

INTEGRATED TRAFFIC LAWS ENFORCEMENT – IMPORTANT RESPONSE TO ROAD SAFETY CHALLENGES

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THE ROLE OF TRAFFIC ENFORCEMENT

Exceeding speed limits, drink or distracted driving and failure to wear a seat belt are still the leading causes of death and serious injury on European roads

PLANNING TRAFFIC ENFORCEMENT



Set enforcement plans with yearly targets for numbers of checks and compliance with traffic laws, in particular addressing the priority areas of speeding, drink and drug driving, illegal use of mobile phone, red-light running, failing to wear seat belts, child restraints or helmets.

Share those enforcement plans with the European Commission to facilitate the exchange of best practice on enforcement across the EU.



VISIBLE OR INVISIBLE ENFORCEMENT ?

For example England, Scotland, Sweden and Norway use mainly visible enforcement strategy.

Unvisible automatic speed enforcement is common for instance in France and Finland.



UK AUTOMATIC MOBILE SPEED ENFORCEMENT



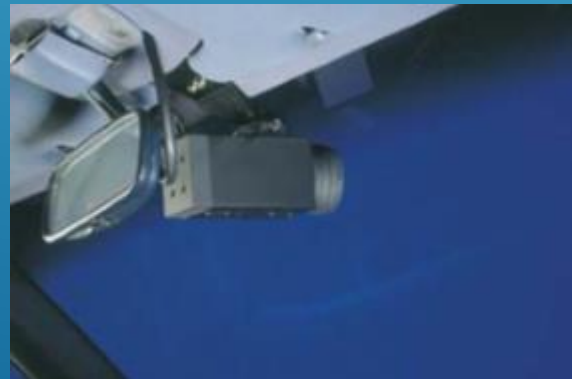
DISPLAY



AUTOMATIC NUMBER PLATE RECOGNITION NORWAY



MANUAL SPEED ENFORCEMENT LASER, RADAR, TIME – DISTANCE MEASURING DEVICE + ANPR



AUTOMATIC FIXED SPEED ENFORCEMENT SWEDEN

THE SIGNES ARE LOCATED APPROX. 300
METRES BEFORE THE CAMERA



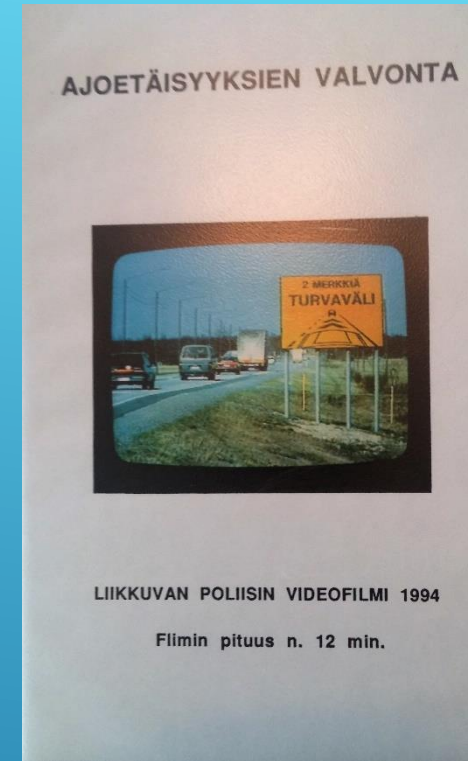


CLOSE DRIVING ENFORCEMENT

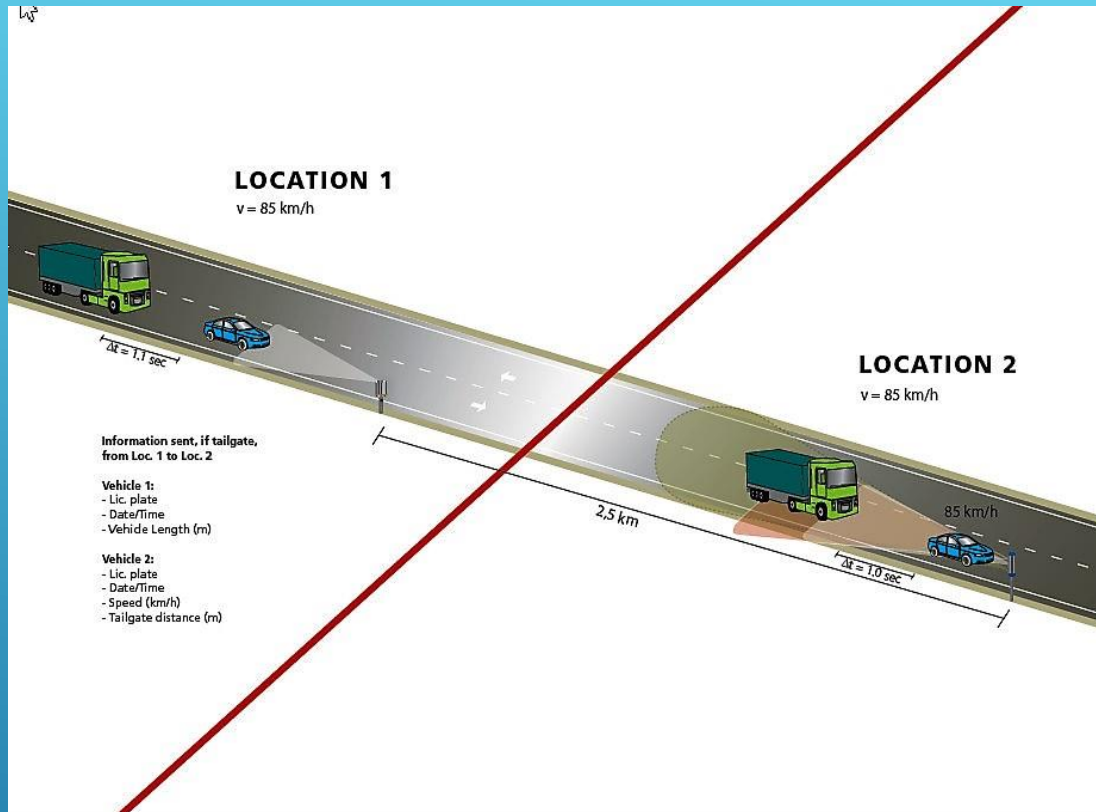
Close driving is very risky and can cause serious crashes.

The safe distance for following another vehicle varies depending on various factors including vehicle speed, weather, visibility and other ...

Close driving is very difficult to enforce.



**TOO CLOSE DRIVING CAN CAUSE VERY
SERIOUS CRASHES
EXTREMELY DIFFICULT TO ENFORCE**



► Could probably be combined with automatic speed section control in the future.

TAILGATING ENFORCEMENT

REASONS FOR TAILGATING, STUDY

Sirpa Rajalin Sven-Olof Hassel	research report
	Comissioning organization
	Date of appointment
Title VEHICLE INTERVALS AND THE REASONS FOR TAILGATING	
Parts of publication	
Abstract <p>This study is concerned with vehicle intervals, their measurement in police traffic control and the reasons for tailgating. The planned second part of the study will aim to influence vehicle intervals with the aid of publicity.</p> <p>Observation material (27,726 observations) was collected from Highway 1 and Highway 8 using equipment based on induction measurement in order to describe vehicle intervals. Interview material (321 drivers) from those who tailgated, i.e. less than half a second interval, and from control drivers, i.e. 1.5 - 3.0 second interval, was collected from the same places in order to determine the reasons for tailgating.</p> <p>The most generally employed interval (the mode) was 0.8 seconds, irrespective of the traffic volume or speed restrictions (80 km/h and 100 km/h). The interval to the preceding vehicle in the case of every third driver was shorter than the typical reaction time for this kind of situation (1.4 seconds). The mode of the interval distribution for heavy vehicles (more than 14 metres in length) was 2 seconds. Every fourth heavy vehicle driver drove with a shorter interval than that assumed to be the required minimum (2.8 seconds).</p> <p>The mode of the intervals was 1.1 seconds in poor road conditions and the average speed 1 km/h lower than in good road conditions.</p> <p>There were more men and high-mileage drivers among those who tailgated than there were among those who maintained longer vehicle intervals. The age distributions of the groups were similar.</p> <p>Most of those who tailgated said that they did so because they intended to overtake. The next most</p>	

ALCOHOL AND DRUGS

The various procedures in which alcohol enforcement checks are undertaken should be standardised. The following actions are needed to increase the efficiency drink-driving enforcement.



- Apply random breath tests as a leading principle for surveillance.
- In addition to random breath testing, introduce selective testing as well.
- Make drink driving control one of the key target areas of traffic enforcement;
- Set realistic and credible quantitative targets for the number of breath tests;
- Equip every patrol car with a screening alcohol-level testing device.
- Drug recognition programmes should be extended to include all countries.

Sven-Olof Hassel Finland, WB team



INCREASE THE USE OF SEAT BELTS

International research and experience have shown that the seat belt in the car is one of the best equipment which can significantly reduce the risk and severity of injury and the number of deaths resulting from car crashes.

It is extremely important that the policemen in the patrol cars are using seatbelts. They have to show good example to the other road users.



DISTRACTED DRIVING

When driving or riding a vehicle, you should not use or be distracted by your mobile phone, laptop or Ipad.

Texting involves cognitive distraction, as well as longer periods of both manual and visual distraction.

Cause longer reaction time and shorter following distances.

THANK YOU