Road Traffic Law and Enforcement, London

Enforcement Europe: Where does the U.K. Fit in?

Ellen Townsend, ETSC

ETSC
European Transport Safety Council

European Transport Safety Council

A science-based approach to road safety policy

- 27 organisations from across Europe under one unique umbrella promoting science-based transport safety measures at EU level including PACTS – one of our founders
- More then 250 experts contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work
- 9 Secretariat staff members do their utmost to insert the knowledge of ETSC members and experts into EU transport safety policy-making

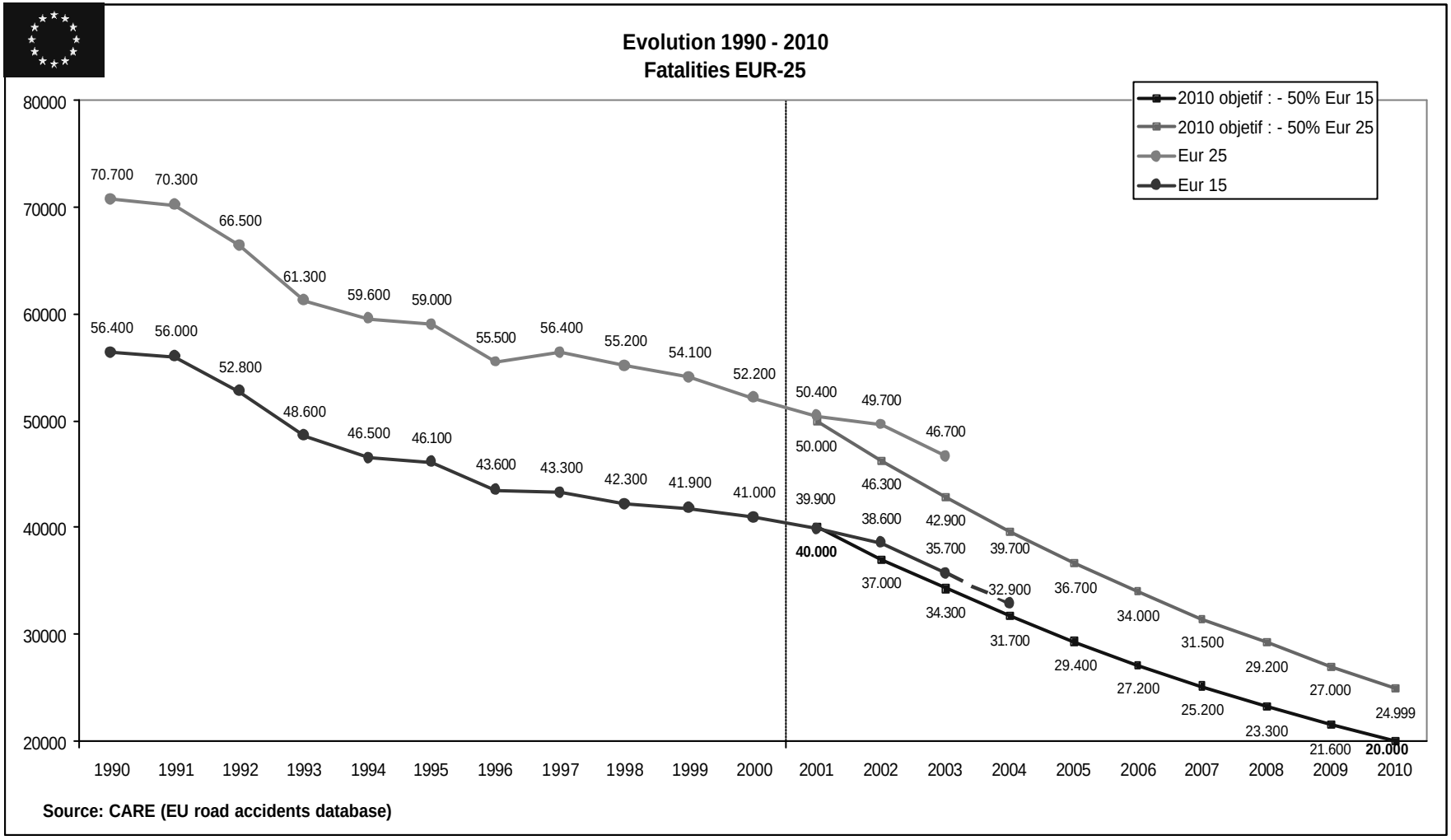
Effective Enforcement

European Commission Recommendation on enforcement in the field of road safety (2003):

- 14,000 lives and 680,000 injuries could be saved annually
- Rapid success rate (20,9% drop in road deaths from 2002 to 2003 in France)
- In combination with sustained efforts and media coverage enforcement will result in long-lasting effect
- Public acceptance 76% of European drivers are “in favour” or “strongly in favour” of more police enforcement.

EU Target - 50% by 2010

Enforcement will save lives....



European Transport Safety Council

ETSC's Enforcement Programme…

1. To generate and disseminate new knowledge on progress made in different countries.
2. To share experiences on Best Practice in police enforcement.
3. To collect evidence to support, if necessary, the adoption of more binding EU legislation, i.e. a Directive, as stated in the Recommendation.
4. To promote innovative enforcement solutions amongst manufacturers that help maximising casualty reduction and minimising injury risks.

www.etsc.be/enforcement

First Results of Emerging Picture: E.U.

Advances

- Most countries are preparing National Enforcement Plans
- Raise profile of enforcement in Road Safety planning and implementation
- EC Enforcement Expert Group and exchange of best practice
- ETSC is promoting exchange between EU/National level

Challenges

- Data collection and evaluation
- Co-operation between key actors
- Keeping up the momentum (Greece)
- Linking campaigns to checks
- Legal issues: owner responsibility, random breath testing

Frame: Enforcement in the U.K.

- Road Safety and Enforcement: "*Tomorrow's Roads Safer for Everyone" (2000)*

- Roads Policing Strategy for England & Wales (ACPO, DfT, Home Office)
- Roads Policing Strategy for Scotland ACPOS
- Roads Policing Strategy Northern Ireland (PSNI)

- Campaigns linked to enforcement in all three priority areas of enforcement

Enforcement and Influencing the EU…

Commission: participated in EC Expert Groups

European Parliament: input via legislative dossiers

European Council: Verona Council Meetings



European Presidency: Memorandi

EU Member States: acting as a "watchdog" collecting Best Practice

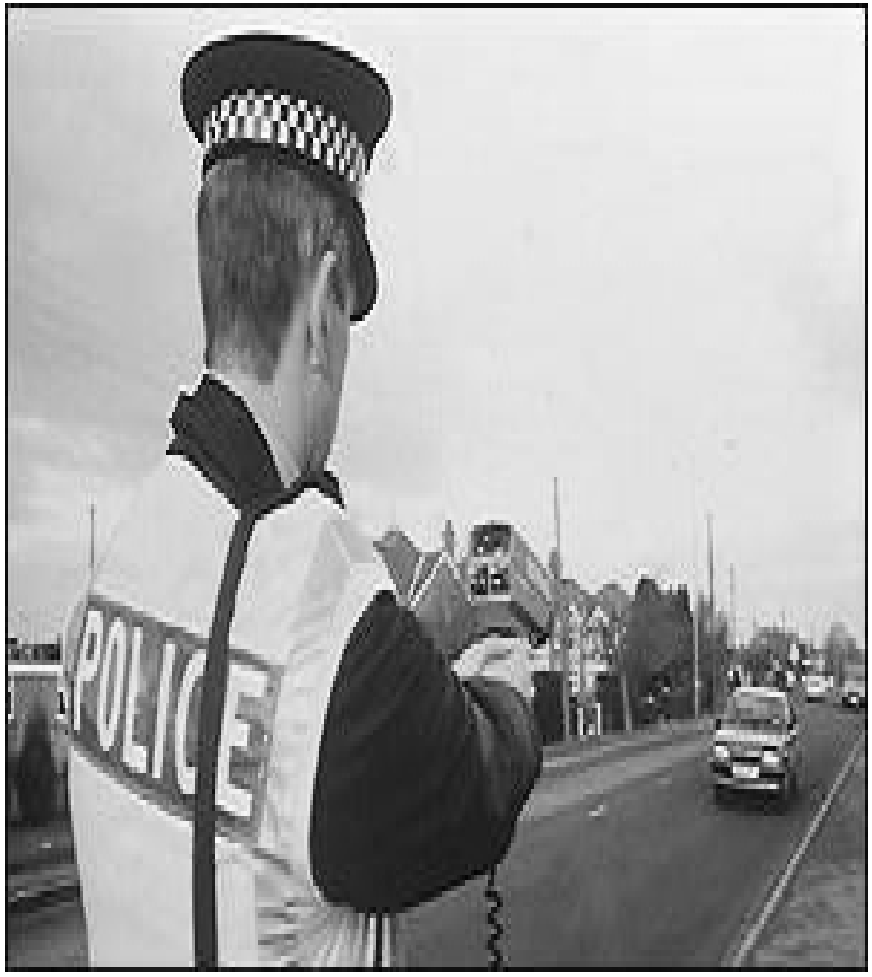
EU High Level Group on Road Safety

Speed legislation

- Speed limits for urban areas are effectively harmonised across Europe, but vary widely outside urban areas.

Recommendation:

- Speed controls should use automated equipment
- Enforcement should prioritise speed infringement high risk accident sites
- Enforcement + information campaigns
- Follow up: with appropriate sanctions



Speed enforcement: E.U. & U.K.

- Uptake of fixed safety cameras (Hungary..)
- Large % of drivers still continue to speed
- More safety cameras = less mobile police checks?
- Difficulty posed by “driver” liability
- Follow-up of offences in some countries (Spain vs. Netherlands)
- Automatic speed enforcement & non residents (France)

U.K.: Safety Camera Partnerships – 6000 camera sites at high risk sites: tbc..
Need more of a mix of fixed and mobile to tackle continuing level of non compliance.



Drink Driving…

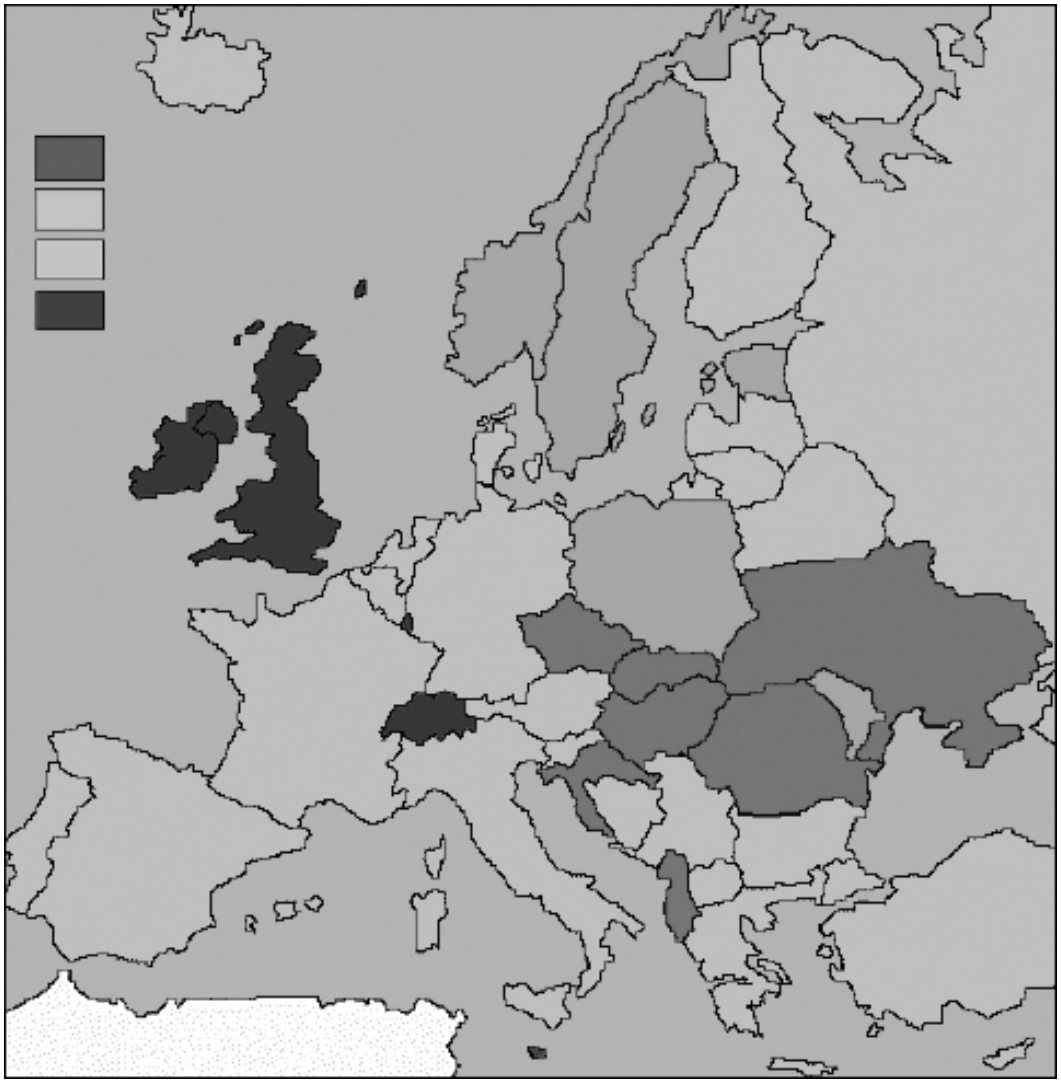
- European Commission recommends that Member States adopt a general BAC limit of 0.5 mg/ml or lower
- Enforcement is crucial: Random and evidential breath test devices used.
- Highly visible & at all times



Alcohol legislation

Legal limits for drinking and driving over Europe in 2005

Dark green: 0.0
Light green: 0.2
Yellow: 0.5
Red: = 0.8



Drink Driving Enforcement

- Different approaches Slovenia mass testing vs. targeted testing in Austria
- Introduction of roadside testing
- Reporting difficulties (Police tend to focus on offenders identified…)
- Hard hitting campaigns linked to intensified enforcement: Ireland

U.K.: Targeted testing, evidential roadside testing to be introduced soon.
But: Reduce BAC Limit, introduce random breath testing.



Seat Belts and EU Legislation

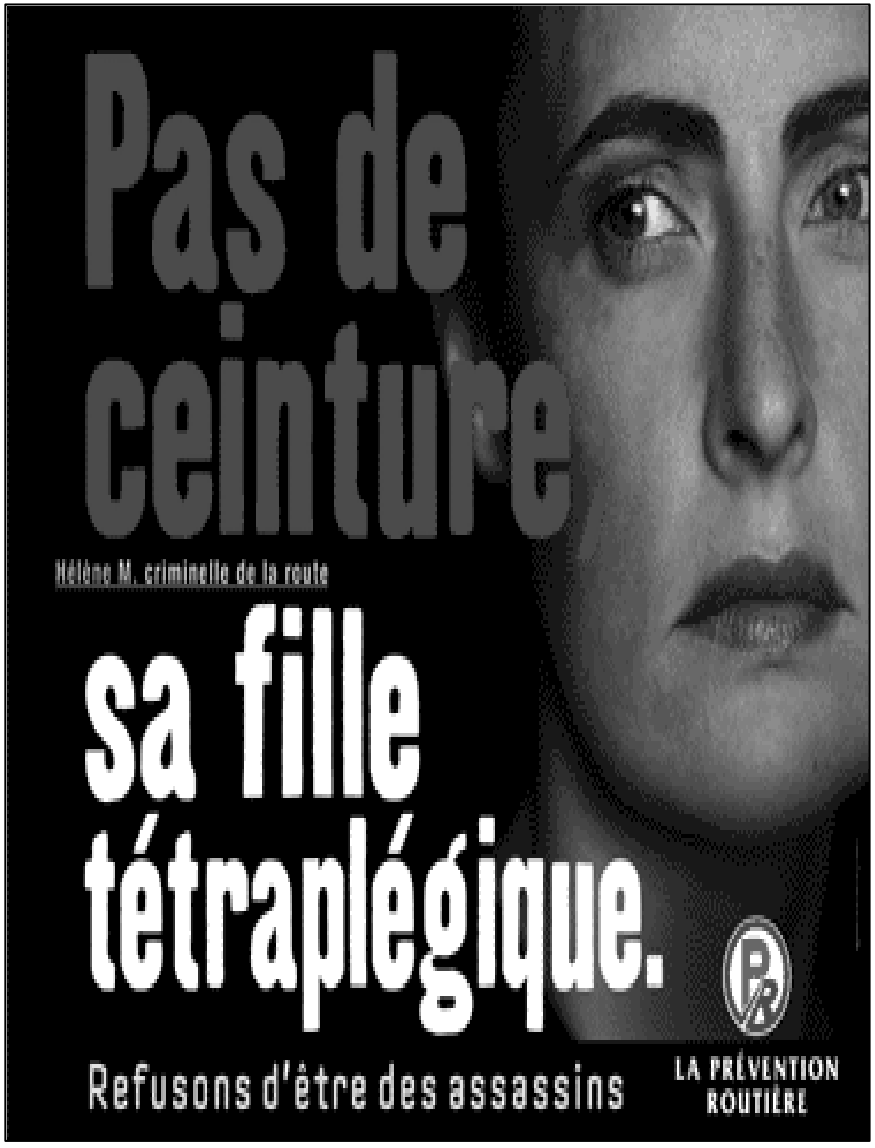
- EU legislation currently in force requires that all occupants of *passenger cars and light vans* use seat belts.
- Children <12 years of age must be restrained by an approved restraint system.
- In May 2006 a new Directive enters into force which extends the obligatory use of seat belts to occupants of trucks and coaches.
- Enforcement is crucial: Intensive actions of a 1-4 weeks must take place several times a year in places of increased accident risk





Seat Belt Enforcement

- Difficulties to check both front and back
- Not recognised as a priority by Police
- Involving other actors in checks (Malta)
- Link to higher sanctions and penalty points: Sweden, France
- Few countries conduct separate, regular & campaigns
- Preparing for new legislation via information campaigns



Seat Belt Enforcement: U.K.

- Part of everyday policing and specific local campaigns.
- Follow up sanctions: difference in Scotland and Northern Ireland.
- Impact of introducing penalty points for non seat belt wearing: Northern Ireland.
- Rates are generally high in the front (93-94%).
- Need to focus on back (65%) and child safety restraint use.
- Link national campaigns to more intensive enforcement.

Conclusions..U.K. leader of the pack?

New, joint (ACPO, HO, DFT) "Roads Policing Strategy" for England and Wales, Roads Policing Strategies in Scotland and N.Ireland but..

- Continue to evaluate and increase in safety camera partnerships to reduce high average speeds.
- Increase breath testing, consider lowering 0.8 BAC limit.
- Concentrate on separate seat belt checks (especially - back seat and child restraints).

Especially as U.K. Presidency of the EU



- High level of performance & commitment to reducing road deaths.
- This should be duplicated across the EU.
- Opportunity to highlight role of enforcement: Mid-term Review of the 3rd EU Road Safety Action Programme and Verona Council.

And finally…

ETSC will continue to monitor
progress in the U.K.
and other EU Member States and also
determine if binding
EU legislation
is needed by 2007.

Thank you for
your attention.



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