



**Australasian College of Road Safety
Webinar 18 March 2022
National Road Safety Strategy 2021-30¹:
a discussion of opportunities**

**Remarks by Michael Timms, RTS Zero,
opportunities for enforcement**

When I talk today about enforcement, I include other agencies with authorised officers.

On page one of the strategy, Ministers have signed off on building institutional capacity, stronger governance, and accountability.

If you were writing a set of police operational orders, this would be the *Commander's Intent*.

This is Ministerial directive to ensure enforcement is match-fit to deliver road safety.

The national strategy as well as jurisdictional plans must be reflected by enforcement. Adopt the 2030 targets in corporate plans and performance agreements (page 2).

Police and other enforcement officers should not be killed or seriously injured, on duty.

Setting targets for duty-related crashes will:

- reduce workers compensation premiums
- reduce time lost to injury
- and reduce vehicle repair costs

This concept of *movement and place*² may be new to enforcement practitioners, but speed management isn't. Ethical and high-visibility road policing will be pivotal in delivering road safety outcomes (page 13).

Delivering speed enforcement requires the strengthening of management functions. Again, this involves being match-fit to deliver a mix of face-to-face intercepts and camera detection.

Hopefully we are at the stage where road policing resources are no longer being diverted to pandemic-related duties.

But doing the job requires understanding the impacts of speed in a crash. Once you get out of your patrol car, you become vulnerable road users.

Enforcement operates:

- On foot
- On bicycles
- On motorcycles
- On horses
- And within this decade, on new micro-mobility devices.

Ensure your operations are not exposing people to forces the human body can't withstand.

Speed management works with safe roads, safe vehicles, and safe road use to provide layers of protections known as the safe system³.

¹ <https://www.roadsafety.gov.au/sites/default/files/documents/National-Road-Safety-Strategy-2021-30.pdf>

² <https://www.roadsafety.gov.au/nrss/fact-sheets/movement-and-place-approach>

³ <https://www.roadsafety.gov.au/nrss/fact-sheets/vision-zero-safe-system>

Police may say “well there’s nothing we can do about safe roads” but there is. Police are respected within their local communities. They provide advice to local government and sit on local traffic committees.

Teach movement and place, and safe systems, in highway patrol courses. Provide the best possible advice and road safety advocacy to your community.

Also, enforcement agencies must provide the safest possible vehicles which, when on-sold, will increase the safety of the used-vehicle fleet.

In regards to your motorcycle riders, utilise the MOTOCAP⁴ testing process to procure the safest available garments.

The social model⁵ presents an opportunity for enforcement, to leverage existing community partnerships.

Use stakeholder managers to influence behaviour and save lives on the road. Road safety is everyone’s responsibility.

I also invite organisations who support first responders to embrace the strategy. Police associations and other emergency services unions, police banks, and superannuation providers. You too can help bring cultural change to members and their families – hundreds of thousands of people.

It was a coalition of unions, hospitals and other groups that helped bring about a 25mph speed limit in New York City, supported by school zone speed cameras.

I make special mention of the National Heavy Vehicle Regulator who fund initiatives like the Health In Gear⁶ program by OzHelp, to support the health and wellbeing of truck drivers.

Hopefully, OzHelp’s paper will be selected for conference this year so you can learn more.

Note the nine priorities of the strategy⁷. The upcoming Action Plan will focus on these priority areas. Start thinking about how enforcement can integrate these priorities into daily taskings.

There are existing examples from NSW.

- Strikeforce PUMA that targets risky road use,
- and the Level Crossing Awareness and Enforcement Campaign for regional road safety.

This is a government strategy. Use it as leverage for additional resources. For example, Police Aboriginal Community Liaison Officers trained in road safety.

Finally, this strategy is in step with United Nations Sustainable Development Goals (page 10). New Zealand Police are now testing plug-in hybrids to see if they are suitable for operational duties⁸.

The goal of NZ Police is to reduce their carbon footprint. But budgets are under pressure from rising fuel costs and enforcement activities will be under threat.

Use this strategy to underpin your enforcement operations whilst incorporating sustainability and efficiency into your *road safety business as usual*.

We must all believe that death and serious injury on our roads are unacceptable.

Michael Timms is an Executive Committee Member and Treasurer, New South Wales Chapter, Australasian College of Road Safety. He amassed over three decades of road policing experience in a variety of operational and management roles with New South Wales Police Force.

⁴ <https://www.motocap.com.au/>

⁵ <https://www.roadsafety.gov.au/nrss/fact-sheets/social-model-approach>

⁶ <https://healthingear.com.au/>

⁷ <https://www.roadsafety.gov.au/nrss/fact-sheets/priority-focus-areas>

⁸ <https://www.police.govt.nz/news/ten-one-magazine/frontline-hybrid>