

Enforcing SPEED

The role of and challenges for the Police

Koen Ricour – Belgian Federal Highway Police / TISPOL Member

Who and what is TISPOL?

- The TISPOL Organisation: the traffic police forces of Europe
- The main priority is to reduce the number of people being killed and seriously injured on Europe's roads
- What does TISPOL believe in?





Aims of TISPOL



- To reduce road deaths and casualties
- To join forces and learn from each other
- To organise and co-ordinate pan-European operations and campaigns
- To have enforcement with brains
- To initiate and support research on road safety
- To have a police opinion on road safety issues



Strategic Objectives

- To influence European Roads Policing with the European Commission
- To harmonise Training
- To co-operate with other European Road Traffic Enforcement bodies



LIFESAVER Project

- Lifesaver is a 3 year project part-funded by the European Commission
- Aimed at saving lives on Europe's roads
- An integrated approach involving the Strategic, Tactical and Operational levels
- Benefits for all TISPOL members



LIFESAVER Project continued

- Focus on six TISPOL countries :
 - Hungary, Poland, Portugal, Romania, Slovenia and Spain
- Areas of best practice will be covered during the various seminars of the project such as technology, enforcement and education
- Enforcement Operations, Officer Exchanges, International Conferences, Communicate the Road Safety Message



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Basic Facts

- Speed is at the core of the road safety problem
- There is a strong relationship between speed and both the number of crashes and the severity of the consequences of a crash
- If the number of speeding violations on European roads could be reduced, many lives would be saved



Some figures on the why...

Autorised Speed	Braking Distance	Speed + 10	Full Stop	Impact Speed
30	13	40	19	36
40	19	50	26	38
50	26	60	34	41
60	34	70	43	43
70	43	80	53	46
80	53	90	64	48
90	64	100	76	50
100	76	110	89	52
110	89	120	103	54
120	103	130	118	55
130	118	140	133	57

The why continued...

Dry Road Speed	Dry Braking Distance	Raining speed	Wet Braking Distance	Impact Speed	Adapted Speed
30	13	30	15	18	26
40	19	40	23	24	35
50	26	50	33	31	43
60	34	60	44	37	51
70	43	70	57	43	59
80	53	80	72	49	67
90	64	90	88	55	75
100	76	100	105	61	83
110	89	110	124	67	91
120	103	120	144	73	99
130	118	130	167	80	107

- Effects of speed on the car and its occupants... => **VIDEOS** 50, 70, 90
- 50
- 70
- 90

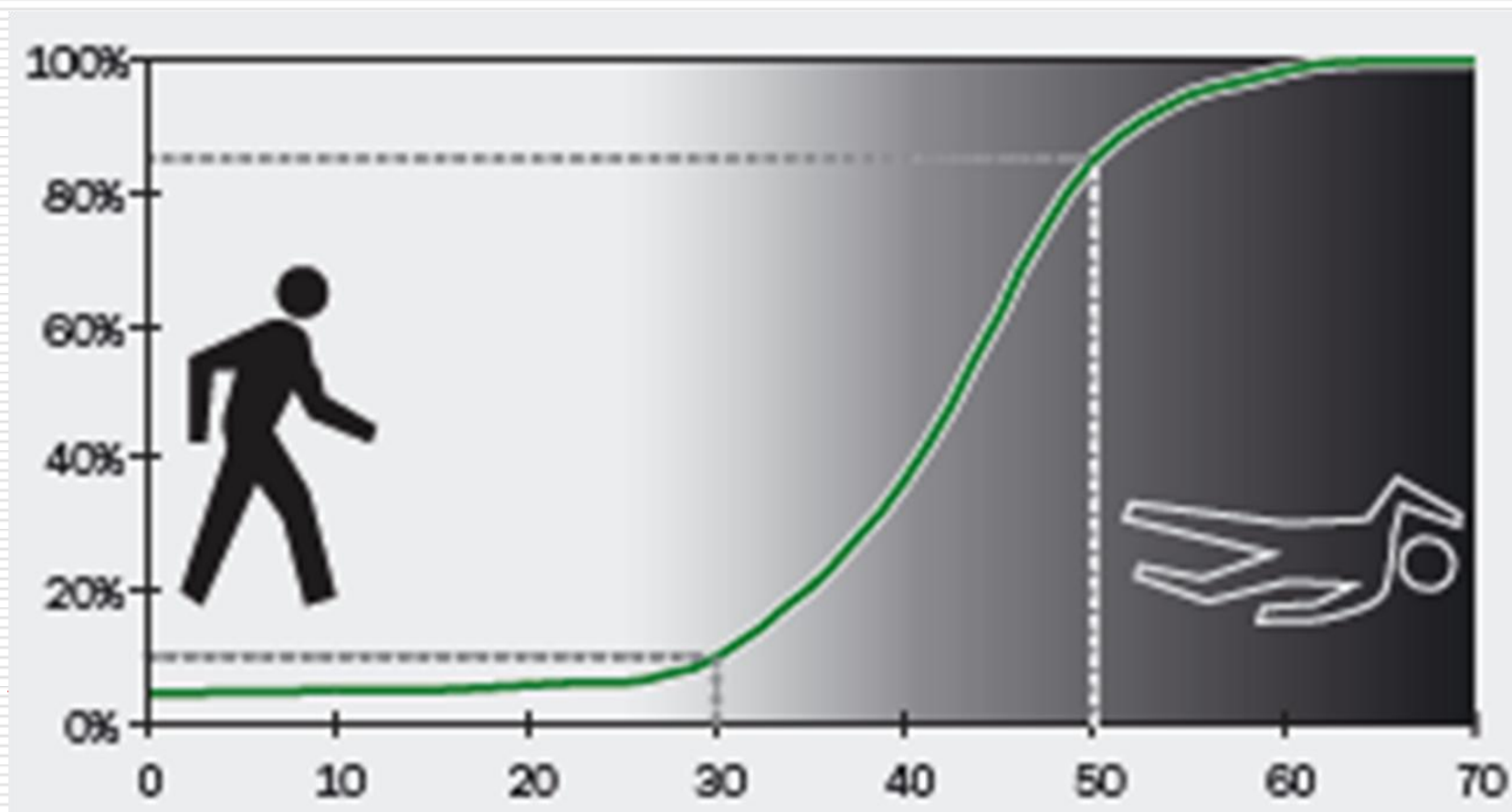


TUNNEL VISION



□ Hitting A Pedestrian... Certain Death...

Horizontal: Hitting Speed; Vertical: Death %



Solutions

- There is no single solution to the problem of excess and inappropriate speeds
- A package of countermeasures is necessary, increasing the effectiveness of each individual measure
- Police enforcement is one of the countermeasures



Countermeasures to Speeding

- Setting appropriate and effective speed limits
- Information about the speed limit (signage)
- Road engineering measures
- Police enforcement to control the speeder
- Mirror 3 'E's Enforcement, Education, Engineering



Importance of deterrence

- The most important requirement for speed enforcement is that it deters drivers from speeding
- This subjective risk of apprehension can only be increased by:
 - Stepping up the intensity of actual speed enforcement
 - Good publicity of the the speed enforcement activities
 - Ensure speed enforcement is unpredictable & unavoidable and sustained over a longer period of time

Intelligence led

- Focus of the speed enforcement operations? => Which roads, situations, times?
- Ideally, operations based on a analysis of crashes and the role of speeding therein
- Must not just work where easy to detect speeding drivers; nor for just obtaining numbers of detections or revenue

Most effective

- Speed enforcement is most effective when it is unpredictable and difficult to avoid



Co-operation with other Bodies & Agencies (Partnership)

- Police can work together with partners to prepare, perform and evaluate (speed) enforcement activities
- The main partners for the police are local road authorities, court officials, publicity organisations, and researchers
- Local road authorities and researchers may assist the police in analysing the local road safety problem and determining priorities

- Co-operation with local authorities can lead to engineering solutions if necessary to a piece of road
- Co-operation with court officials provides clarity about regulations for detecting and sentencing traffic offenders
- Publicity organisations can organise supportive publicity programmes, in consultation with the police and the road authorities
- => VIDEO Irish Campaign

The 'Dutch Sustainable Safety Vision'



- Reinforces the comments made in previous slides
- Speed enforcement should only be carried out when speeding demonstrably contributes to a bad safety record of a road
- Speed enforcement should always be considered in combination with other speed management measures

Public Support

- According to the SARTRE European survey (23 countries) the public support for traffic enforcement in general and for speed enforcement in particular is high
- Three quarters (76%) of all interviewed EU drivers are in favour of increased enforcement of traffic rules
- Two-thirds (66%) of EU drivers are very or fairly much in favour of the use of automated speed cameras
- Three out of five (60%) EU drivers support higher penalties for speeding offences.

Public Support

- Experience shows that speed camera enforcement programmes:
 - Require clear and transparent rules
 - Exclude profit considerations as a motive for enforcement actions
 - Communication about the reasons for enforcement and positive behaviour and safety outcomes, not for revenue collection



- We have to get the moral 'high ground'
- A clear and convincing communications strategy is required
- We need to go back out to the public with results i.e. detections, but most important are the speed and casualty reductions
- Explain why we are doing it - **SAVING LIVES!!**



There are two main methods of speed enforcement

- The first one is Police Officers checking drivers at the roadside and stopping and controlling offenders
- This is often called stationary enforcement or physical policing
- Different equipment can be used:
 - vehicle borne equipment - video & still camera
 - hand held devices – laser & radar



- The second method is to detect speed offenders by means of a speed camera and to send them a fine or a notification by mail
- Speed cameras can be used fulltime at fixed locations (fixed cameras) or can be rotated over different locations (mobile cameras)
- Speed cameras can operate automatically (unmanned) or as part of a manned control (either in a visible or in a hidden car or van)



Physical Policing

Physical policing has the advantages:

- The violator is immediately stopped by the Police
- The violator is given immediate feedback
- The Police Officer has the opportunity to explain why they are enforcing speed
- If violators are stopped at a spot which is clearly visible to other drivers, the subjective chance of apprehension is increased



Automatic Camera Enforcement

- **Speed camera enforcement is most appropriate if :**
 - **Crashes are clearly concentrated on specific road sections and are related to excess speed**
 - **When the volume of traffic makes physical policing a time-consuming, less effective approach**
 - **Generally, research report substantial positive effects of speed enforcement on both speeding behaviour and the reduction of casualties**

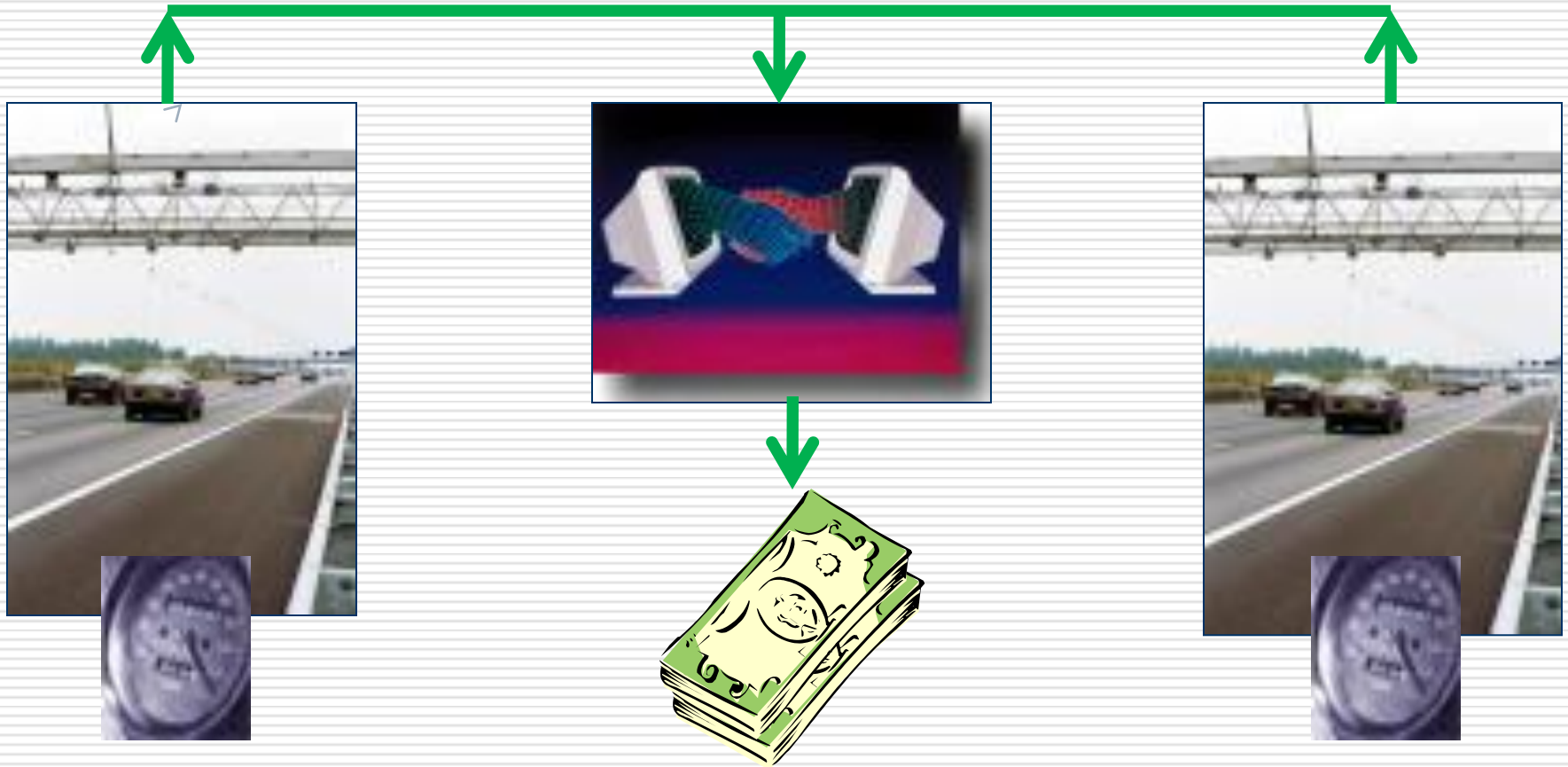


Average speed control

- **Average Speed Control (also called ‘section control’, ‘traject control’ or ‘point-to-point’)** is a relatively new speed enforcement technique







Variable Speed Limits

- Allows 'appropriate' speed limits to be used
- In periods and conditions where intelligence shows a high rate of collision and injury; a low speed can be selected
- In periods where the risk diminishes speed limits can be increased
- Enforcement is key in the variation of speed limits to ensure compliance
- Variable limit enforcement can be provided by average speed control or fixed automatic camera technology



Speed Indicator devices (SID)

- A SID measures a vehicle's speed and displays the recorded speed to the approaching motorist – a preventive measure
- A SID can supplement and compliment, but not be a substitute for Police enforcement activity
- Police enforcement, operating downstream of the SID should occur on a random basis
- At intervals, SIDs should be used at locations where the Police regularly place a speed camera
- A good educational tool; it's not just about prosecution



Legislation

- **Vehicle owner liability is the cornerstone of efficient outcomes of speed offences**
- **A system of Administrative Law is most effective for rapid, non-time & resource consuming punishment of offenders**
- **Sanctions are considered to be an essential element of effective enforcement**
- **The possibility of a sanction ascertains the deterrent effect of enforcement**

Performance, outcome and output measures

- Increasing pressure is put upon police managers to justify the use of policing resources
- For traffic and speed enforcement, a monitoring system can be aimed at showing relationships between policing resources (performance), effects on traffic behaviour, speed, (output) and, ultimately, effects on road safety (outcome)



- Performance measures define the police roadside enforcement
- Outcome measures reflect the effects of enforcement on traffic crashes
- The real outcome is the reduction of casualties



Conclusion - 10 rules of Speed Enforcement

Rule 1:

Traffic law enforcement should prevent violations that are proven to be related to the number or severity of crashes.

Rule 2:

A systematic, integrated speed management policy is necessary; speed enforcement is an element of an integrated speed management approach



Rule 3:

Speed enforcement gains in effectiveness if it is targeted towards prioritised roads, situations and times

Rule 4:

The credibility of traffic enforcement should be part of enforcement policy and is to be considered as an important quality aspect of enforcement

Rule 5:

Speed camera enforcement should be used for a large concentration of traffic crash locations with high volume traffic. Physical policing can be a good alternative to safety camera enforcement when crashes are scattered.



Rule 6:

Speed enforcement must be supported by setting safe and credible speed limits, by publicity, by legislation facilitating effective enforcement, and by appropriate sanctions

Rule 7:

Alternatives to negative sanctions (such as warning letters, educational courses) and the further development of these sanctions should merit serious consideration

Rule 8:

Speed enforcement operations gain in effectiveness if they have specified objectives and success criteria, and are monitored in terms of both process and product



Rule 9:

Cooperation between police, authorities and experts provide the best guarantee for problem-oriented, outcome-focused and evidence-based speed policing operations

Rule 10:

If new technologies facilitate voluntary speed control, police enforcement can direct itself more at detecting extreme or repeated speed offenders.



□ Gimmic: Stoppin Distance OverSpeeding and Impact Speed

Thank you for your attention



TISPOL... working together to save lives
www.tispol.org