

# How Traffic Law Enforcement Can Contribute to Safer Roads

PIN Talk in Ljubljana

23 June 2017

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ETSC Project Manager



## Humans are fairly blind to speeds (same applies for drink driving, not wearing seat belt...)

I'm only going a little bit too fast

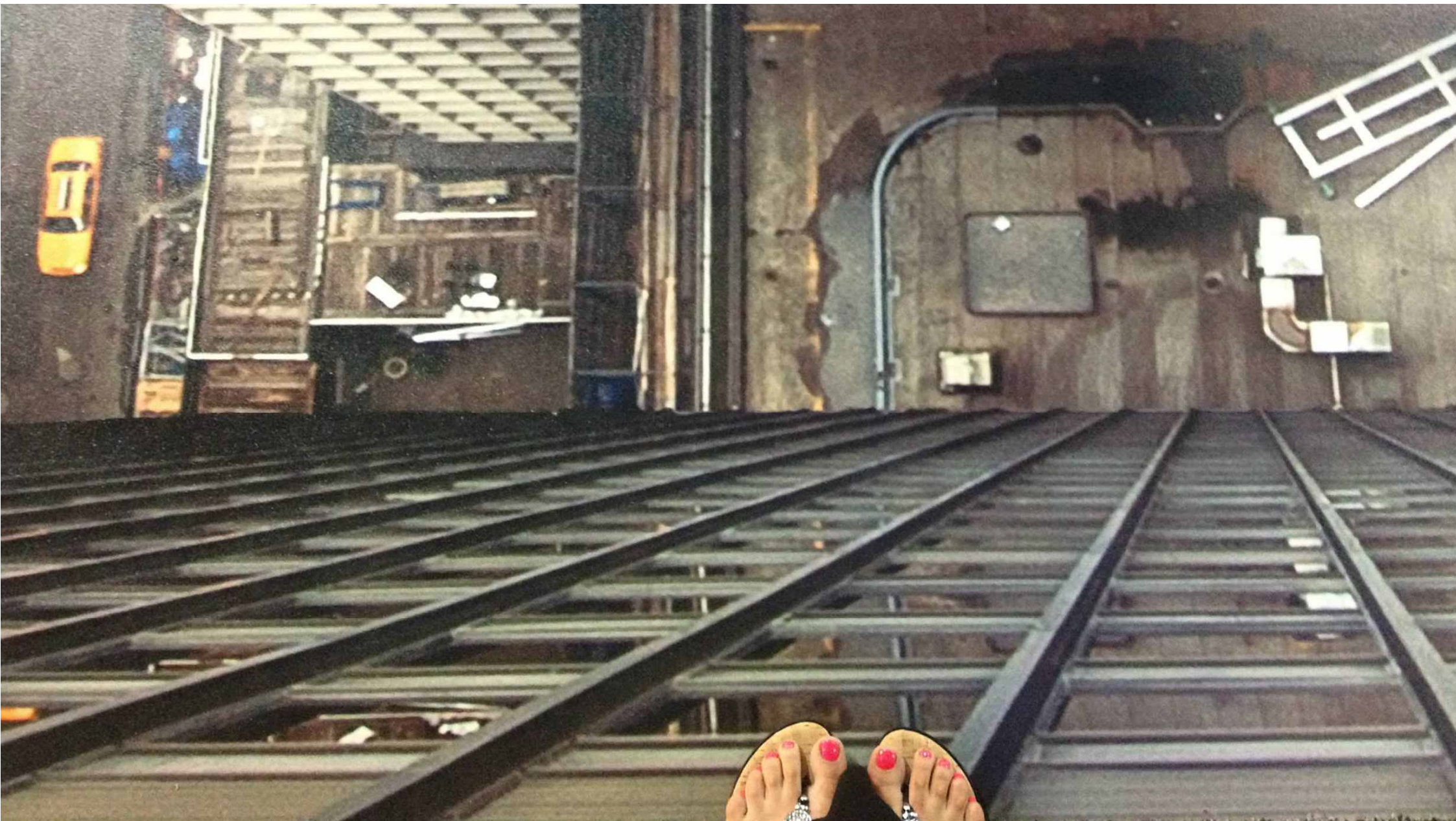
I'm an excellent driver

I'm very familiar with this road



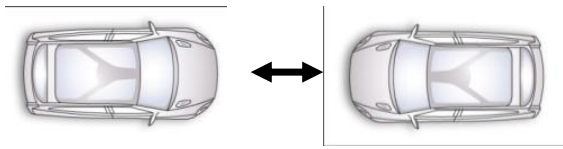
I've been driving like this for years – nothing has happened





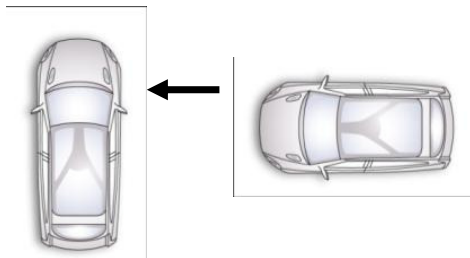
# Road / Vehicle / Speed limit

80



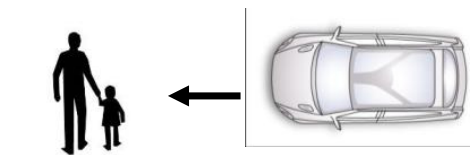
Head-on

70



Side

30



Pedestrians

Equivalent to  
a crash at

= 90km/h

= 70km/h

= 50km/h

= 30km/h



## Effectiveness of enforcement

- Act as a deterrent: people will not commit an offence because they fear they will get caught.
- Needs a high level of enforcement + media to talk about it
- Sanctions should be fair, equitable and escalate: low level of sanction for low risk, high level of sanctions for high risk
- Level of sanctions = social acceptance of the offence
- High sanctions = anti-social behaviour



## HOW TRAFFIC LAW ENFORCEMENT CAN CONTRIBUTE TO SAFER ROADS



## Traffic offences covered

1. Speeding
2. Drink driving
3. Failure to use a seat belt
4. Illegal use of mobile phone



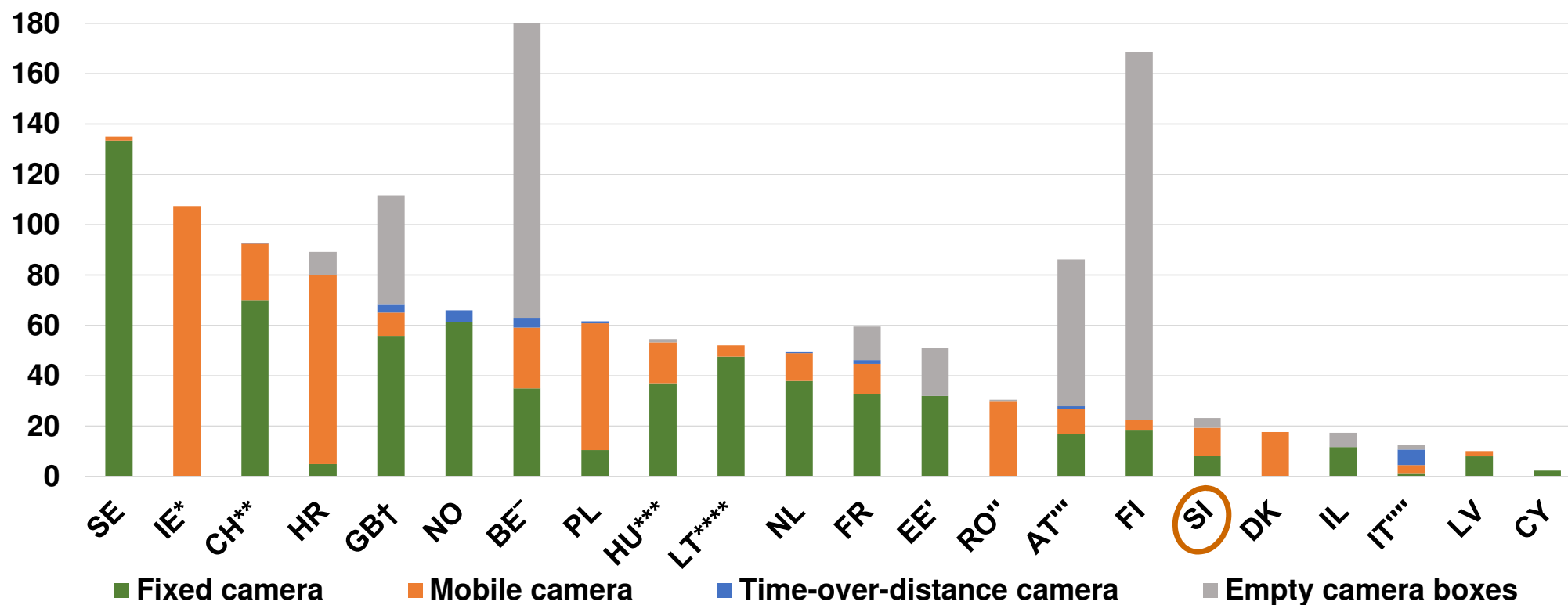
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**PIN Posvet: "Z evropskim pristopom do boljše prometne varnosti"**

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# Safety cameras /mln. inhabitants (2015)



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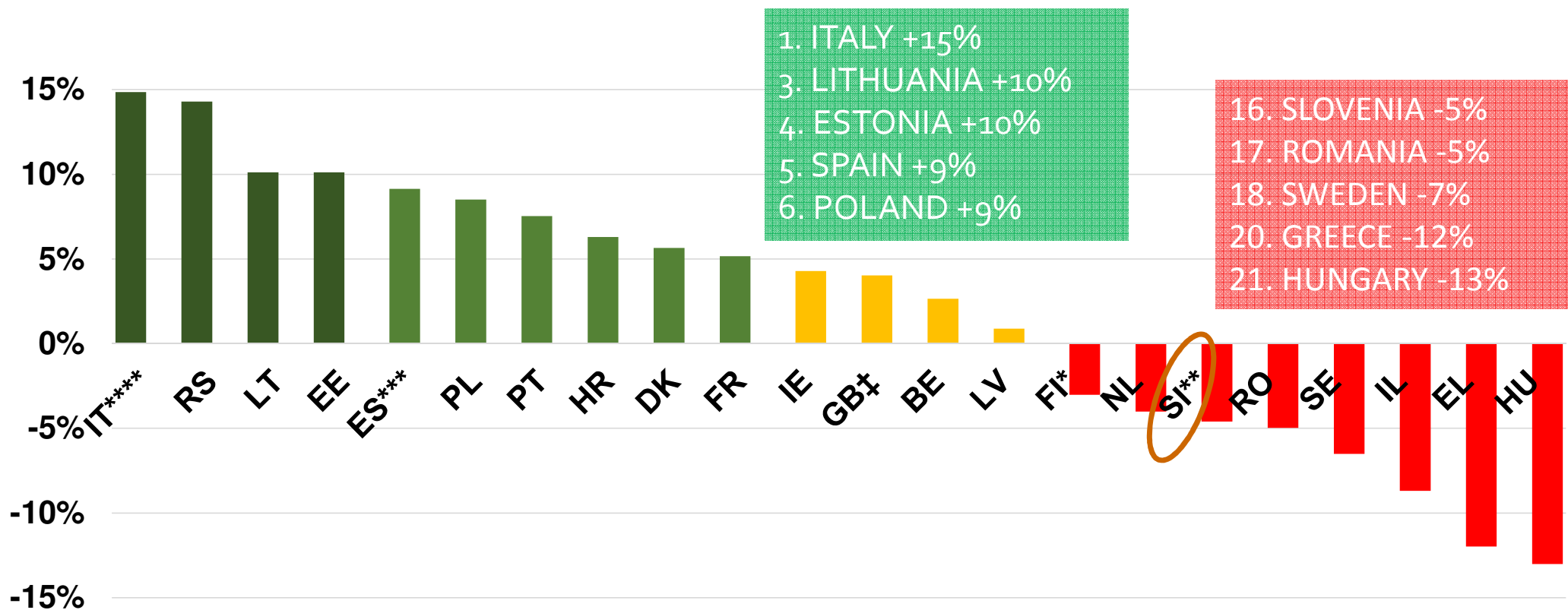
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# Annual change in speed tickets (2010-2015)



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# Speeding tickets /1000 inhabitants (2015)

	<i>Yearly speed tickets</i>	<i>% by safety camera</i>
<b>Netherlands</b>	<b>393</b>	<b>99.6%</b>
<b>Belgium</b>	<b>300*</b>	<i>n/a</i> <i>*2014</i>
<b>France</b>	<b>205</b>	<b>93%</b>
<b>Cyprus</b>	<b>108</b>	<b>29%</b>
<b>Estonia</b>	<b>102</b>	<b>66%</b>
<b>Finland</b>	<b>93</b>	<b>80%</b>
<b>Denmark</b>	<b>73</b>	<b>91%</b>
<b>Croatia</b>	<b>66</b>	<i>n/a</i>
<b>Lithuania</b>	<b>50</b>	<b>98%</b>
<b>Poland</b>	<b>50</b>	<b>17%</b>



**SI, RO, RS, GB, HU, PT, SE      50 or fewer**



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# Drink Driving checks / 1000 inhabitants



Not available in  
Belgium  
Czech Rep.  
Germany  
Denmark  
Croatia  
Luxembourg  
Latvia  
Netherlands  
Slovakia

	2015	2014	2013
<b>Estonia</b>	<b>677</b>	<b>572</b>	<b>470</b>
<b>Poland</b>	<b>466</b>	<b>405</b>	<b>234</b>
Finland	279	286	149
Austria	189	214	209
<b>Slovenia</b>	<b>156</b>	<b>186</b>	<b>184</b>
Greece	n/a	166	163
France	152	164	160
Hungary	135	124	121
Cyprus	135	138	146
Sweden	130	205	234
Romania	72	73	75
Ireland	71	86	96
GB	n/a	11	12



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# 31%

of drivers reported to have  
driven after consuming alcohol  
in the last year in Europe

\* ESRA



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# Mobile phone tickets per 1000 inhabitants (2010-2015)

	2015	2014	2013
Austria	12.7	15.4	16.3
Cyprus	12	11.3	14.1
<b>Slovenia</b>	9.6	11	9.4
Belgium	n/a	10.8	10.6
Croatia	9.2	9.5	7.5
Denmark	7.3	7.9	8.6
Lithuania	7.1	7.0	8.0
Ireland	6.2	6.6	6.3
France	5.2	5.7	6.7
Spain	n/a	4.3	4.1
Romania	3.6	3.9	4.2
Slovakia	3.6	n/a	n/a
Norway	3.4	3.4	3.6



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Over **35%**



used a hand-held mobile phone or read messages while driving in the last year in Europe

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# Recommendations

- Set enforcement plans with yearly targets for numbers of checks and compliance with traffic laws, in particular addressing the priority areas
- Increase/maintain human and financial resources for the Police to enforce traffic law
- Extend safety camera network
- Participate in TISPOL cross-border enforcement actions
- Link road safety campaigns with enforcement activities



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Thank you!

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