RANKING EU PROGRESS ON IMPROVING MOTORWAY SAFETY

PIN Flash Report 28

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OVERVIEW

• Flash Report Main Results

• Best Practices and other examples from EU countries

• Recommendations
27,500

Killed on motorways in the EU between 2004-2013
49% reduction in motorway fatalities between 2004-2013 compared to 44% reduction on other roads.
$\frac{1}{4}$ increase in the motorway network length in the same period
FATALITIES BY ROAD TYPE

- MOTORWAYS: 7%
- URBAN: 36%
- RURAL: 57%
YEARLY % CHANGE IN MOTORWAY FATALITIES BETWEEN 2004-2013

1. LITHUANIA
2. SLOVAKIA
3. SPAIN

20. FRANCE
21. ROMANIA
22. SWITZERLAND
23. POLAND

EU average -8%
FATALITIES IN COLLISIONS ON MOTORWAYS PER BILLION VEHICLE-KM

1. DENMARK
2. GB
3. SWEDEN
4. NETHERLANDS

18. HUNGARY
19. POLAND
20. LITHUANIA
FATALITIES ON MOTORWAY BY ROAD USER

Car or Taxi: 61%
PTW: 11%
Pedestrians: 10%
HGV: 9%
Lorries under 3.5t: 6%
Bus: 1%
2004-2013

69% fatality reduction
Reduced number of high risk sites from 10 to 1 (2005-2014)

69% fatality reduction
Extensive network of safety cameras, penalty point system, stricter sanctions for traffic offenses.

73% fatality reduction
Integrated Road Safety program aiming at making Austrian motorways the safest in Europe
Higher fatality rate on motorway without speed limits

- Motorways that have speed limits compared to those without limits: 30% lower fatality rate
- Motorways without speed limit: 66%
- In 2013 fatalities on motorways increased by 11%, overall reduced by 7%
2+1 roads (same safety level as motorways)

- 2+1 roads: 2700 km, roads with separated traffic flow; 5000 km
- Cost of rebuilding a rural road to 2+1: 20% of the cost of building a motorway
- Almost 80% reduction in fatalities, benefit also for motorcyclists
Recommendations to EU

- Extend Infrastructure Safety Management Directive to all motorways, rural and urban roads, and tunnels
- Guidelines for road markings, safety barriers and obstacle-free roadsides
- Advanced seat belt reminders on all car seats
- Intelligent Speed Assistance on all new vehicles
- Mandate on Alcohol Interlocks
Recommendations to Member States

- Infrastructure Safety Management Directive on all roads
- Install barriers where obstacles cannot be removed
- Apply best practice in speed limit enforcement
- Engineering measures to prevent pedestrians accessing motorways
Recommendations to Member States

- Stringent seat belt and drink driving enforcement
- Increased enforcement of tachograph rules
- Two-wheeler friendly barriers
- Tackle fatigue amongst all road users