

In Respect of the “Round-table Conference on Crackdowns and Speed Regulation Contributing to the Prevention of Traffic Accidents” and the Proposal

Crackdowns on traffic violations including excessive speeding are carried out to prevent traffic accidents. However, sometimes crackdowns are held at fixed places, and it has been suggested that such crackdown are not effective in preventing traffic accidents.

Therefore, with the aim of achieving even more effective crackdown, in accordance with the results of a detailed analysis of traffic accidents, and promoting a review of speed regulations that form the premise of traffic enforcement, the National Police Agency held the Round-table Conference on Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents (hereinafter, Round-table Conference) from August to December 2013. The Round-table Conference was composed of persons including those with relevant knowledge and experience, automotive commentators, and individuals related to groups involved with the mobility impaired and others. It was hosted by the Chairperson of the National Public Safety Commission.

Members of the “Round-table Conference on Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents”

(Secretary)

Akinori Morimoto, Professor of Engineering Dept., Graduate School of Utsunomiya University

(Committee members)

Katsutoshi Ota, Honorary professor of Tokyo University

Yasushi Kuriyama, Senior fellow at General Insurance Association of Japan

Kumi Sato, Automobile critic

Tatsuo Sato, Executive director of Nippon PTA Association

Kazuo Shimizu, Automobile critic

Satomi Nakajima, Director of Support Section of Victims of Psychiatric-related Crimes at the National Institute of Mental health, National Center of Neurology and Psychiatry

Satoru Nakajima, Chairman of the Japan Race Promotion Inc.

Yasushi Nishida, Special researcher at Institute for Traffic Accident Research and Data Analysis

Shuichiro Hoshi, Professor of the Dept. of Humanities and Social Sciences of Tokyo Metropolitan University

※ Occupation at the time of the meetings

(members listed by the order of the Japanese syllabary and titles omitted)

In the Round-table Conference, “Proposal for Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents” (hereinafter, the Proposal) were compiled and the proposal suggests how speed regulations and traffic enforcement supposed to be in the near future. By implementing various measures based on the Proposal, the police are striving to be able to achieve crackdowns and speed regulations contributing to the further prevention of traffic accidents.

Review contents at the Round-table Conference on Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents

[Round-table Conference]

First time: August 1, 2013

○ On the current situation and challenges of crackdown on excessive speeding

○ On the objectives and the current situation of speed regulation

Second time: October 16, 2013

○ On the interim report on the situation of review by the working group on crackdowns

○ On the interim report on the situation of review by the working group on speed regulations

Third time: December 18, 2013

○ On the Proposal for Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents (draft)

- ※ The working group on crackdowns and the working group on speed regulations were established within the Round-table Conference, and the review results of both working groups were shared with all Round-table Conference members at all times, leading to intensification of discussions.

[Working group on crackdowns]
 First time: August 26, 2013
 Second time: September 25, 2013
 Third time: October 25, 2013
 Fourth time: November 19, 2013

[Working group on speed regulations]
 First time: August 30, 2013
 Second time: September 25, 2013
 Third time: November 11, 2013

Proposal for Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents (Summary)

Common recognition for submitting the Proposal

[Necessity of speed management]

- When considered the relationship among the occurrence situation of traffic accidents, crackdown and traffic accidents, the decrease in traveling speed of a vehicle is linked to the mitigation of damage in traffic accidents and thus, in order to decrease the number of fatalities due to traffic accidents, appropriate speed management through speed regulations and traffic enforcement is necessary.

Ideal state of speed regulations contributing to the prevention of traffic accidents

[Ordinary roads and community roads]

- It is necessary to promote the area-wide speed regulations (30km/h or less) for community roads that are easy for drivers to understand
- It is necessary to conduct reassessments mainly for roads with speed regulations of 40km/h and 50km/h while taking into consideration the occurrence of traffic accidents, preferentially starting with roads that have a significant gap between actual speed and speed regulations.

[Expressways]

- It is necessary to conduct a review concerning raising speed regulations over 100km/h on high-standard expressways with 3 or more lanes on one side with a design speed of 120km/h. (Matters that should be investigated and checked in terms of safety before the review and the importance of formulating regulation standards were also pointed out)
- * In addition, the recommendations included “the need to share the view on speed control with the public” and “the need of implementing measures to lead to safe traffic actions.”

The ideal state of crack downs contributing to the prevention of traffic accidents

[Ideal state of crackdowns on excessive speeding contributing to the prevention of traffic accidents]

- It is necessary to research the adaptation of new speed enforcing technology to conduct crackdowns in community roads where it is difficult to secure a space for traffic crackdown and on time period in which it is difficult to position policemen
- It is necessary to further apply the PDSA cycle of selecting crackdown locations and time frames based on the results of analysis on the circumstances of past traffic accidents, and periodically reassessing these factors.
- As proactive efforts aimed to prevent traffic accidents, it is necessary to combine a variety of efforts including patrol activities by police motorcycles and patrol cars with flashing red light, street activities in school hours and dusk hours and others in addition to crackdowns based on the results of analysis of past traffic accidents and unexpected random crackdowns.

[Communicating information on the concepts of crackdown management]

- It is necessary to publicize the concepts of crackdown management by clearly indicating roads and time frames where crackdowns target based on the results of analysis of past traffic accidents by each police station on the basis of the concepts of speed regulations of each prefectural police.

Matters that should be further promoted for measures to prevent traffic accidents

- It is necessary to further promote “crackdown on highly malicious and dangerous traffic violations and on motorcycle gangs,” “coordination with community-building,” “promotion of traffic education to other than drivers” and “implementation of appropriate assessments of duties contributing to the prevention of traffic accidents.”

[Information on the topic is available on the website of the government]

The minute and materials on the “Round-table meeting on the ways to crack down and regulate speed in order to contribute to the prevention and deterrence of traffic accidents” is available on:
<http://www.npa.go.jp/koutsuu/index.htm>