



Africa Sustainable Urban Mobility Course, Abuja

24-30 November 2019
Abuja, Nigeria

TRAFFIC ENFORCEMENT PANACEA FOR DISCIPLINE

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TITLE OF THIS PRESENTATION ?

Traffic Enforcement: Panacea for *Discipline* !

OR

Traffic Enforcement: Panacea for *Discipline* ?



QUESTIONS TO ANSWER

1. Is discipline the key factor causing road traffic crashes?
2. Is it exclusively up to traffic enforcement to impact discipline?



VISION ZERO AND SAFE SYSTEM

New Paradigm and Traffic Enforcement

- **Our streets, our responsibility**

Interaction between road users, vehicles and infrastructure. If people make mistakes or one part fails, road users are still protected

- **Don't blame, protect**

Safety policies must expect people are making mistakes. These must be addressed by careful management, safe design and strict traffic enforcement

- **Urban streets are not motorways**

Different from the motorized oriented motorways, urban roads need specific safety approaches for NMT, such as narrowing roads and speed reduction

- **Reduce risk at the source**

Measures to reduce risky (speed) behaviour, must not restrict free movement people who walk, cycle and use public transport

5 PILLARS SAFE SYSTEM

- Safe Roads / Infrastructure
- Safe Speed
- Safe Road Users
- Safe Vehicles
- Post-Crash Care



For a balanced and coherent safe mobility approach a firm Management with careful coordination with all stakeholders is key. Effectivity is determined by the weakest link.

MANAGEMENT OF SAFE MOBILITY and TRAFFIC ENFORCEMENT

1. Coordination and integration of policies and actions
2. Adequate funding
3. Data collection and research
4. Monitoring and evaluation of actions
5. Raising awareness all stakeholders, including road users
6. Supportive legislation
7. Capacity Building Traffic Enforcement Officers



HIGH IMPACT TRAFFIC ENFORCEMENT

- **Coordination and integration of policies and actions**
Traffic enforcement policy and actions must be an integrated part of safe mobility policy
- **Adequate funding**
Sustainable funding for staff and equipment is key to be able to perform the enforcement tasks with high impact
- **Data collection and research**
Sound data is the basis for sound enforcement actions. What are facts, who is involved and where

HIGH IMPACT TRAFFIC ENFORCEMENT

- **Monitoring and evaluation**

Are the expected results achieved? If not, how and where can improvements be realized

- **Raising awareness**

Awareness of stakeholders, in particular of road users add value to enforcement. (Golden Combination)

- **Supportive Legislation**

Proper legislation necessary base for effective enforcement
Proper enforcement necessary for making legislation effective

HIGH IMPACT TRAFFIC ENFORCEMENT

■ Capacity Building Traffic Enforcement Officers

Purpose high level performance with high impact

Topics:

- Enforcement at management level (involvement of stakeholders, public, gaining political support, legislation)
- Collection of traffic (safety) data and how to analyse the data
- Translation results of analyses into enforcement actions
- Enforcement strategies and tactics ((un)visible, fixed or mobile)
- Collecting of fines and the level of fine to have deterrent impact
- Priority setting
- Best practises (see WHO speed management manual)
- Evaluate – learn – improve – higher impact

WHAT ARE CAUSES IN NIGERIA?

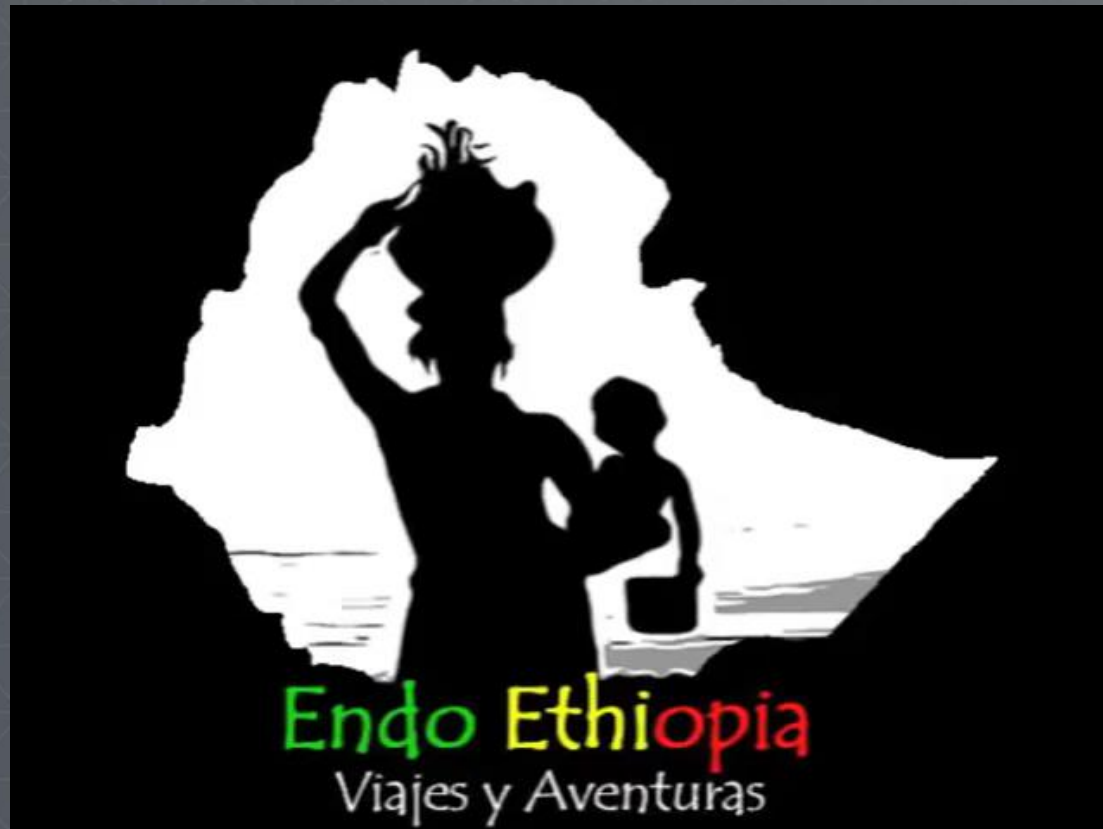
- Drivers (tiredness, impatience, reckless, unqualified, breach of existing laws including use of seatbelts, speeding, drunk driving, use of phones while driving, lack of cooperation with law enforcement personnel)
- Vehicles (poorly maintained, inadequate inspection road-worthiness)
- Commercial vehicles (overloading, untrained motorcycle riders)
- Bad roads in some communities
- Insufficient road signs; refusal to comply with available road signs
- Long cues and traffic congestion along Federal Highways
- Reckless crossing of roads by pedestrians

Source: "Road Safety Implementation in Nigeria: Issues, Actions and Next Steps", Director of Transport & Mass Transit Administration, Federal Ministry of Transport (2016)

DISCIPLINE, UNSAFE BEHAVIOUR AND ENFORCEMENT

- Many of the causes have to do with human error
Unsafe road user behaviour, poorly maintained vehicles, overloading, refusal to comply with laws & road signs, reckless crossing, etc.
- Correcting unsafe behaviour/discipline with enforcement only? or should we ask ourselves first:
- Improvement of road safety by repression (reactive) or by prevention (proactive)?
to decide for a preventive approach (Safe System) means:
- Select a coherent package of interventions, of which traffic enforcement key

TRAFFIC SITUATION FROM ETHIOPIA



ROAD SAFETY PRIORITIES

- **Speeding**
- **Distraction (texting, fatigue)**
- **Drink & Drive**
- **Seatbelts, Helmets, Child Restraint**
- **Vehicles (maintenance, overloading)**
- **Reckless behaviour (impatience, crossing of roads)**
- **And what more???????**

SPEEDING AS EXAMPLE

main cause of road crashes and victims in cities

- **Urban design and Infrastructure**
Build an environment that prevents motorized traffic from speeding
- **Establish speed limits that benefits NMT (30 km/h)**
Roads must have a speed limit to the function of each road (schools)
- **Installing speed reducing devices in motorized traffic**
Intelligent Speed Adaption (ISA)
- **Raising awareness of the danger of speeding**
Education at (driving) schools for intrinsic safe behaviour and campaigns to keep road users aware of the dangers of speeding
- **Enforcing speed limits**
Final intervention to influence speeding. Combi with campaigns has added value ("HOW SLOW CAN YOU GO?")

SPEEDING AS EXAMPLE

main cause of road crashes and victims in cities

MANAGING SPEED

includes measures that bring drivers to a safe speed, avoiding injuries and deaths. It also reduces air and noise pollution and saves fuel.

- 1** Building or modifying roads to include features that calm traffic
- 2** Establishing speed limits appropriate to the function of each road
- 3** Enforcing speed limits
- 4** Installing in-vehicle technologies
- 5** Raising awareness about the dangers of speeding

For more information: www.who.int/violence_injury_prevention/road_traffic/en/

World Health Organization **Save Lives #SlowDown**

SPEED

is at the core of the road traffic injury problem.

Excessive speed is when a vehicle exceeds the posted speed limit

The higher the speed of the vehicle, the higher the **risk** of injury and death for pedestrians

40-50% of people drive above the speed limit

1 in 3 deaths on the road in high-income countries is due to speed

20% risk of dying at 50 km/h

60% risk of dying at 80 km/h

The higher the speed of the vehicle, the greater the **stopping distance**

27 metres to brake

36 metres to brake

58 metres to brake

Vehicle stops in time

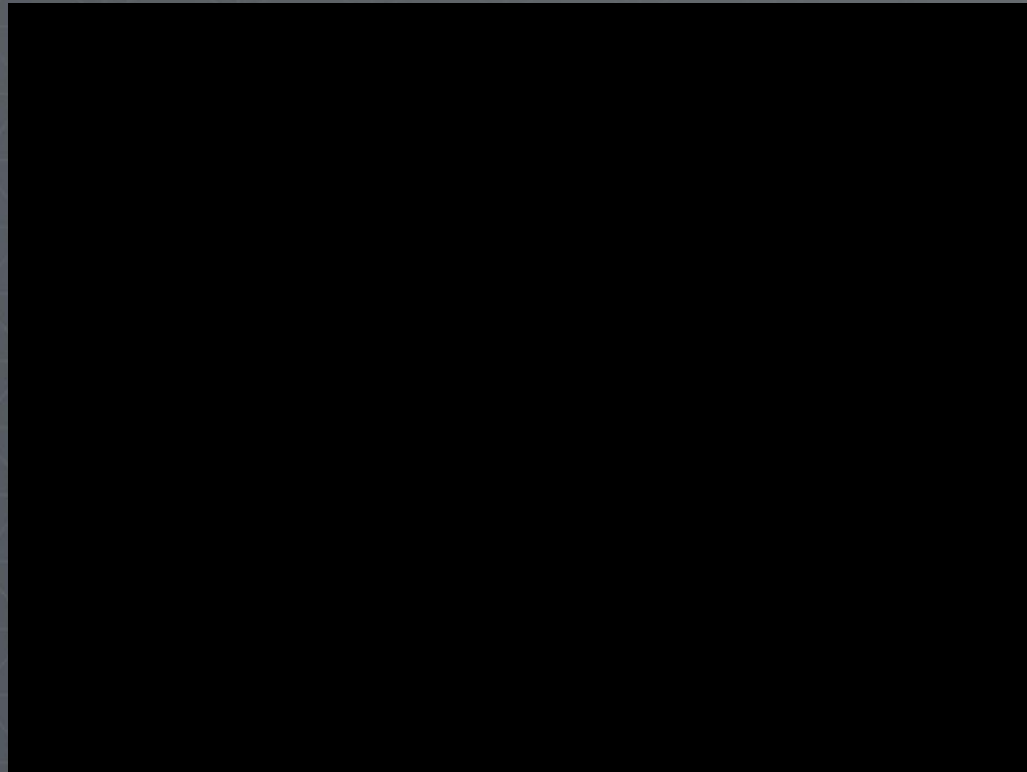
Vehicle touches

Vehicle hits at 82 km/h

World Health Organization **Save Lives #SlowDown**

- i. Building or modifying roads to include features that calm traffic
- ii. Establishing speed limits to the function of each road
- iii. Enforcing speed limits
- iv. Installing in-vehicle technologies
- vi. Raising awareness about the dangers of speeding

SAVE ROUTES TO SCHOOL



CONCLUSION

- Safe Urban Mobility is best served with a safe system approach
- Planning, design and infrastructure must focus on priority for walking, cycling and reducing speeds
- Accept road users make mistakes (unsafe behaviour and lack of discipline) and protect them by a “forgiving” infrastructure
- All stakeholders must be involved and a coherent package of interventions be implemented. (management, education, enforcement, etc)



- Traffic enforcement is not THE panacea for discipline, but is an indispensable part of the interventions package and must be of high quality with high impact
- Bringing down the number of road victims is determined by the weakest link of the chain of interventions



THANK YOU and DISCUSSION



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