

Reducing speeding in Europe

Good practices and experiences of the PIN programme

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European Transport Safety Council

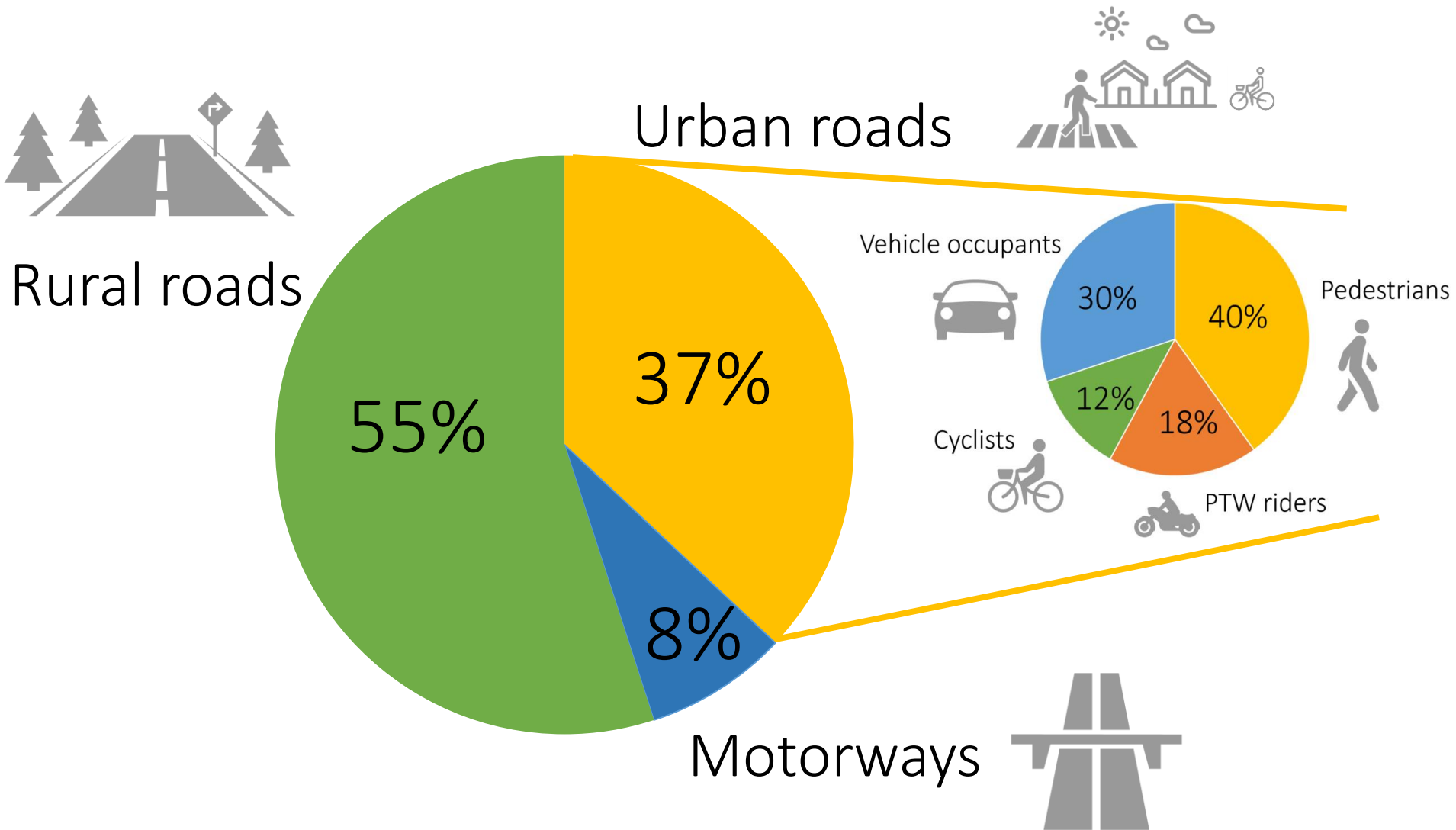
REDUCING SPEEDING IN EUROPE

- ✓ 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



STANDARD SPEED LIMITS ON URBAN ROADS IN THE EU (CARS AND VANS)



50

In 27 out of 28 EU countries standard speed limit on urban roads at all times is **50 km/h**



50



60

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 (11p.m – 5 a.m)

*Source: EC

SPEEDING ON URBAN ROADS IN THE EU

35% to 75%

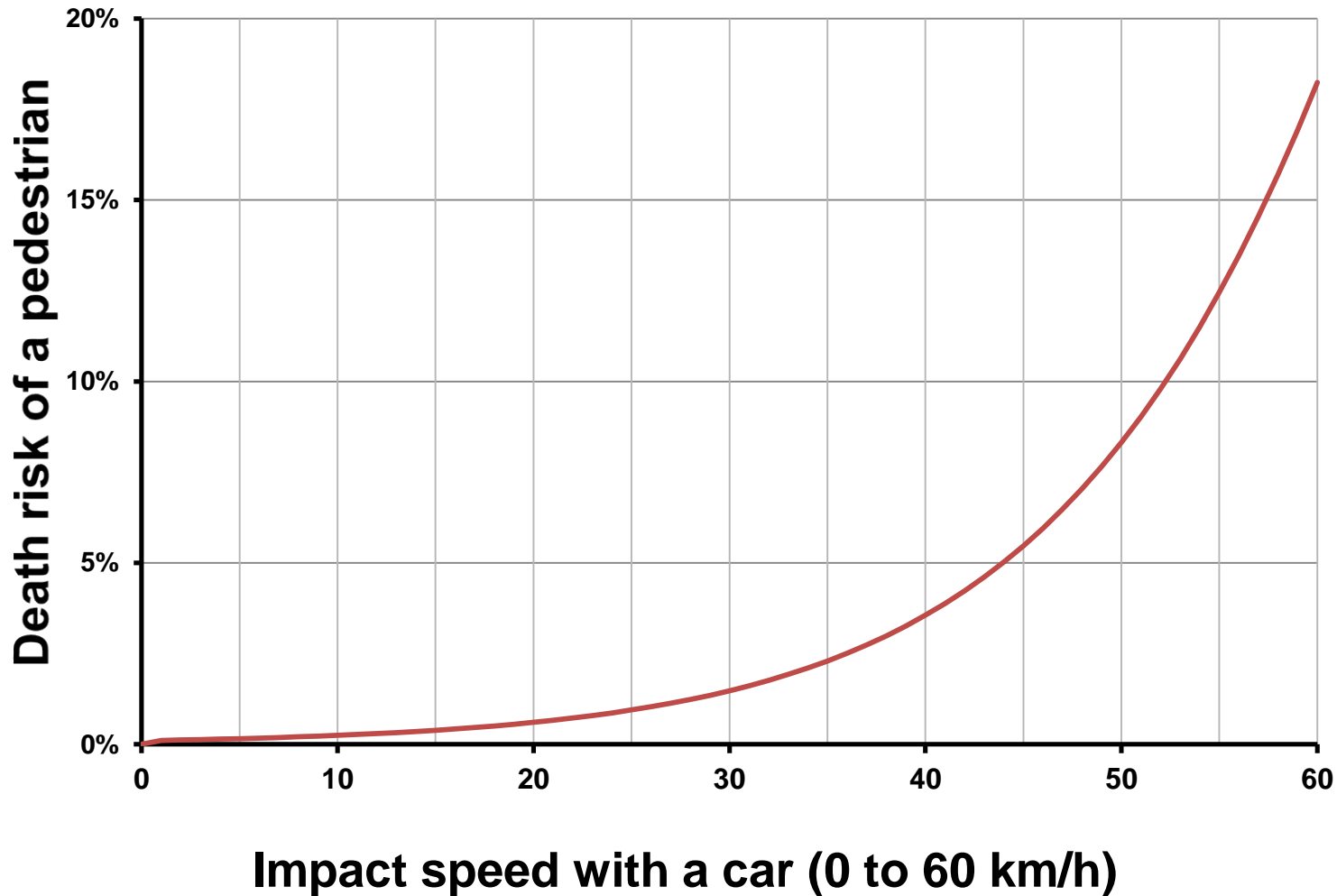


DOES SPEED REALLY GET YOU THERE ANY FASTER?

Travel distance	Travel speed	Time needed for a trip	Time saved
10 km	30 km/h	20 min	
10 km	40 km/h	15 min	5 min (30 vs 40 km/h travelling speed)
10 km	50 km/h	12 min	3 min (40 vs 50 km/h travelling speed)
10 km	60 km/h	10 min	2 min (50 vs 60 km/h travelling speed)

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)

RISK OF PEDESTRIAN DEATH FOR DIFFERENT IMPACT SPEEDS



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**

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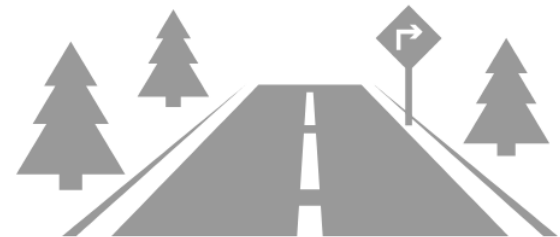
*Source: EC

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%



SAFETY AND CREDIBILITY OF SPEED LIMITS

- 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

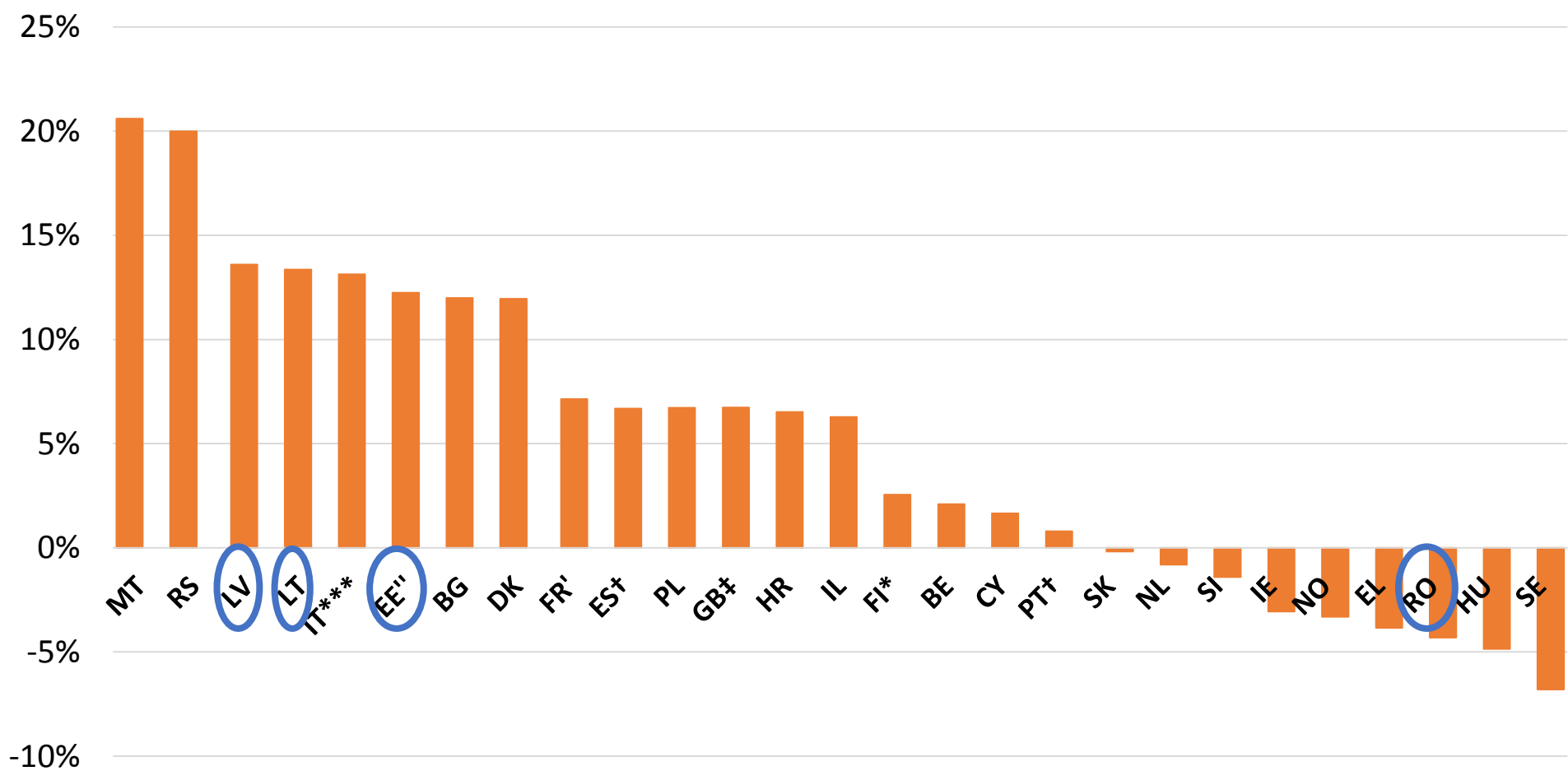
- Speed limit setting guidelines should accompany road traffic acts
- Regular and systematic speed limit reviews should be mandatory to assess whether the speeds need to be revised
- If implemented, guidelines help to establish a consistent practice and assist drivers in developing good driving habits

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



	2017		2016		2015	
	Speeding tickets/1000 inhabitants	% by fixed or time-over-distance camera	Speeding tickets/1000 inhabitants	% by fixed or time-over-distance camera	Speeding tickets/1000 inhabitants	% by fixed or time-over-distance camera
NL	457	77%	470	79%	393	n/a
LU	428	95%	470	94%	n/a	
BE	299	n/a	292	n/a	n/a	
FR	n/a		253	95%	212	94%
LV	186	65%	116	43%	75	29%
MT‡	171	99.9%	163	99.8%	169	99.8%
CY	121	6%	124	9%	108	29%
EE	116	78%	126	73%	102	66%
FI*	111	66%	111	64%	93	55%
DK	97	n/a	98	n/a	82	n/a
LT	94	92%	58	98%	50	98%
HR	71	n/a	77	n/a	66	n/a
SI	57	n/a	37	n/a	44	n/a
PL	56	20%	55	21%	50	17%
BG	54	n/a	47	n/a	29	n/a
RS	52	n/a	47	n/a	38	n/a
HU	51	n/a	28	n/a	28	n/a
NO	45	39%	50	36%	48	36%
SK	45	3%	47	2%	55	2%
PT†	43	70%	10	0%	n/a	
IL	42	77%	18	67%	17	73%
RO	36	0%	42	0%	38	0%
IE	31	n/a	36	n/a	47	n/a
EL	20	n/a	16	n/a	16	n/a
SE	14	51%	15	51%	17	48%
AT***	n/a	87%	n/a	87%	n/a	86%
Data available for speeding tickets on part of the road network only						
IT''	13	78%	15	82%	13	88%
IT'	47	n/a	44	n/a	44	n/a
ES‡	n/a	78%	n/a	73%	n/a	66%
GB'''	n/a		37	n/a	33	n/a

SAFETY PERFORMANCE INDICATORS

- 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

COUNTERMEASURES: OVERRIABLE INTELLIGENT SPEED ASSISTANCE

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.

Driver can override system by pushing harder on accelerator.

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



COUNTERMEASURES: OVERRIABLE 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
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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2,100 LIVES COULD BE SAVED EACH YEAR IF THE AVERAGE SPEED DROPPED BY ONLY 1 KM/H ON ALL ROADS ACROSS THE EU

ISA
=
20% FEWER DEATHS

THE MANDATORY INSTALLATION OF AN OVERRIDABLE INTELLIGENT SPEED ASSISTANCE (ISA) SYSTEM ON ALL NEW VEHICLES COULD EVENTUALLY CUT ALL ROAD DEATHS BY 20%



OBSERVED VEHICLE SPEEDS ABOVE THE SPEED LIMIT IN THE EU:



FROM **35% TO 75%**
ON URBAN ROADS



FROM **9% TO 63%**
ON RURAL ROADS



FROM **23% TO 59%**
ON MOTORWAYS

SOLUTIONS FOR SAFER SPEEDS:



SAFE AND CREDIBLE SPEED LIMITS



SELF-EXPLAINING, SELF-ENFORCING ROADS



VEHICLES THAT HELP DRIVERS TO COMPLY WITH SPEED LIMITS



STRICTER LAWS



ROAD USER EDUCATION



EFFECTIVE AND FREQUENT TRAFFIC LAW ENFORCEMENT ACTIVITIES