

Appendix 6: Effective use of police resources

Scarce police resources must be used effectively and efficiently to maximize the value of law enforcement operations targeting speeding. Strategic law enforcement integrates fundamental principles of policing as one part of a larger, multi-organisational intervention, but in general enforcement practices must work towards:

a) increased visibility of enforcement

This includes highly visible, publicly observable and strategically located speed monitoring activities. Hand-held speed detection devices operated by police standing on the roadside together with vehicle-mounted moving radar devices (operating in particular on rural highways) will be a visible and continuous reminder to the public about the dangers of speeding and the risks of detection, serving to deter speeding behaviour. There should be at least two police officers in the roadside working teams and effective recording arrangements for data that can be verified separately at the end of each speed management session by independent police supervisors at the local police station. As noted in Module 3, there is an important benefit in covert automated enforcement arrangements being used, in addition to visible police patrol presence.

b) repetition of enforcement publicity campaign messages

This indicates to drivers that the risks of being caught are high – anywhere, anytime.

c) strict, fair and consistent enforcement

After an initial public warning period, police enforcement should be strict, non-discriminatory, fair and consistent. This will (eventually) lead to a permanent change in driver and rider habits (not just short-term), on highways, or where police enforcement can be anticipated. If there is no enforcement there will be limited or no compliance.

d) well-publicized enforcement

To achieve maximum effectiveness, compliance-driven enforcement must be combined with coordinated education and publicity campaigns involving the continuous engagement of national government, local government, the mass media and other agencies. This means conducting publicity campaigns before, during and after policing activities with safety messages that reinforce the enforcement. Safety brochures on speed compliance may be handed out with a warning as an alternative to issuing a fine in the early stages of implementing a sustainable speed enforcement and management programme.

e) training and safety

Target operations should be well planned with all traffic officers being appropriately trained and briefed. Safety should be paramount, with adequate consideration for the safety of the interception officers and the driving public, the safe use of equipment and the selection of speed-checking sites. These requirements apply equally to mobile camera operation.

f) locations

The guidelines for location of mobile camera or hand-held detection device sites need to be carefully devised and based upon crash history, or complaints from the public to police about serious non-compliance with speed at specific locations. However, a substantial number of locations for mobile camera operation from time to time should also be chosen to achieve unpredictability of location and times of enforcement, strengthening the message that speed enforcement occurs anywhere and at anytime. These matters need to be captured in an operational guideline for police use.

Fixed cameras are usually placed at locations where there are high crash numbers or high crash risks. As mentioned in Module 3, these cameras tend to serve as a crash blackspot or higher crash-risk location treatment. They are a useful part of a complete speed enforcement solution.

g) recognizing the value of enforcement

It is important that police commanders and all ranks appreciate the cost of enforcement compared with the cost of emergency operations following crashes, medical treatment and rehabilitation of the injured. Strategic enforcement can achieve results by reducing the percentage of drivers and riders who exceed speed limits. The aim is to create the perception that the risk of being caught and fined is greater than the cost of the inconvenience of changing behaviour to actively comply with the relevant speed limits. These messages should form part of internal police briefings and be a focus of multi-disciplinary road safety workshops involving police.

Road safety good practice manuals

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Speed management – a road safety manual for decision-makers and practitioners prepared under the leadership of the Global Road Safety Partnership (GRSP) is the third in a series of 'good practice' manuals being produced by the informal consortium of WHO, the World Bank, the FIA Foundation and GRSP as part of the United Nations Road Safety Collaboration. In addition to this latest volume in the series, we have taken this opportunity to provide electronic versions of the two earlier manuals *Helmets* and *Drinking and Driving*, in the original English, plus all other currently published translations. With the future publication of manuals on additional subjects and new translations we plan to release updated versions of this CD periodically. We hope that you will find this CD a useful tool.

