

CHIEFS OF POLICE

June 10, 2013

Darryl Hickie
Chair, Special Committee on Traffic Safety
Room 7, 2405 Legislative Drive
Regina, SK
S4S 0B3



Dear Mr. Hickie:

Re: The Saskatchewan Association of Chiefs of Police Submission to the Special Committee on Traffic Safety

The SACP member agencies support those changes that are required in order to efficiently and appropriately reduce the number of serious injury and deaths which are occurring on the Saskatchewan Roadways.

With finite dedicated traffic resources and often large geographic areas to cover, member agencies of the SACP have purposefully focused on those collisions where we can have the most significant impact for the people of Saskatchewan. With that in mind, we are focused on reducing the number of collisions resulting in *serious injury* and *death* on our highways and to that end we focus our enforcement and educational efforts on the leading causal factors in those collisions.

The SACP accepts that in order to achieve the goal of reducing death and injuries on our highways, there is a need for an increased police presence in those areas where serious injury and fatal collisions are occurring. As well, we accept that there is work to be done in identifying the appropriate education and information programs to be promoted in addressing this problem. The position of the SACP is that it is the role of the police to provide a policing perspective on issues such as proposed legislative changes, or potential educational programs. Further, it is our belief that the decisions made relative to all of these issues (education programs, proposed legislation changes and enforcement priorities) must be founded in proven, evidence based approaches that have demonstrated efficacy in terms of positively impacting the serious issues at play on the roads in our province.

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There is no doubt that the Province of Saskatchewan is growing and changing more now than perhaps at any other time in its history. With our population and economy growing there are ever increasing demands on the roadway infrastructure across the province. This in turn is placing increasing demands on the police resources. In 2012 there were 16 fatalities per 100,000 population in Saskatchewan. With so many people killed or injured needlessly on our highways the member agencies of the SACP find it very concerning that so many of these collisions involve alcohol, poor driver decisions, or other preventable behaviour.

There has been much discussion lately regarding automated enforcement in Saskatchewan. Whether it is Red-Light Cameras, Automated License Plate Recognition (ALPR) equipment, Ignition Interlock, Photo Radar, or some other new device designed to promote highway safety, it is our belief that these technologies should be subjected to the same standard as referred to earlier with regards to educational programs. There need to be clear documented goals which are shown to be achievable through the use of the technology in question and which are empirically supported.

The SACP believes in the ability of SGI to provide a solid evidence based foundation for attacking the issue of improving road safety in Saskatchewan. The partnership that exists between SGI and the SACP, particularly in the area of collision data collection, but also in other areas as well causes us to conclude that they are properly positioned to speak to these issues in an authoritative fashion. As you know, SGI has conducted a cost-benefit analysis regarding the provision of enhanced enforcement to decrease traffic fatalities and serious injuries on Saskatchewan roadways over the next 10 years by 11-24%. This project calls for focusing resources on specific highways that account for 73% of traffic fatalities in the Province.

Certainly a component of any initiative to improve road safety will include additional human resources whose duties will be focused on road safety enforcement and education. This is supported in the SGI research referred to in the previous paragraph. The SACP accepts that there will be a role for our member organizations to play in the roll out of such an initiative, commensurate with the level of risk associated to a particular jurisdiction and we are prepared to participate in this process. Any increase in the human resource allotment for a program dedicated to traffic safety will result in a higher profile for road safety issues through both the educational component and resulting increase in enforcement. The available evidence suggests that the mere presence of police on the road does not in and of itself, positively impact road safety. It is necessary to include the strategic focus and consistent educational and media messages with the enforcement presence. In addition to the enforcement component, additional resources will also allow

for additional technical investigative capacity from within existing resources. This opportunity will have multiple effects on service delivery as it not only provides a high quality investigative product initially in the specific incident in question, but it also provides accurate causal data which can be used in the analysis of trends and patterns for the future.

We recognize that Government is always cognizant of the costs associated to these types of initiatives and the SACP shares this concern. The value in a traffic safety program must be found in the targeting of the enforcement, education and legislative components on those road safety issues which, once addressed create the safest roadway environment possible for the citizens of Saskatchewan. The guiding principle of this initiative should be that all resources are to be strategically focused (education / enforcement issues) and strategically located (geographically / organizationally) to ensure the maximum return – which is the most significant reduction of death and serious injuries occurring on Saskatchewan streets, roads, and/or highways.

The SACP believes that by following the criteria outlined here and through partnerships with organizations such as SGI and others, that collectively we can reverse recent upward trends relative to serious injury and fatal collisions in Saskatchewan.

Yours truly



Chief Troy Hagen

President

Saskatchewan Association of Chiefs of Police

1-306-777-6612