

Trafinz November 2018

# *Tough Conversations*

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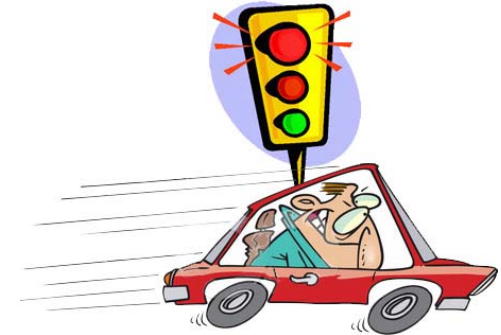


# ***Police Executive focus on road safety outcomes***

- Target of a 5% annual reduction in road deaths
- High attention paid to offences that contribute to death and serious injury
- High attention paid to identified high risk roads – mostly the state highway network
- High attention paid to identified high risk drivers
- Supported resolutions process – facilitating sustainable road safety and social, employment, justice and health sector benefits
- A ‘whole of Police’ approach

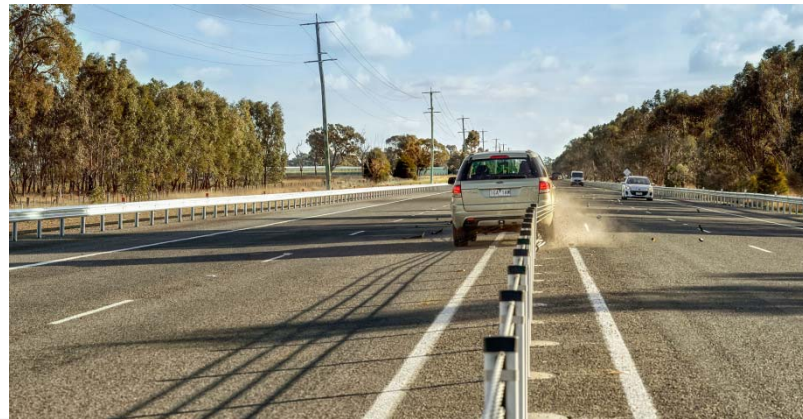
# Reaching the Target

Enablers to help save  
as many families as  
possible from the grief  
of road trauma





# *Other Enablers*



NUMBER OF ROAD DEATHS BY VEHICLE MOVEMENT TYPE	2015		2016		2017		2018	
	All	100km/h Limit	All	100km/h Limit	All	100km/h Limit	All	100km/h Limit
Deaths from head on crashes	88	70	87	69	114	97	90	68
Deaths from single vehicle loss of control crashes – straight road	45	25	35	23	50	27	14	8
Deaths from single vehicle loss of control crashes – corner	90	62	85	63	80	58	47	37
<b>Total</b>	<b>223</b>	<b>157</b>	<b>207</b>	<b>155</b>	<b>244</b>	<b>182</b>	<b>151</b>	<b>113</b>





# Managing Risk





# ***Tough Conversations on Speed***

Is safety really the priority?  
Some things are not helpful to  
the conversation

- Multiplying small travel time differences by the number of traffic movements each day – Each individual still only has the small amount of difference that applies to them
- “I am a safe driver and drive a 5 star car” – Your car is still only designed to protect you at speeds of up to 70km/h in a head on crash; and it is not all about you, other people with less protection remain vulnerable when they collide with you – no matter whose fault the crash is
- “I drive this road all the time at 100km/h and have never crashed there” – Again, it is not all about you
- Speed cameras are just revenue gathering – Only about 2 or 3 of every 1,000 vehicles going past a static safe speed camera gets a ticket; a very small minority
- Police should not enforce speed in passing lanes – Passing lanes (mostly 100km/h limits and undivided roads) have the added risks of lane changing during passing manoeuvres. Should we really ignore those risks?
- Reducing the speed limit is going to make my journey time much longer – Really? About 4 minutes every 100kms on the open road; about 20-30 seconds for a cross town journey.







**DAILY NEWS**  
NEW YORK'S HOMETOWN NEWSPAPER

50 dead in Orlando club massacre

# THANKS, NRA!



Because of your continued opposition to an **assault rifle ban**, terrorists like this lunatic can **LEGALLY** buy a **killing machine** and perpetrate the **worst mass shooting** in U.S. history

**NRA'S SICK JIHAD**

**NOWHERE TO HIDE JIHAD (WATNI)**

**CRAZIEST MAN ON EARTH**

PAGES 2-7







# Courageous Leadership



**DRIVE 25**  
It's The Law!

- The speed limit is changing to 25 MPH on November 7th, 2014.
- Drivers who drive 25 MPH or slower are better able to avoid crashes.
- Pedestrians who are struck by vehicles traveling at 25 MPH are half as likely to die as pedestrians who are struck by vehicles at 30 MPH.

Crashes Are Preventable.  
Together, We Can Save Lives.

**FOR A SAFER NYC**  
**SPEED LIMIT 25**  
**VISION ZERO**

**VISION ZERO**  
nyc.gov/visionzero

**NEW YORK CITY**  
**DOJ**

**NYC**  
Traffic & Transportation  
Commission

**#25MPH**





# *To Conclude*

This is not easy; if it was it would have happened already.

If we ask, “Is getting you and your family through your journey safely more important than saving a few minutes?”, almost all would answer in the affirmative; but many of the same people would still have the mind-set of, “It won’t happen to me”.

Herein lies the tough conversation challenge!





***The really  
tough  
conversation***

