Reducing speeding in Europe

Good practices and experiences of the PIN programme
21 March 2019, Bucharest

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Project Manager
REDUCING SPEEDING IN EUROPE

- Speed on urban roads
- Speed on rural roads
- Countermeasures:
  - Safe and credible speed limits
  - Speeding enforcement
  - Speed-related safety performance indicator targets
  - Intelligent speed assistance
2,100 lives could be saved each year if the average speed dropped by only 1 km/h on all roads across the EU.
ROAD DEATHS BY ROAD TYPE

- **Rural roads**: 55%
- **Urban roads**: 37%
- **Motorways**: 8%

By Road Type:
- **Vehicle occupants**: 40%
- **Pedestrians**: 30%
- **Cyclists**: 12%
- **PTW riders**: 18%
In 27 out of 28 EU countries standard speed limit on urban roads at all times is 50 km/h.

Poland is the only country in the EU which allows a 60 km/h standard speed limit on urban roads at night.

50 km/h (5 a.m – 11 p.m)
60 km/h (11 p.m – 5 a.m)

*Source: EC*
SPEEDING ON URBAN ROADS IN THE EU

35% to 75%
DOES SPEED REALLY GET YOU THERE ANY FASTER?

The effects of speed in reducing travel time are generally overestimated by road users and in urban areas the time savings are particularly small or negligible because of intersections, traffic lights, congestion, relatively short distances (OECD)

<table>
<thead>
<tr>
<th>Travel distance</th>
<th>Travel speed</th>
<th>Time needed for a trip</th>
<th>Time saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 km</td>
<td>30 km/h</td>
<td>20 min</td>
<td></td>
</tr>
<tr>
<td>10 km</td>
<td>40 km/h</td>
<td>15 min</td>
<td>5 min (30 vs 40 km/h travelling speed)</td>
</tr>
<tr>
<td>10 km</td>
<td>50 km/h</td>
<td>12 min</td>
<td>3 min (40 vs 50 km/h travelling speed)</td>
</tr>
<tr>
<td>10 km</td>
<td>60 km/h</td>
<td>10 min</td>
<td>2 min (50 vs 60 km/h travelling speed)</td>
</tr>
</tbody>
</table>
RISK OF PEDESTRIAN DEATH FOR DIFFERENT IMPACT SPEEDS

Impact speed with a car (0 to 60 km/h)
<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>Belgium (Flanders), Sweden</td>
</tr>
<tr>
<td>80</td>
<td>Cyprus, Denmark, Finland, France, Ireland, Malta, Netherlands, Switzerland, Norway</td>
</tr>
<tr>
<td>90</td>
<td>Belgium (Walonia), Bulgaria, the Czech Republic, Estonia, Greece, Croatia, Hungary, Italy, Luxembourg, Latvia, Lithuania, Poland, Portugal, Romania, Slovenia, Slovakia, Spain</td>
</tr>
<tr>
<td>100</td>
<td>Austria, Germany, Ireland, UK</td>
</tr>
</tbody>
</table>

*Source: EC*
STANDARD SPEED LIMITS ON RURAL NON-MOTORWAY ROADS

70
Belgium (Flanders), Sweden

80
Cyprus, Denmark, Finland, France, Ireland, Malta, Netherlands, Switzerland, Norway

90
Belgium (Walonia), Bulgaria, the Czech Republic, Estonia, Greece, Croatia, Hungary, Italy, Luxembourg, Latvia, Lithuania, Poland, Portugal, Romania, Slovenia, Slovakia, Spain

100
Austria, Germany, Ireland, UK

*Source: EC
SETTING SAFE SPEED LIMITS

- 70 km/h - safe speed limit on rural roads without a median barrier
- 100 km/h – safe speed on rural roads with median and side barriers
- Speed limits of much of the road network in EU countries are higher than the protective quality of the road, roadside and vehicle designs allows
SPEEDING ON RURAL-NON MOTORWAY ROADS IN THE EU

9% to 63%
Many countries have a requirement to set safe and credible speed limits in regulations.

Translating this into practice proves difficult.

Great majority of EU countries do not have estimates on proportion of roads with safe and credible speed limits.
GUIDELINES FOR SETTING SPEED LIMITS

- Speed limit setting guidelines should accompany road traffic acts
- Regular and systematic speed limit reviews should be mandatory to assess whether the speeds need to be revised
- If implemented, guidelines help to establish a consistent practice and assist drivers in developing good driving habits
SWEDEN: SETTING SAFE AND CREDIBLE SPEED LIMITS

- 2008-2011 revision of speed limits on rural road network
- Speed limit based on safety classification of the road
- 2020 goal: 90% of states road with a speed limit of 80 km/h or below. Roads with higher speed limit should have a median barrier (76% matched the criteria in 2017)
- Reduction of speed limit on rural roads from 90 to 80 km/h. Result:
  - 3.1 km/h decrease in mean speed
  - 41% decrease in road deaths
ANNUAL CHANGE IN THE NUMBER OF SPEEDING TICKETS 2010-2017

MT - 20%
RS - 20%
LV - 15%
LT - 10%
IT - 5%
EE - 0%
BG - 5%
DK - 10%
FR - 15%
ES - 20%
PL - 25%
GB - 30%
HR - 35%
IL - 40%
FI - 45%
BE - 50%
CY - 55%
PT - 60%
SK - 65%
NL - 70%
SI - 75%
IE - 80%
NO - 85%
EL - 90%
RO - 95%
HU - 100%
SE - 105%
<table>
<thead>
<tr>
<th>Country</th>
<th>2017 Speeding tickets/1000 inhabitants</th>
<th>2017 % by fixed or time-over-distance camera</th>
<th>2016 Speeding tickets/1000 inhabitants</th>
<th>2016 % by fixed or time-over-distance camera</th>
<th>2015 Speeding tickets/1000 inhabitants</th>
<th>2015 % by fixed or time-over-distance camera</th>
</tr>
</thead>
<tbody>
<tr>
<td>NL</td>
<td>457</td>
<td>77%</td>
<td>470</td>
<td>79%</td>
<td>393</td>
<td>n/a</td>
</tr>
<tr>
<td>LU</td>
<td>428</td>
<td>95%</td>
<td>470</td>
<td>94%</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>BE</td>
<td>299</td>
<td>n/a</td>
<td>292</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>FR</td>
<td>n/a</td>
<td>95%</td>
<td>253</td>
<td>43%</td>
<td>75</td>
<td>29%</td>
</tr>
<tr>
<td>LV</td>
<td>186</td>
<td>65%</td>
<td>116</td>
<td>43%</td>
<td>75</td>
<td>29%</td>
</tr>
<tr>
<td>MT</td>
<td>171</td>
<td>99.9%</td>
<td>163</td>
<td>99.8%</td>
<td>169</td>
<td>99.8%</td>
</tr>
<tr>
<td>CY</td>
<td>121</td>
<td>6%</td>
<td>124</td>
<td>9%</td>
<td>108</td>
<td>29%</td>
</tr>
<tr>
<td>EE</td>
<td>116</td>
<td>78%</td>
<td>126</td>
<td>73%</td>
<td>102</td>
<td>66%</td>
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<tr>
<td>FI*</td>
<td>111</td>
<td>66%</td>
<td>111</td>
<td>64%</td>
<td>93</td>
<td>55%</td>
</tr>
<tr>
<td>DK</td>
<td>97</td>
<td>n/a</td>
<td>98</td>
<td>n/a</td>
<td>82</td>
<td>n/a</td>
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<tr>
<td>LT</td>
<td>94</td>
<td>92%</td>
<td>58</td>
<td>98%</td>
<td>50</td>
<td>98%</td>
</tr>
<tr>
<td>HR</td>
<td>71</td>
<td>n/a</td>
<td>77</td>
<td>n/a</td>
<td>66</td>
<td>n/a</td>
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<tr>
<td>SI</td>
<td>57</td>
<td>n/a</td>
<td>37</td>
<td>n/a</td>
<td>44</td>
<td>n/a</td>
</tr>
<tr>
<td>PL</td>
<td>56</td>
<td>20%</td>
<td>55</td>
<td>21%</td>
<td>50</td>
<td>17%</td>
</tr>
<tr>
<td>BG</td>
<td>54</td>
<td>n/a</td>
<td>47</td>
<td>n/a</td>
<td>29</td>
<td>n/a</td>
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<tr>
<td>RS</td>
<td>52</td>
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<td>47</td>
<td>n/a</td>
<td>38</td>
<td>n/a</td>
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<tr>
<td>HU</td>
<td>51</td>
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<td>28</td>
<td>n/a</td>
<td>28</td>
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<tr>
<td>NO</td>
<td>45</td>
<td>39%</td>
<td>50</td>
<td>36%</td>
<td>48</td>
<td>36%</td>
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<tr>
<td>SK</td>
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<td>3%</td>
<td>47</td>
<td>2%</td>
<td>55</td>
<td>2%</td>
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<tr>
<td>PT†</td>
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<td>0%</td>
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<tr>
<td>IL</td>
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<td>77%</td>
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<td>67%</td>
<td>17</td>
<td>73%</td>
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<tr>
<td>RO</td>
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<td>0%</td>
<td>38</td>
<td>0%</td>
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<td>36</td>
<td>n/a</td>
<td>47</td>
<td>n/a</td>
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<tr>
<td>EL</td>
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<td>n/a</td>
<td>16</td>
<td>n/a</td>
<td>16</td>
<td>n/a</td>
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<tr>
<td>SE</td>
<td>14</td>
<td>51%</td>
<td>15</td>
<td>51%</td>
<td>17</td>
<td>48%</td>
</tr>
<tr>
<td>AT***</td>
<td>n/a</td>
<td>87%</td>
<td>n/a</td>
<td>87%</td>
<td>n/a</td>
<td>86%</td>
</tr>
</tbody>
</table>

Data available for speeding tickets on part of the road network only

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</thead>
<tbody>
<tr>
<td>IT&quot;</td>
<td>13</td>
<td>78%</td>
<td>15</td>
<td>82%</td>
<td>13</td>
<td>88%</td>
</tr>
<tr>
<td>IT'</td>
<td>47</td>
<td>n/a</td>
<td>44</td>
<td>n/a</td>
<td>44</td>
<td>n/a</td>
</tr>
<tr>
<td>ES†</td>
<td>n/a</td>
<td>78%</td>
<td>n/a</td>
<td>73%</td>
<td>n/a</td>
<td>66%</td>
</tr>
<tr>
<td>GB&quot;&quot;</td>
<td>n/a</td>
<td>n/a</td>
<td>37</td>
<td>n/a</td>
<td>33</td>
<td>n/a</td>
</tr>
</tbody>
</table>
• EU Strategic Action Plan on roads safety: SPIs within road safety policy framework 2021-2030

• 9 EU countries adopted SPI targets related to speed
ETSC SUGGESTED SPIs

- An SPI for the proportion of roads with safe and credible legal speed limits by road type

- An SPI for the proportion of travelling speeds within the legal speed limit by road type

- An SPI for the proportion of travelling speeds within their legal speed limits for certain vehicle categories
WHAT IS INTELLIGENT SPEED ASSISTANCE?

1. Car receives position information via GPS and current speed limit from a digital map. Can also be combined with video camera sign recognition.

2. Speed limit is displayed on the dashboard.

3. Car helps driver not to exceed speed when speed limit is reached.

Driver can override system by pushing harder on accelerator.
COUNTERMEASURES: OVERRIEABLE INTELLIGENT SPEED ASSISTANCE

ISA COULD CUT COLLISIONS BY 30% AND DEATHS BY 20%

Cars fitted with ISA could reduce CO2 emissions by 8%.

EuroNCAP awards extra points to cars fitted with ISA.

78% of road users and 64% of car drivers say they support in-vehicle speed limiters (SATRE 2012).

+ ISA helps drivers avoid speeding tickets!
RECOMMENDATIONS TO MEMBER STATES

• Develop, and encourage speed limit-setting authorities to apply, national speed limit guidelines based on the Safe System approach

• Review and regularly update speed limits

• Adopt national or regional enforcement plans with annual targets for a number of checks and compliance levels, including speeding

• In countries with low numbers of safety cameras, consider extending the network

• Systematically collect (SPI) data and set national SPI targets, including SPIs related to speed
THANK YOU FOR YOUR ATTENTION

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