Speed Enforcement in Slovenia
Mid-term Results of Project
Increased Speed Enforcement Impact on High Risk Accident Sites

In Slovenia too, speeding is the most frequent cause of accidents. It is the cause of over 40% of fatal accidents and 25% other accid ents.

The objective of the National Road Safety Programme is to halve the number of persons killed due to speeding, i.e. to no more than 83 (Slovenia have 2 million inhabitants).

With this experiment we would like to test the efficiency of the methodology that uses mobile speeding measurements to systematically reduce speeding on the most problematic road sections.

When preparing a new strategy of speeding reduction, we have also considered some theoretical findings concerning:

- Oscillation of enforcement intensity,
- Kangaroo effect,
- Duration of monitoring,
- Visible, completely invisible and half visible enforcement … etc.

It is a project dealing with a systematic reduction of speed on the most critical road sections (black spots). We have systematically selected the most dangerous road sections to which we will devote a proportionate share of monitoring.

The project has been running experimentally since 1 June 2004 at one of major police stations in Slovenia – at the Police Station Kranj. It will be finished in June 2005, when it will be evaluated as well.

First we are classified road sections into three groups:

- black sections,
- red sections,
- blue sections.

At the beginning there was a question how to define the most critical road sections – according to which criteria? Are those the sections where the majority of fatal accidents happen, or those where the majority of accidents result in physical injuries, or perhaps all road accidents?

We have decided to consider all road accidents, however, due to their gravity, they must be differently evaluated.

Road sections have therefore been evaluated on the basis of marking. Points have been added to every individual road accident as follows:
- fatal accident ……... 50 pt

- severe injures ……..… 30 pt
- slightly injures …… 20 pt
- material damage incidents….. 1 pt.

We have added a defined number of points to every road accident that happened in region of Police Station Kranj as a result of speeding.

The result of this marking is a table, showing the most critical road sections with the number of each road section also indicated.

The table is divided into black, red and blue sections.

According to this classification, a police unit is obliged to ensure police monitoring by the principle 70/20/10 mentioned before.

- 70% of measurements have been carried out on ten road sections that are the most critical (BLACK),
- 20% on less critical sections (RED) and
- 10% on other sections (BLUE) and according to the citizens' requirements.

It is to be added that a police unit has to analyse every individual road section in greater detail, as follows:

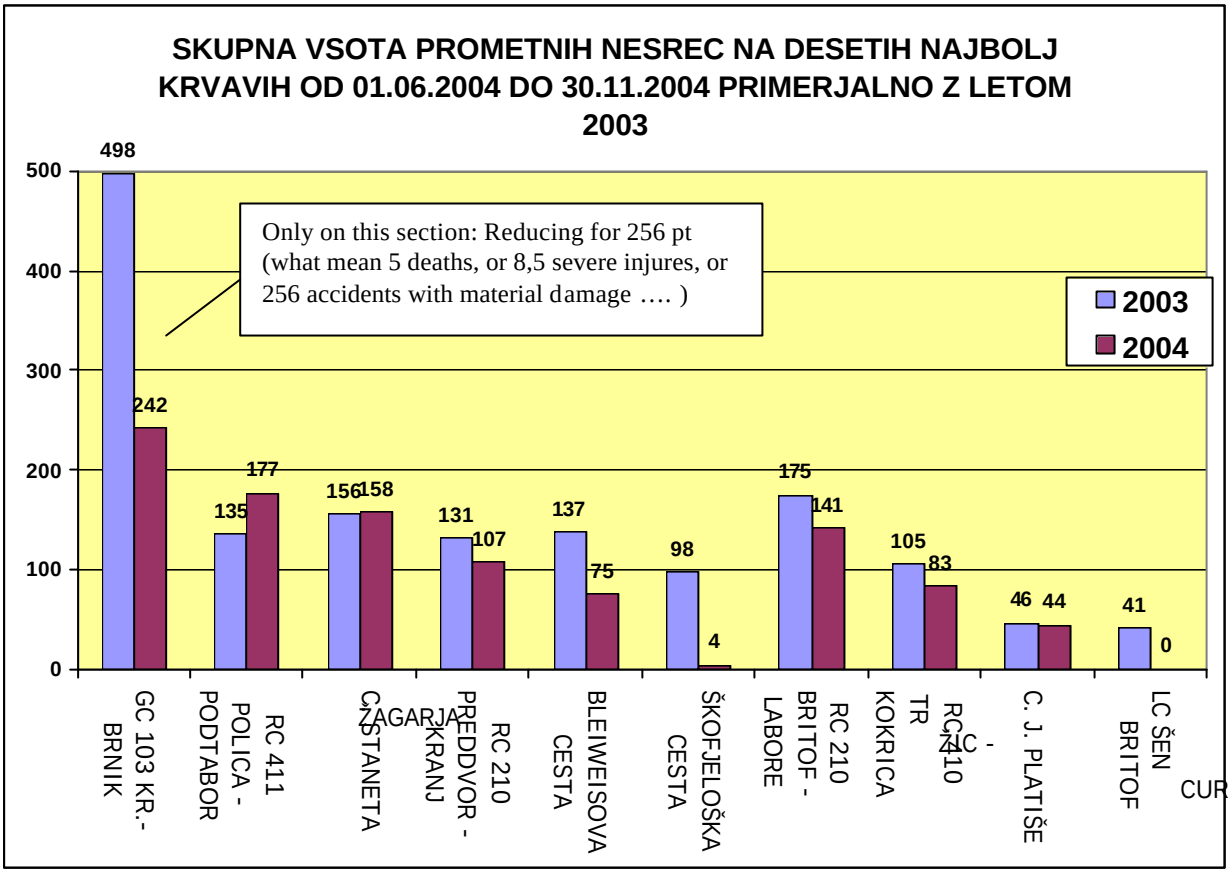
- concentration of problems according to micro locations - milestones
- time concentration of problems (according to hours, to days of the week …)

On the basis of this analysis, the assigning of police officers to speed monitoring points is later carried out as follows:

- to specific points of individual road sections,
- on precisely fixed days of the week,
- at precisely fixed hours.

Considering the fact that the minimum effective application of speed measurement devices is 5 hours daily this mean that police station must ensure each month at least:
- **109** effective hours of enforcement on black road sections,
- **31** effective hours of enforcement on red road sections,
- **15** effective hours of enforcement on blue sections.

RESULTS AFTER SIX MONTHS:



Kranj is quite a small town, with 60.000 people.

On the basis of these results you can calculate the reduction in consequences (points) on other sections. These are results only for 6 months.

Robert Susanj
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