



**THE FUTURE
OF TRANSPORT**

**3rd International Congress
on Traffic Enforcement
“Challenges & Perspectives”**

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‘Effective Enforcement’

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- 1 Introduction
- 2 Measuring Effective Enforcement
- 3 Enforcing Effectively
- 4 UK Experience
- 5 Barriers
- 6 Recommendations

Introduction

A successful road safety strategy requires a coordinated combination of:

- Engineering
- Education
- **Enforcement**
- Evaluation

This presentation will focus on **enforcement**, especially what is required for enforcement to be **effective** and the **barriers** to that, in the local context, but with reference **to the UK experience** of delivering enforcement with significant reductions in dedicated traffic police officers and financial constraints

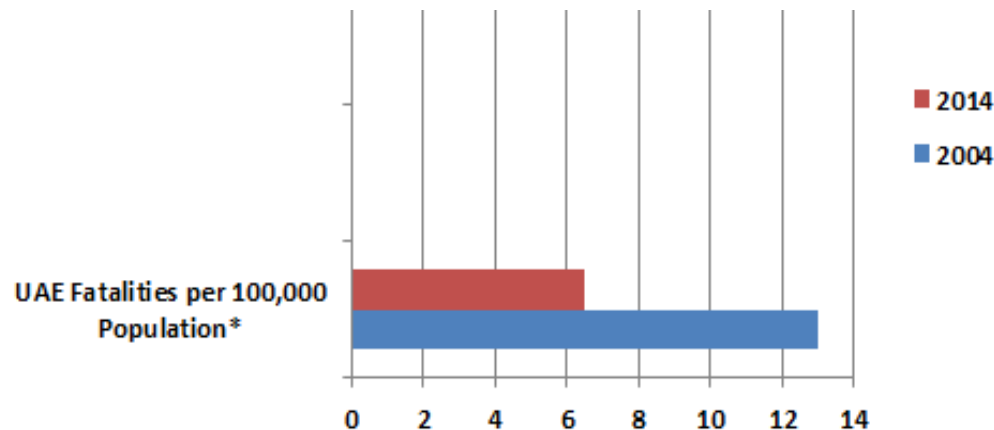
Traffic law exists to make the roads safer
different countries, same principle!



- 1 Executive Summary
- 2 Measuring Effectiveness of Enforcement
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Measuring Effectiveness of Enforcement

- Road safety indicators – reductions in crashes and/or casualties, linked to violations e.g. speeding, red traffic lights, use of hand-held mobile phones etc.
- The number of violations detected during repeated enforcement activity – increase/decrease/stable
- Surveys such as speed surveys (or silent checks), which can identify changes in levels of compliance



Can this be attributed to enforcement?

*UAE MOI Figures

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Creating Effective Enforcement



- Clear & structured
- Achievable aims/objectives
- Realistic but challenging targets (SMART)
- Suitable legislation
- Deterrent effect (consequences of being caught, fines, points, seizure etc.)
- Political support (highest level)
- Public support

- Intelligence led
- Focused on specific issues (priorities)
- Coordinated
- Combining human resources and technology
- Don't underestimate the value of basic road policing
- Link to education including campaigns and re-training

- Measure input
- Measure results
- Analyse effect
- Repeat what worked
- Adjust what didn't

- Proven effect
- Repeatable
- Linked to targets set in Strategy
- Informs future strategy

Creating Effective Enforcement

Cameras typical reduction (EU) in personal injury accidents around 40% = good level of effectiveness, if sanction & deterrent combined



Creating Effective Enforcement



Approach side



Looking back

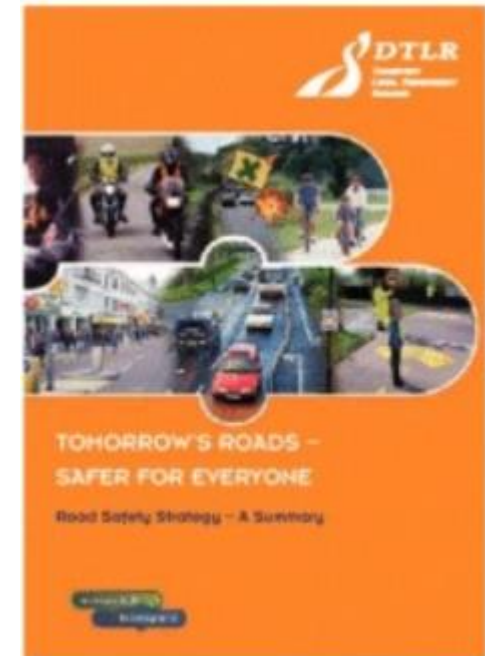
DETER or CATCH?



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- UK Department for Transport launched its 10 year road safety strategy, *'Tomorrow's Roads - Safer for Everyone'* in March 2001
- Set targets for improving road safety by 2010. Key was:

"To reduce the number of people killed and seriously injured (KSI) on the roads by 40%"



UK Government stated:

“As far as possible we want this to be achieved through persuasion & deterrent”, but we want to see:

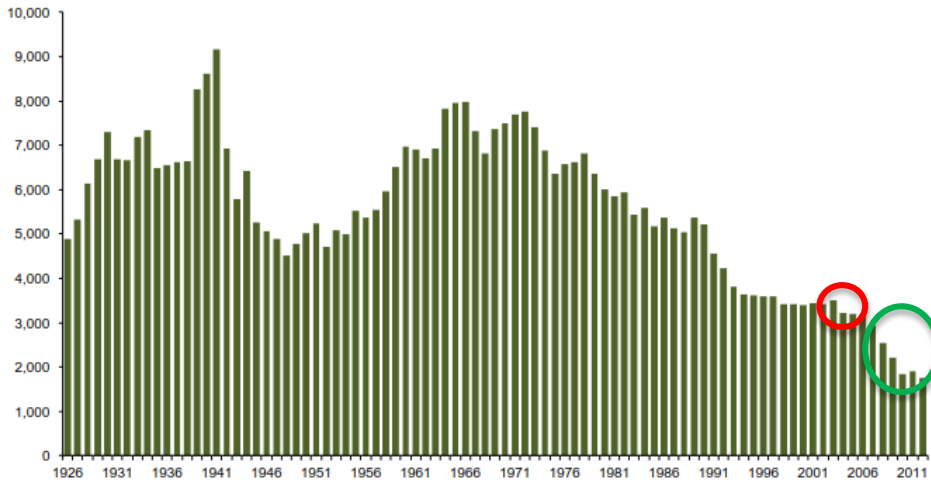
- More effective road traffic law enforcement (measured)
- Better public understanding of traffic law (rationale)
- Penalties more appropriate to seriousness of offence (public support)
- More emphasis on education & retraining (behavioural change)
- Maximum use of technology (efficiency/value for money)

Is 10 years too long without formal milestones?

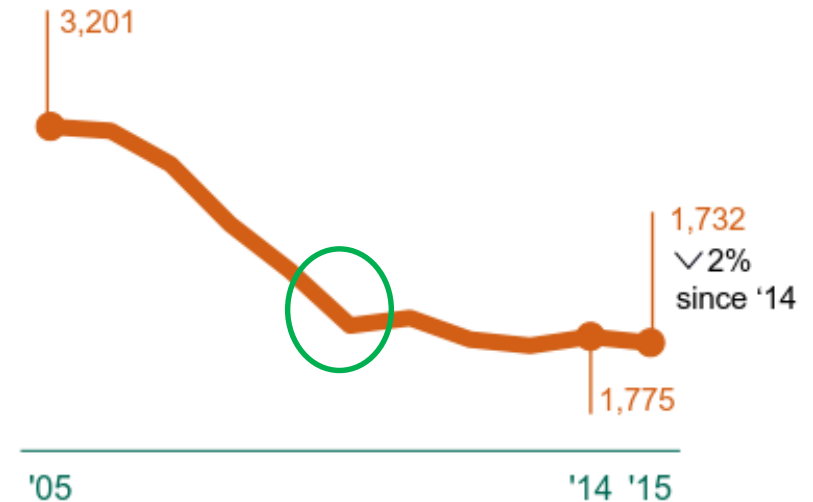
<http://www.ukroads.org/ukroadsafety/articlespapers/tomorrowsroadssaferforeveryone.pdf>

UK lessons learned 2001 – 2010 and beyond

Road traffic fatalities , Great Britain 1926 to 2012



Fatalities in reported road accidents: GB, 2005-2015



<https://www.gov.uk/government/uploads/system/uploads/attachmentdata/file/533293/rrcgb-main-results-2015.pdf>

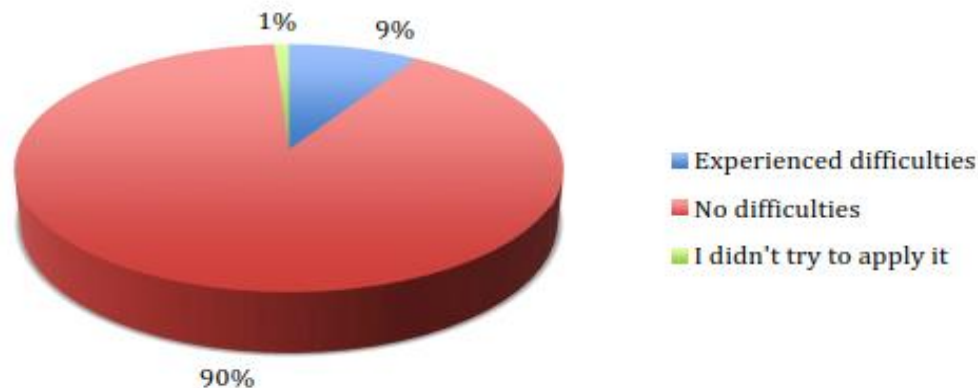
<http://researchbriefings.files.parliament.uk/documents/SN02198/SN02198.pdf>

Linking education to enforcement:

National Driver Offender Retraining Scheme (NDORS)

e.g. Speed Awareness Training for low-level violations:

- 99% surveyed said they had applied what they learned



https://ndors.org.uk/files/6614/4983/2018/Final_Speed_Awareness_Evaluation_Report_v1.4.pdf

UK lessons learned 2001 – 2010 and beyond

- 10 years but coordinated approach not until 2005 (half way into time allowed!) – milestones?
- 2005 onward, focused, coordinated, multi-stakeholder, partnership approach sustained for 5 years to meet targets
- Utilised technology e.g. cameras to target priority groups/offences – politically acceptable, as safety **not** revenue focused
- 2010 target met: KSI reduction target **40% v actual 49%**
- Traffic Police in England & Wales fell by 37% (2002/3-2013/14) from almost 7,000 to 4,356
- Post 2010, new government, financial constraints, formal targets abolished – loss of momentum

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Barriers

- **Lack of partnership working**
e.g. silo working, lack of coordination with internal and/or external stakeholders
- **Lack of legislation**
e.g. rear seatbelts, child restraints etc.
- **Technological limitations**
technology can't do everything
- **Practical limitations**
e.g. heavily tinted windows, network
- **Lack of deterrent**
fear of being caught/consequences
- **Lack of support** (public/political)
- **Not knowing what works** evaluation



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Recommendations

- **Build partnerships** – coordinated approach targeting identified issues/vulnerable road users, linking enforcement to education/campaigns
- **Increase deterrent** effect to improve compliance e.g. visibility, penalties/consequences of violations
- **Realistic**, milestone casualty reduction targets – to create momentum and retain focus
- **Identify quick wins** for removing barriers e.g. tinted windows

شكرا Thank You



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