

POLICING OF POWERED TWO-WHEELER RIDERS AND PASSENGERS



GLOBAL
ROAD SAFETY
PARTNERSHIP

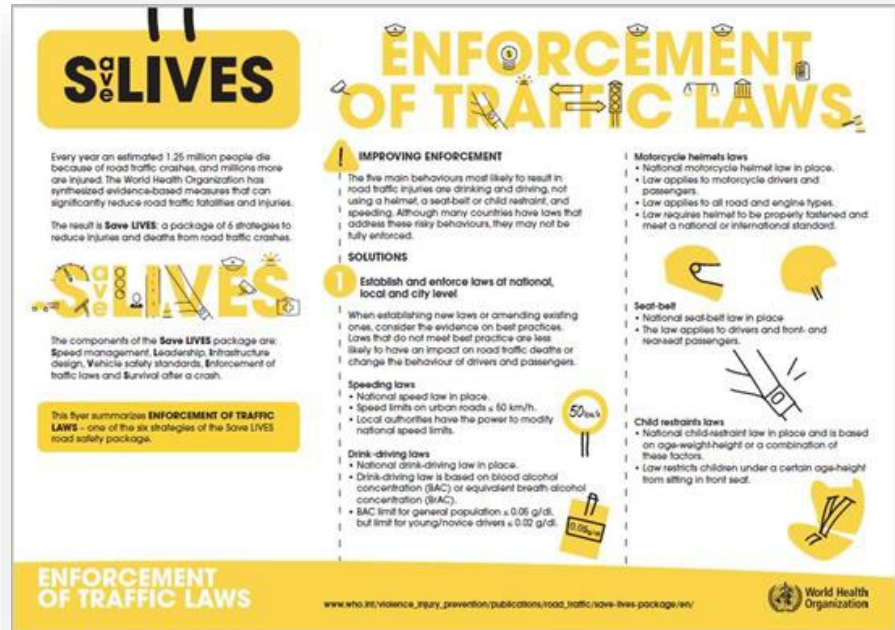
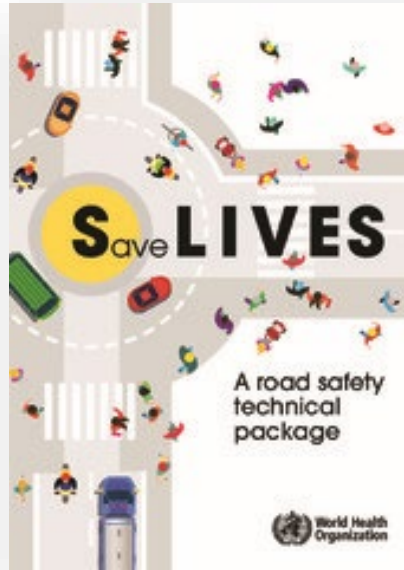
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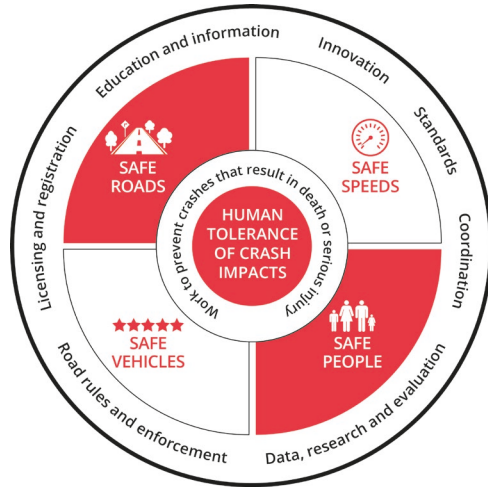
DO WE NEED ENFORCEMENT?

“Strong and sustained enforcement of road safety laws, accompanied by public education, has positive effects on road user behaviour and thus has the potential to save millions of lives.” (WHO, 2017)



POLICING AS PART OF THE SAFE SYSTEM

Effectively conducted enforcement is a key component of the 'Safe System' approach to improving road safety.



Numerous studies have shown the positive impact of enforcement on reducing road trauma.

The lesson in all this is clear: when we think we'll get caught, we're far less likely to break the rules.

ELEMENTS OF EFFECTIVE ROAD POLICING

- Dosage – Delivered in sufficient quantity to mean it is likely that offending results in detection - **Persistent offending must result in regular detection and increasing penalties.**
- Unpredictable, regular and sustained – **Unsafe drivers/riders should not be able to guess where enforcement will be, but know it is regular and on-going.**
- Swift Sanction – Penalties are swift, meaningful and unavoidable – **Ensure loopholes and systems are robust.**
- Network Wide – **The entire road network should receive attention, but activity is focused on the highest-risk times and locations.**



A Guide to the Use of
**Penalties to Improve
Road Safety**

Relying on a targeted approach with a small number of selected enforcement sites is not desirable. It leads to predictability and a lack of general deterrence.
(European Commission, 2018)

OFFENCE AND PENALTY SYSTEMS



**Laws and
Regulations**



**Combinations of
Tiered Penalties**



**Supporting Judicial
System and Fines
Enforcement**

Combined forces create deterrence

CLEAR AND EASILY ENFORCED LAWS

- Motorcycle helmet-related
- Speed limits
- Drink driving (i.e., random breath testing, 0.05% or lower general breath alcohol concentration (BAC) limit.
- Registration plate visibility
- Driver license-related restrictions



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“Post-license motorcycle rider training produced no demonstrated road safety gains, with benefits absent in systematic reviews of the evidence and in a more recent well-controlled evaluation of post-license training.” - World Bank 2021

IMPACT OF ENFORCEMENT ON CRASHES

- Theoretical estimates based on enforcement inducing full compliance: 40-50% reduction.
- Estimates based on empirical studies: about 10% reduction.
- Estimates of some well-implemented and sustained enforcement efforts: 20-25% reduction.

There are impediments to implementing effective road policing programmes. The Global Plan recommends:

“Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.”



PROCEDURAL FAIRNESS

- Criminological perspective focusing on our perceptions toward police decision-making and their use of authority.
- Police legitimacy can be enhanced through employing procedurally fair principles.
- Stronger perceptions of procedural fairness have been found to be associated with:
 - Stronger perceptions of police legitimacy
 - Greater cooperation with police
 - Greater trust of police
 - Lower recidivism



Source: Bates (2014); Mazerolle et al., 2012

DETERRENCE THEORY

General Deterrence

Impact of the threat of legal punishment on the public at large.

(e.g., Highly-visible enforcement and public awareness programmes such as breath testing large numbers of drivers/riders or stopping those not wearing motorcycle helmets.)



General Deterrence is most effective at deterring 'simple' unsafe behaviours e.g. drink driving & failure to wear a helmet.

Specific Deterrence

Impact of the actual punishment on those who are apprehended.

(e.g., Intensive enforcement operations penalising large numbers of speeding drivers/riders.)



Specific Deterrence is most effective at deterring 'complex' behaviours e.g. speeding.

USE OF PROTECTIVE EQUIPMENT

- Mandatory **wearing and fastening of an approved motorcycle helmet** - one that complies with one or more of the **approved international standards** (riders and passengers).
- **Protective & highly visible clothing** - protect from severe skin grazing and high visibility colours make riders more noticeable.
- **Gloves and footwear** – Protection from severe damage.



Australian
Standard

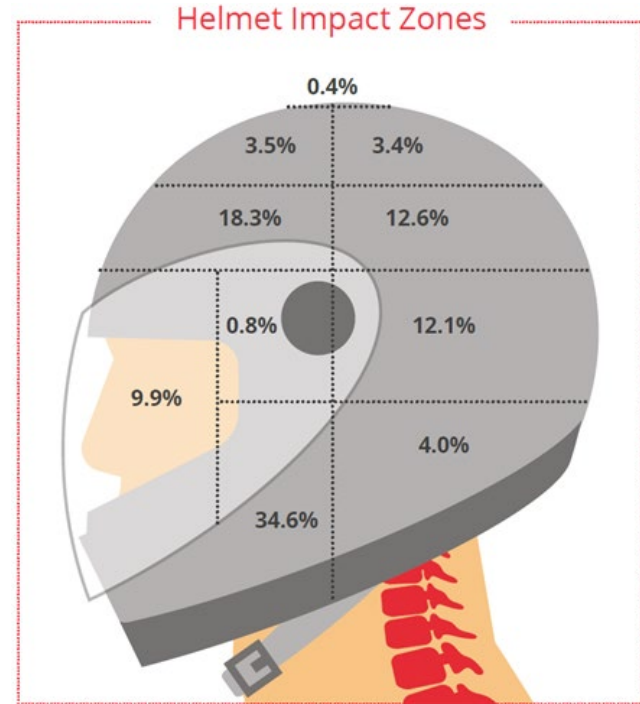
Optimal Protection: Helmets meet or exceed a recognised international standard, highly visible and offering full face protection.



**Simple
to
enforce**

MOTORCYCLE HELMETS

- An open face helmet isn't as safe as a full-face helmet.
- Open face helmets offer no protection in some head/ facial zones that have a high chance of impact in a crash.
- Full-face helmets reduce head and neck injuries in motorcycle crashes.
- White and highly visible helmets reduce risk of crashing (***motorcyclist visibility is important e.g. daytime running lights, highly visible protective clothing***).



SAFE SYSTEM SPEED LIMITS – LIMITING SPEEDS TO SURVIVABLE LEVELS



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“In urban areas, where there is a typical, predictable mix of road users (cars, cyclists, motorcyclists, and pedestrians), a maximum speed limit of 30 km/h should be established, unless strong evidence exists to support higher limits.”

Global Plan 2021, WHO

Type of Infrastructure and traffic	Possible travel speed (km/hour)
Locations with possible conflicts between pedestrians/cyclists and cars	30
Intersections with possible side impacts between cars	50
Roads with possible frontal impacts between cars	70
Road with no possibility of a side impact or frontal impact (only impact with the infrastructure)	100

Mooren, Grzebieta & Job, 2014



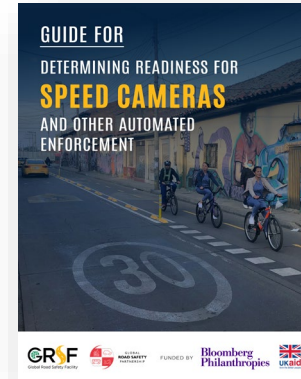
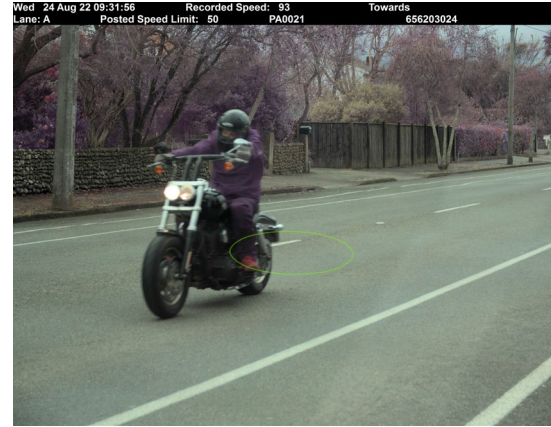
DRINK DRIVE POLICING – PROGRAMME ELEMENTS – 'HOMEL'S THEORY

- **Highly visible** – Checkpoints to be highly visible
- **Rigorously enforced** – Everyone stopped is tested
- **Sustained** – Must operate continuously with a focus on 'high alcohol hours'
- **Well publicised** – Targeted public awareness programme supporting random breath testing.
- Random and unpredictable scheduling to avoid predictability.
- **Risk-based** – Applied proportionately across the road network based on known alcohol-related crash risk.



ENFORCEMENT-RELATED ISSUES

- Registration plates – Generally only displayed on the back of motorcycles reducing automated offence detection by 50% (*no deterrence when motorcyclists are aware they can not be detected*).
- Manoeuvrability and speed mean motorcyclists can be difficult for police to safely stop when offences are detected.
- Pursuing motorcyclists presents major public and rider risks.
- Technology solutions exist to assist detection.
- Supporting and targeted public awareness programme enhance impact.



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