

## Topic VI: The Round-table Conference on Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents

While facilitating better understanding from citizens, the police will carry out initiatives for speed regulations and traffic enforcement contributing to the prevention of traffic accidents.

In December 2013, the Round-table Conference on Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents compiled the Proposal for Ideal State of Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents. The Proposal suggests how speed regulations and traffic enforcement are supposed to be in the near future.

### (1) Holding the Round-table Conference

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 crackdowns are not effective in preventing traffic accidents.

Therefore, with the aim of achieving even more effective crackdowns, 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.



A round-table conference

### (2) The Round-table Conference Review

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.

The working group on crackdowns examined the ideal state of traffic enforcement contributing to the prevention of traffic accidents, and policies for facilitating better understanding from citizens regarding the necessity of crackdowns.

In addition, the working group on speed regulations examined the influence of the modified speed regulations that were based on the fully revised standards for speed regulation in 2009 and 2010. Based on the outcome, the working group reviewed traffic management methods that contribute to the prevention of traffic accidents, such as effective methods for speed regulations.

### (3) The Proposal for Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents

In December 2013, the Round-table Conference compiled the Proposal for Ideal State of Crackdowns and Speed Regulations Contributing to the Prevention of Traffic Accidents (hereinafter, the Proposal) and submitted it to the Chairperson of the National Public Safety Commission.

As a common recognition among conference members, the Proposal indicated the necessity of appropriate speed management through speed regulations and traffic enforcement to decrease the number of fatalities due to traffic accidents, and suggested the following directionality going forward.



**Submitting the Proposal to the Chairperson of the National Public Safety Commission**

## I. The Ideal State of Speed Regulations Contributing to the Prevention of Traffic Accidents

### a. Ordinary Roads and Community Roads

The Proposal stated that reassessment of speed regulations for ordinary roads should be continued to be promoted since definite outcomes can be seen in the reassessments based on new standards for speed regulations. The Proposal also stated that reassessments should be conducted mainly for roads with speed regulations of 40km/hr. and 50km/hr. while taking into consideration the occurrence of traffic accidents, preferentially starting with roads that have a significant gap between actual speed and speed regulations. Furthermore, the Proposal suggested that area-wide speed regulations for community roads that are easy for drivers to understand, such as “30km/hr. zones,” should be further promoted.

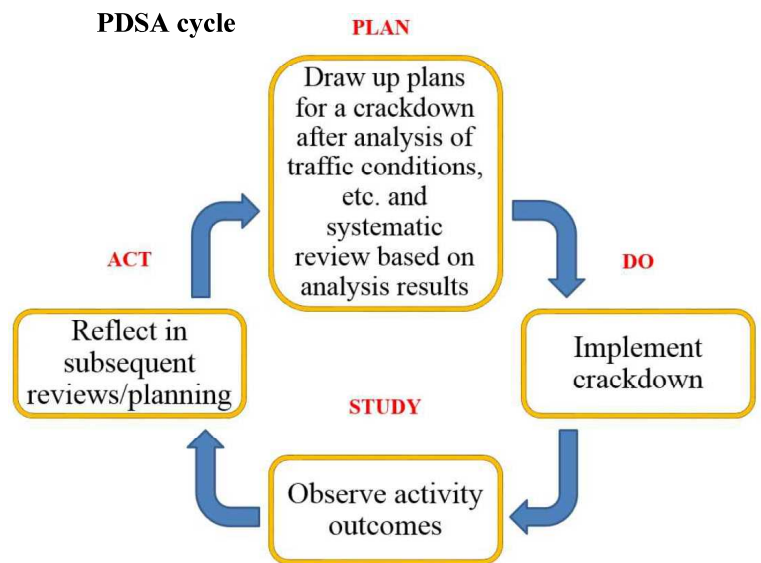
### b. Expressways

The Proposal states that an immediate review should be conducted concerning raising speed regulations over 100km/hr. on high-standard expressways with 3 or more lanes on one side with a design speed of 120km/hr. However, it also states the necessity for the review to examine whether it is possible even for elderly drivers and novice drivers to drive safely.

## II. The Ideal State of Crackdowns Contributing to the Prevention of Traffic Accidents

### a. Choosing Crackdown Locations According to Circumstances of Traffic Accidents

To conduct even more effective crackdowns, the Proposal notes the need 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. In addition to suggesting a combination of patrol activities and street activities that provides a good balance of enforcement, the Proposal also noted the necessity of researching the adoption of new speed enforcing technology to conduct crackdowns in places where it is difficult to secure space required for matters such as the establishment of speed enforcing technology and pulling over vehicles in violation of traffic regulations.



### b. Communicating Information on the Concepts of Crackdown Management

As a means to facilitate better understanding from citizens regarding the necessity of crackdowns, the Proposal states the necessity to publicize the information of the roads and time frames where crackdowns target. The target of crackdowns need to be based on analysis of traffic accidents resulting from excessive speeding by roads and by time and local residents’ demands at police station level.



**兵庫県警察**  
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**交通取締情報**

～公開交通取締りについて～  
**交通違反の取締りは、なぜ行われているの？**  
 自動車を運転する人も、自転車を運転する人も、歩く人も、**ルールとマナー**を守って交通安全を心掛けていけば、ほとんどの交通事故は起きていません。  
 初めてハンドルを握った頃を思い出してください。交通ルールは、警察官がいなくても守らなければならないものです。この「交通取締情報」は、「交通安全のために」公開しているもので、皆さんが悲惨な交通事故を起こさないようにするためのものです。

**★ 高速道路の安全な利用を！**

平成26年2月25日現在、高速道路上で2件の死亡事故が発生しました。

高速道路安全五則

- 1 安全速度を守る
- 2 十分な車間距離をとる

日	曜	地区	路線名	
			午前	午後
13	木	神戸	国道2号	神戸市道中央幹線
		神戸	県道新神戸停車場線	国道43号
		阪	国道176号	国道43号
		神	県道尼崎池田線	県道川西篠山線
		東	国道175号	国道2号
		播	県道豊岡北条線	県道高砂加古川加西線
		西	国道2号	国道250号
		播	県道久今宿線	県道姫路新宮線

平成26年3月20日～平成26年3月20日の交通取締情報

日	曜	地区	路線名		要注意エリア (過去5年交通事故発生率が高い区間)	取締重点
			午前	午後		
13	木	神戸	国道2号	神戸市道中央幹線		速度超過 駐車違反 飲酒運転 など
		神戸	県道新神戸停車場線	国道43号		
		阪	国道176号	国道43号		
		神	県道尼崎池田線	県道川西篠山線		
		東	国道175号	国道2号		
		播	県道豊岡北条線	県道高砂加古川加西線		
		西	国道2号	国道250号		
		播	県道久今宿線	県道姫路新宮線		
		阪	国道176号	国道9号	豊岡南	
		神	県道250号	国道312号		
		神	県道250号	県道播磨江井原線		
		神	県道阿方坂倉線	国道28号		
		神	県道三木神戸線	北山線(三木市道)		
神	県道三木神戸線	山崎線(三木市道)				

## Publication of routes/locations of crackdowns (Hyogo Prefecture Police website)

### III. Matters that Should be Further Promoted for Measures to Prevent Traffic Accidents

The Proposal further suggests greater strengthening of crackdowns on highly malicious and dangerous violations and motorcycle gangs, and the implementation of appropriate assessments of duties contributing to the prevention of traffic accidents.

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.