

## **RACT Policy #3 – Enforcement**

<b>Organisation</b>	RACT
<b>Business Unit</b>	Road and Traffic Committee

Version	Author	Description	Date Revised	Review Date
1	R&T	Board endorsed	August 2012	August 2015
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## **RACT POLICY**

# **3 : ENFORCEMENT**

### **3.1 ENFORCEMENT AND SAFETY**

- a) The enforcement of traffic laws and regulations is essential for the safe efficient movement of vehicles and all other road users and should:
  - (i) be research-based;
  - (ii) be cost effective and transparent; and
  - (iii) endeavour to educate motorists, where appropriate.

### **3.2 ENFORCEMENT OPERATIONS**

- a) Enforcement operations should always aim to increase road rule compliance and reduce risk on the roads, as opposed to fulfilling quotas or revenue targets.
- b) RACT supports the use of highly visible police operations to enforce the road rules, as opposed to covert or civilian-based enforcement.
- c) Higher police visibility on the roads gives the public confidence that police are not only “out there” but also are taking an active interest in their safety.
- d) A visible presence also acts as a deterrent.

### **3.3 HIGH VISIBILITY POLICE PATROL CARS**

- a) The RACT is strongly of the view that a high visibility police presence on Tasmanian roads contributes to better driving behaviour and reduced crash outcomes.
- b) This view is reinforced by a 2013 survey of member attitudes which showed the presence of high-visibility police cars had a positive effect on driver behaviour; and the results some years ago when Tasmania Police operated at a higher visibility on state roads.
- c) More resources should be allocated to building a fleet of high-visibility patrol vehicles to enforce existing speed limits and other road rules, rather than governments and agencies opting for blanket speed limit reductions.

### **3.4 COVERT ENFORCEMENT OPERATIONS**

- a) RACT supports a larger percentage of all enforcement operations to be high-visibility to avoid negative sentiment from the community that such operations are merely “revenue-raising”.
- b) Covert enforcement operations should only be conducted in areas with known higher crash rates or to support targeted serious-offender operations.

- c) Adequate speed limit sign posting must be employed, with reminder speed limit signs, when covert speed enforcement operations are to be undertaken in that area.

### **3.5 ROAD SAFETY CAMERAS (SPEED CAMERAS)**

- a) RACT accepts that all speed detection devices have a role to play in achieving maximum deterrence against excessive speeding and related offences and ensuring that enforcement resources are used efficiently.
- b) RACT recognises many motorists see speed cameras as simply “revenue-raisers”. A reasonable tolerance should be allowed above the posted speed limit. Fixed and/or portable signs advising drivers of speed camera operations should be used as widely as possible.
- c) Adequate resources must be provided to Tasmania Police to evaluate the cost effectiveness of speed camera enforcement and to monitor the effectiveness of guidelines and strategies in reducing casualty crashes.

### **3.6 PERMANENT OR “FIXED” SPEED CAMERAS**

- a) The RACT supports the use of permanent or fixed speed cameras with appropriate warning signage.

### **3.7 POINT TO POINT SPEED ENFORCEMENT**

- a) RACT supports the introduction of point-to-point speed enforcement in Tasmania and the broader adoption of this technology on the basis that it is a fairer measure of speeding, using an averaging mechanism.
- b) Point-to-point enforcement should only be used in locations where excessive speeding is prevalent and crash rates or identified risk is unacceptably high.

### **3.8 ANPR CAMERAS**

- a) RACT supports the broad use of Automatic Number Plate Recognition (ANPR) cameras to detect unregistered or stolen vehicles and unlicensed drivers on Tasmania’s roads.
- b) RACT recommends there should be at least three ANPR cameras per Police Command District in Tasmania.

### **3.9 CLAMPING AND CONFISCATION**

- a) The RACT supports the temporary impoundment (confiscation) or the application of a steering wheel clamping device (clamping) of motor vehicles as a penalty for serious traffic offences, as well as anti-social driving behaviour offences.
- b) Longer periods of forfeiture for subsequent repeat offences should be determined through the Courts.

### **3.10 ON THE SPOT MANDATORY MINIMUM SUSPENSION OF DRIVERS LICENCE**

- a) RACT supports on the spot mandatory minimum suspension of a drivers licence, where a driver is detected exceeding the speed limit by a prescribed significant level.

### **3.11 ALCOHOL AND DRUG DRIVING ENFORCEMENT**

- b) Drugs and alcohol remain significant factors in serious casualty crashes in Tasmania.
- c) RACT supports a strongly resourced capacity in Tasmania Police for this type of enforcement including random breath testing and random drug testing.

### **3.12 RECIDIVIST OFFENDERS**

- a) RACT remains concerned about the impact of a small number of repeat offender road users on the safety of the majority of law abiding and responsible motorists.
- b) Law abiding and responsible motorists feel aggrieved when they are targeted by a generic approach to road safety, thus paying the penalty of the reckless behaviour of a relatively few road users.
- c) New research-based measures need to be considered to address the issue of recidivist behaviour on the roads.

### **3.13 FINES ENFORCEMENT REVENUE LINK TO ROAD SAFETY IMPROVEMENTS**

- a) A visible link between enforcement revenue raised through fines and road improvement investment would diminish “revenue-raising” perceptions held in the community.
  - b) Importantly, it would also return additional much-needed funds – raised by fining the users of the roads – to improve those roads.
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