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Traffic Police on Polish Motorways – Selected Solutions

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Police on the Motorways

Basic question: How should police supervise the motorway?

What section should be assigned to one policeman / police station?





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Police on the Motorways

Other countries' experience

One specialized police unit is assigned to the following section:

- USA - 29 to 43 km with low traffic volume, 13 to 19 km with high traffic volume
- France – on average 40 km



1 km



In „old” EU countries one policeman
per 1 km of the motorway





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The length of the Motorways in Poland

Until the end of 2007, 700 km of the motorways had been put into operation.

Another 172 kilometers are under construction.

Target - the motorways network of overall length of 1996 km





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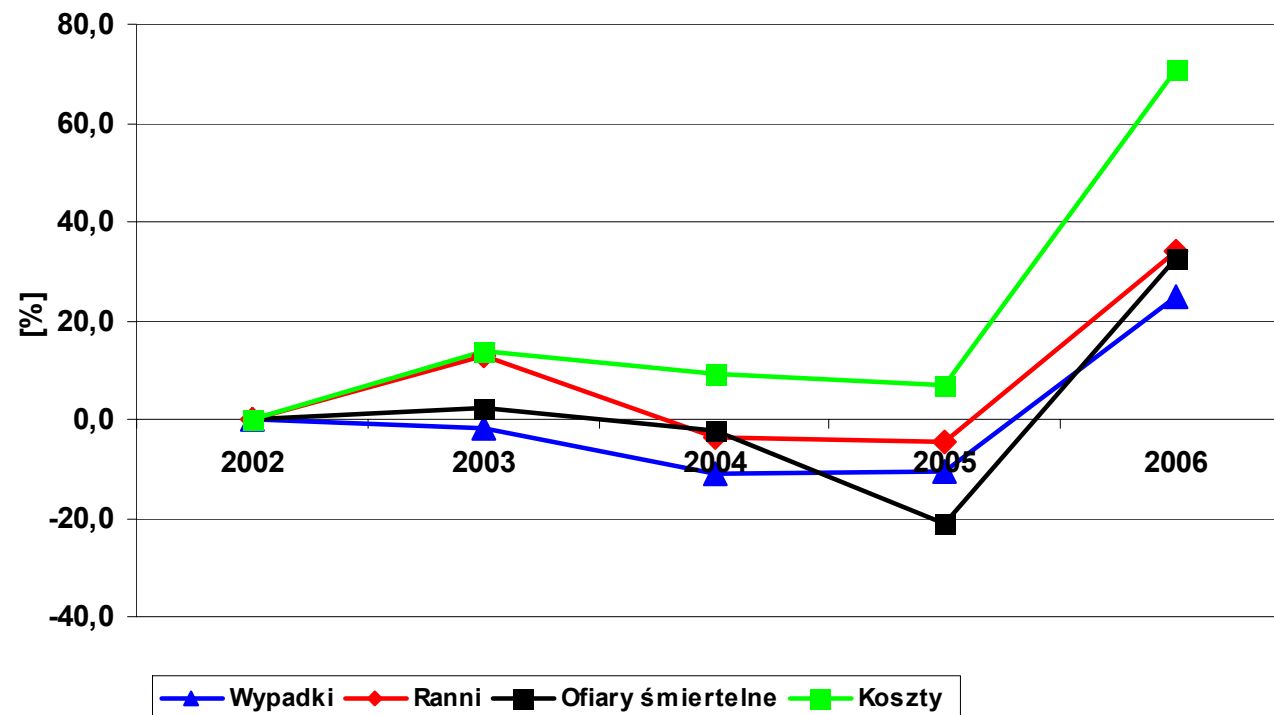
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Motorways in Poland Statistics

In 2002 – 2006 there were almost 1100 accidents on the Polish motorways. Almost 1700 people were injured and as many as 220 died.

Polska, Autostrady 2002- 2006
Tendencje zmian liczby wypadków, ofiar i kosztów
wypadków drogowych





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Motorways in Poland

Causes of the accidents – excessive speed





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Motorways in Poland

Causes of the accidents – U- turning



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Motorways in Poland

Causes of the accidents – driver's dozing off



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Motorways in Poland

Causes of the accidents – stopping the vehicle





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Police on the Motorways

Legal status

ACT on paid motorways obliges the concessionaire to provide the Police with buildings in the range anticipated in the technical and building regulations concerning paid motorways.

The buildings should ensure efficient realization of the Police tasks within the supervision of safety and order of the traffic and the control of traffic in the area of paid motorways.

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Police on the Polish Motorways

Assumptions for the traffic supervision on Polish motorways:

Traffic supervision on the Polish motorways is realized through motorway police units responsible for the module segments measuring 50-60 kilometers of the motorway

Supervision includes the passenger service areas (MOP), motorway maintenance sections and junctions



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Organization of the Police on Polish Motorways

NA WIELKOPOLSKIM ODCINKU AUTOSTRADY SĄ
3 OBWODY UTRZYMANIA AUTOSTRADY (OUA)
W MIEJSCACH TYCH LOKALIZOWANE SĄ
KOMISARIATY POLICJI

Komisariat Policji w OUA Kotowo

ogniwo zamiejscowe

**siedziba OUA
Sługocin**

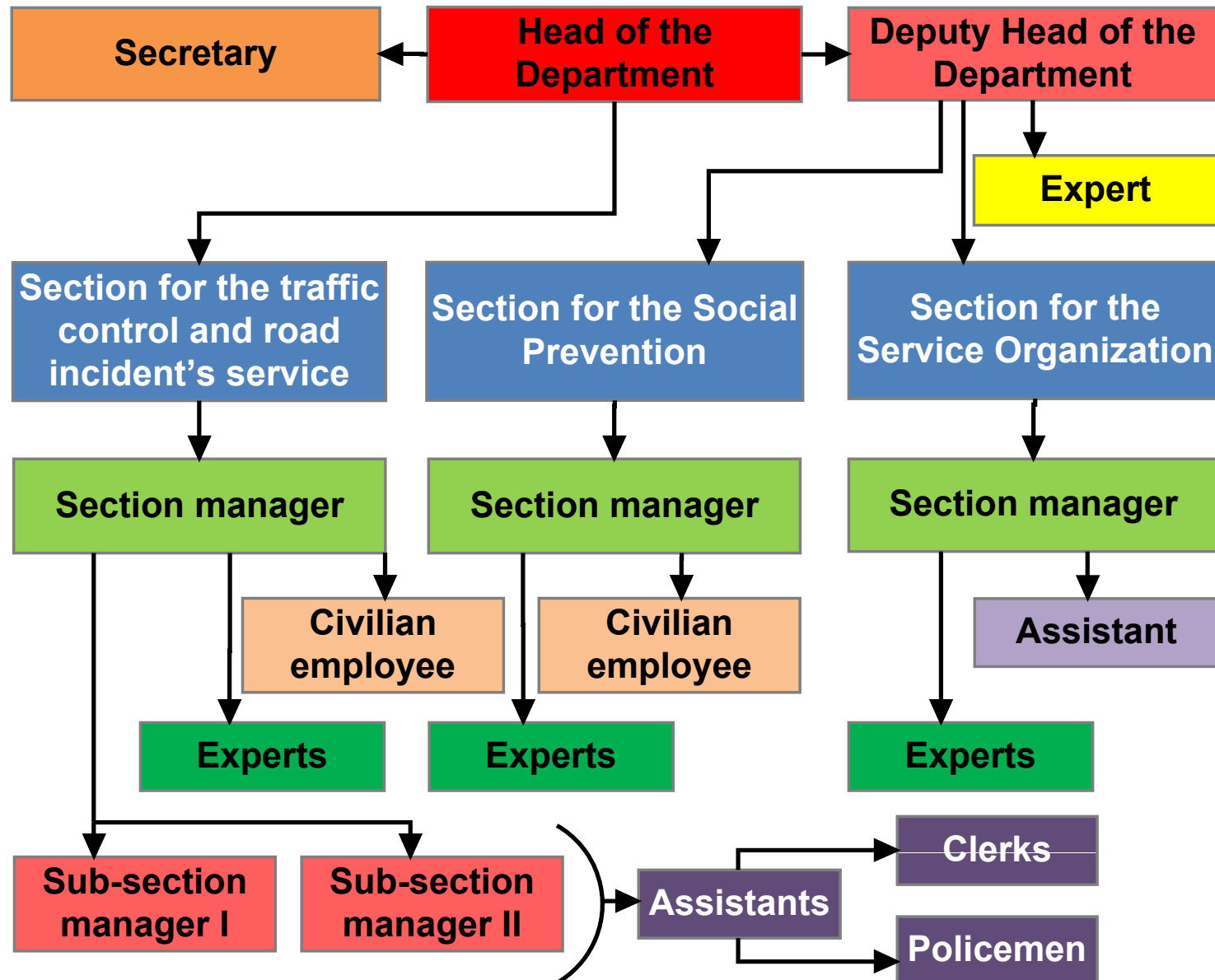
ogniwo zamiejscowe

**siedziba OUA
Bolewice**

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Organization of the Police on Polish Motorways





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Organization of the Police in Pomorskie Voivodship

On 15 July 2007 **TRAFFIC CONTROL SECTION** was created in the Traffic Department of the Voivodship Police Headquarters (KWP)



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Traffic Control Section

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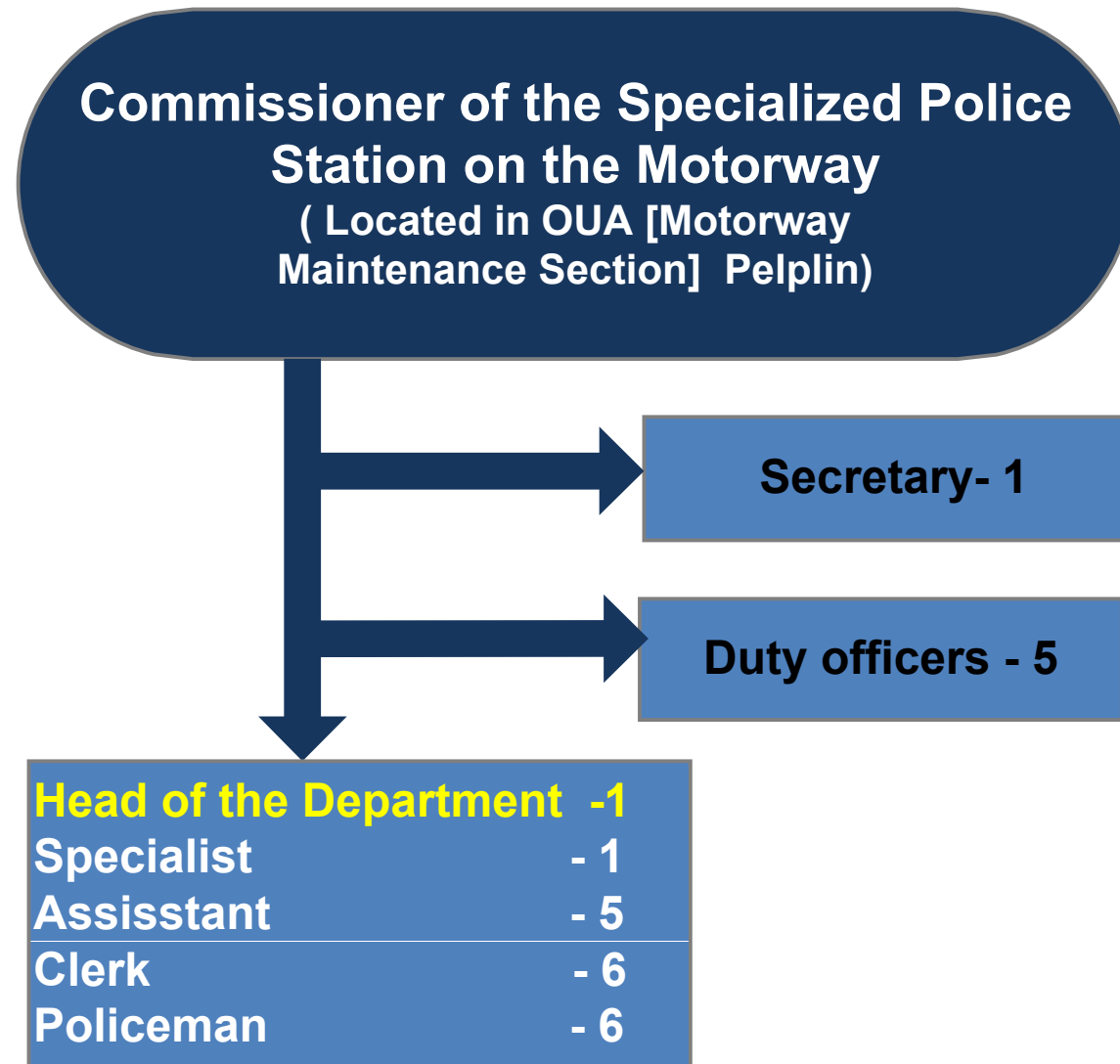
Employed staff (currently):

- Chief + 14 policemen (incl. 5 transferred)
- 1 civilian employee
- 4 vehicles (incl. 1 unmarked equipped with the video recorder)

Target:

- Chief + 25 policemen (it is 2,5 times less than in the old EU countries)
- 1 civilian worker
- 6 vehicles (incl. 3 unmarked equipped with the video recorder)

Structure of the future A-1 Motorway Traffic Police Unit





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A-1 Motorway in Pomerania

Section number	Segment	Segment length [km]	Voivodship
Section 1	Rusocin - Stanisławie	18	Pomorskie
Section 2	Stanisławie - Swaróżyn	6,8	
Section 3	Swaróżyn - Pelplin	12,7	
Section 4	Pelplin - Kopytkowo	25,5	
Section 5	Kopytkowo - Warlubie	12,0	Pomeranian / Kuyavian- Pomeranian
Section 6	Warlubie - Nowe Marzy	14,5	Kujawsko- Pomorskie
		Total	65,8 km



Źródło: Polcar, Opul
 Oznaki: Licznikowa autostrada, Droga wojewódzka, Miękkie obrotowe, Pielichy, Autostrada, Linia Oru

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Results

Since TRAFFIC CONTROL SECTION started its activity (July 2007) :

- There have been no fatalities on the Tri-City Ring Road and A-1 motorway
- In the analogous period of time, between 2001-2006 the annual number of fatalities was 1 – 5
- Approximately 40 thousand vehicles travel on these roads daily.
- At the moment, it is the most supervised segment of the road in the Pomerania region



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Conclusions

- **Lack of the act on the guidelines for construction and operation of the police stations on paid motorways**
- **The concessionaires should be obliged by the agreement to construct:**
 - **Places designed to control and weigh the vehicles**
 - **Places prepared for automatic speed supervision (speed cameras and segment velocity measurement)**
 - **Purchase of the equipment (higher standard equipment adapted for operation on such roads) would be financed from the central and not regional police budget)**