

UNECE

Launching of the Decade of Action for Road Safety

Traffic enforcement, get it right, make it safe!



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Context

- .Many countries have ambitious and thus costly road safety objectives.
- .However, national, regional and local governments are faced with major budget cuts. How can this be combined with improvements in road safety?
- .General public supports road safety.
- .Traffic enforcement is favoured in own neighbourhoods and school area's, however, away from home egos and the individual right to mobility and freedom often take over.
- .Our challenge is to anchor road safety as an integral part of our society and individual behaviour and eventually to turn it into a tradition.



Road safety

Any effective road safety strategy requires a well-balanced and targeted approach to

- Education and training
- Research and analysis
- Infrastructure
- Vehicles and technology
- Traffic rules and enforcement



Traffic enforcement

- .Traffic enforcement maintains road safety by controlling vehicle conditions, alcohol, helmet, seat belt & hand-held phone use, speed, red-light violations, etc.
- .Numerous academic studies show that a well-balanced traffic enforcement policy is very effective in improving road safety.
- .Enforcement can only benefit road safety if all links in the enforcement chain are effective and efficient.
- .Many countries struggle with this issue and thus with improvements in road safety



The traffic enforcement chain

1. Detect and/or measure
2. Decide on violation
3. Register evidence
4. Transfer evidence
5. Store evidence
6. Process evidence to ticket
7. Issue and send ticket
8. Provide evidence upon request violating party
9. Collect fine
10. Remind violating party
11. Court



Enforcement chain bottlenecks

- .Legal framework
- .Inefficient, and thus costly, detection, registration, processing and management.
- .Evidence integrity
- .Local revenue
- .Back office overload
- .Access owner database, international vehicle issues
- .Right to claim ignorance of violation
- .Inadequate revenue management
- .Court overload and acquittals



Improving traffic enforcement

- .Secure consensus for traffic enforcement at highest political level
- .Improved, streamline, automate and outsource parts of enforcement chain where feasible
- .Thus reducing costs, increasing efficiency and efficacy, optimising police force utilisation and improving road safety
- .Centralise back-offices
- .Keep black-spot expertise local
- .Create local funding for enforcement
- .Increase public support: demonstrate use of enforcement 'revenue' for improvements in road safety
- .Communicate enforcement benefits
- .Avoid and counter any enforcement association with revenue generation



Concluding quotes

The Cochrane Review of 35 academic studies in 12 countries as assessed by University of Queensland researchers concluded: ‘..... the consistency of reported reductions in speed and crash outcomes across all studies show that speed cameras are a worthwhile intervention for reducing the number of road traffic injuries and deaths.’

(www.thecochranelibrary.com – Issue 10, 2010)

‘National decommissioning (of speed cameras) could result in about 800 extra people across Great Britain being killed or seriously injured each year’

Royal Automobile Club Foundation (www.racfoundation.org) –
Prof. Richard Allsop (University College London), November 2010

‘The cost of the cameras was repaid fivefold within a year in accident reduction and savings in medical treatment.’

The Economist – June 2002



Enforcement, get it right, make it safe!



Further reading: OECD/ECMT – Speed Management, 2006

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