 381 | 51 | 7 | 43 |
| Change 2023 to Baseline | (86%) | (80%) | (46%) | (86%) |

