



CAREC Road Safety and Sustainable Mobility Course

February 2024

The Role of Road Policing in the Decade of Action for Road Safety 2021-2030

David Cliff, GRSP

Presentation Content

- Global Plan and road policing
- Serious crash reporting
- Procedural fairness – gaining public trust

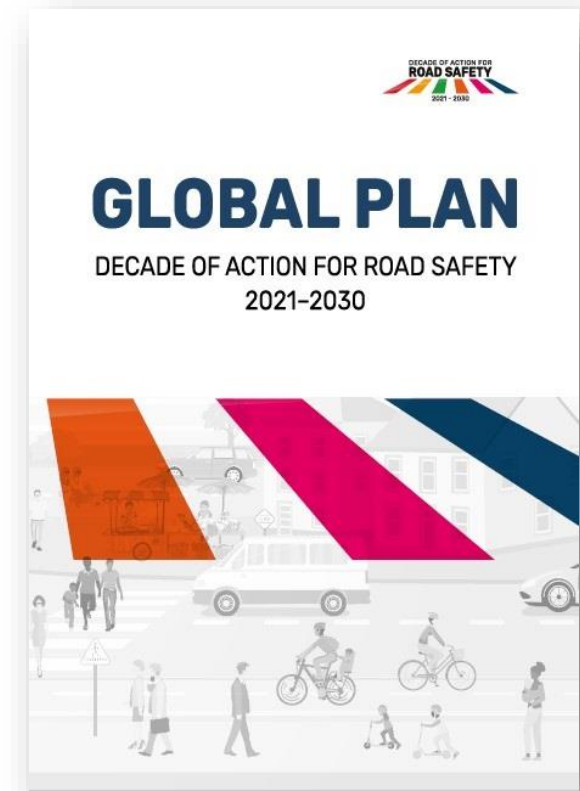
Global Plan – Decade of Action for Road Safety 2021 to 2030

What is the Global Plan?

Developed by:

- *World Health Organization*
- *United Nations Regional Commissions*
- *United Nations Road Safety Collaboration; and*
- *other stakeholders*

Guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives.



Global Plan – Decade of Action for Road Safety 2021 to 2030

Recommended actions include:

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



Global Plan – Decade of Action for Road Safety 2021 to 2030

Recommended actions include:

Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment

- 30 km/h urban centres;
- ≤ 80 km/h undivided rural roads;
- 100 km/h expressways



Global Plan – Decade of Action for Road Safety 2021 to 2030

Recommended actions include:

- Enact and **enforce** road safety legislation:
 - Set maximum speed limits considering the type and function of roads.
 - Establish blood alcohol concentration (BAC) limits to prevent impaired driving (drink- and drug-driving) with specific provisions for novice and professional drivers.
 - Mandate the use of protective equipment (safety belts, child restraints and helmets).
 - Restrict the use of handheld electronic devices while driving.



Global Plan – Decade of Action for Road Safety 2021 to 2030

Recommended actions include:

Establish requirements multidisciplinary, post-crash investigation:

- Mandate investigations for crashes resulting in serious and fatal injuries to inform prevention strategies and apply an effective judicial response for victims and their families.



Is Serious Crash Data Accurate?

Global problem – under reporting crash fatalities and data accuracy

Figure 1⁵ - Average road crash fatality reporting rate by country income level

Analysis by the Global Road Safety Facility of the World Bank based on World Health Organisation data	Percentage of Under-reporting in Low, Middle- and High-Income Countries
Country Classification	Percentage Under-reporting of road crash fatalities
Low Income	84%
Middle Income	51%
High Income	11%

The Lancet – Editorial – August 2018

(In response to riots in Bangladesh as a result of student concerns about poor road safety)

- Easy to suggest a low-cost policies targeted at improving road safety, such as a campaign aimed at improving driver behaviour.
- Such policies have **little effect** beyond giving the impression that the government is taking the issue seriously.
- If road users around the world can remain confident that they won't be subject to their countries' laws. Due to **insufficient enforcement**, the laws will have no effect on driver behaviour and subsequently no effect on road traffic injuries.



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

Procedural Fairness

Emerging evidence suggests that procedurally fair traffic interactions have positive impacts on both:

- Public perceptions toward the police and the enforcement activity, as well as behavioural intentions.
- Police perceptions about the value and purpose of the activity.



Source:
Bates,
2014

Principles of Procedural Fairness

Four elements of procedural justice

1. **Respect:** Treating all people with politeness & dignity.
2. **Participation:** Opportunity for citizens to explain the situation and express their views.
3. **Neutrality:** Ensuring policing decisions are based on facts and are unbiased.
4. **Trust:** Truly concerned with a person's wellbeing and safety and trying to do the best for them



Join Us!



GLOBAL
ROAD POLICING
NETWORK

www.grsproadsafety.org/global-road-policing-network/

Thank You!

