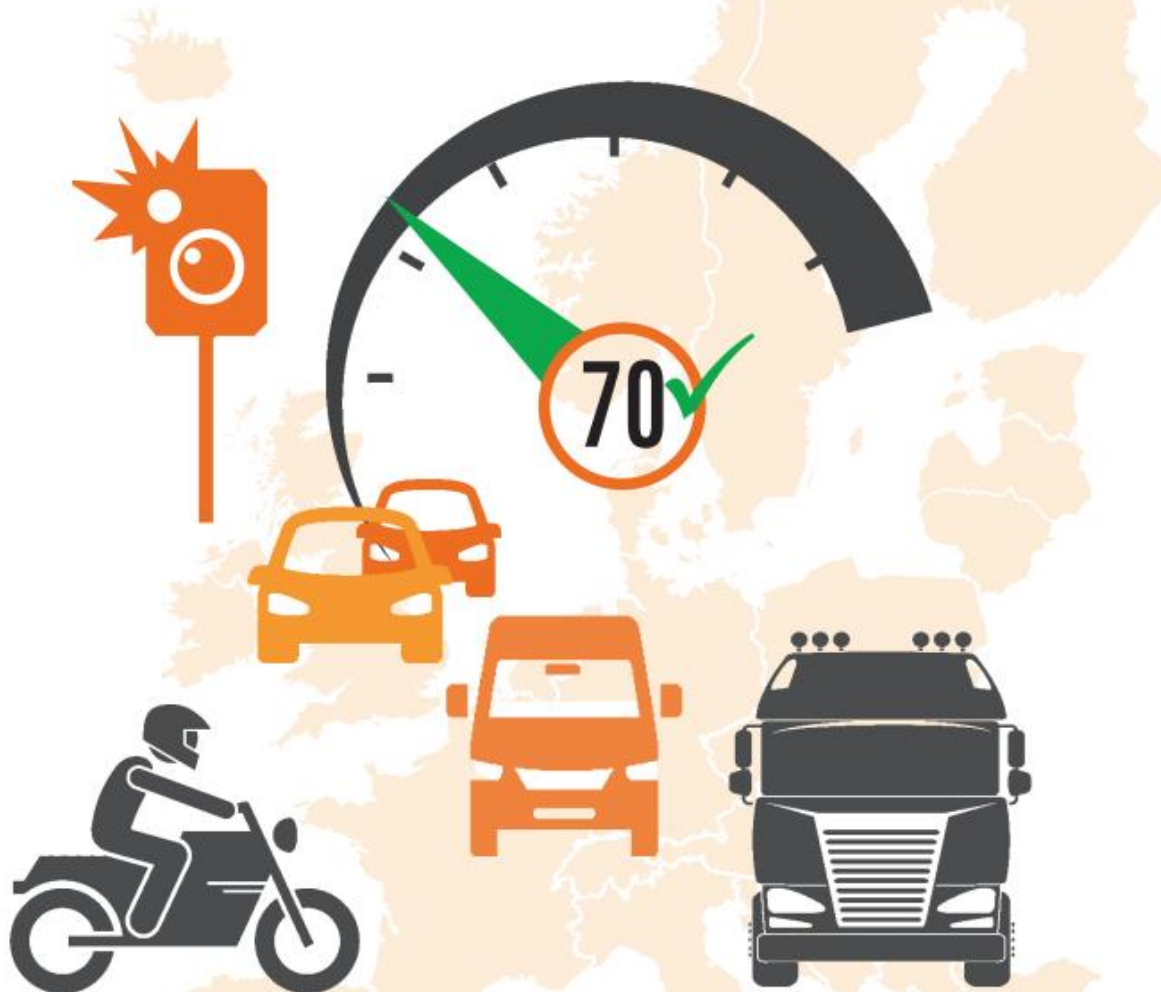


# REDUCING SPEEDING IN EUROPE

PIN Flash Report 36

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European Transport Safety Council

# We know a lot about speed and risk

“Speed remains a very important risk factor. It has a greater effect on the number of accidents and injury severity than almost all other known risk factors.”

Rune Elvik, *The Power Model of the relationship between speed and road safety: Update and new analyses (2009)*

Speeding influences:

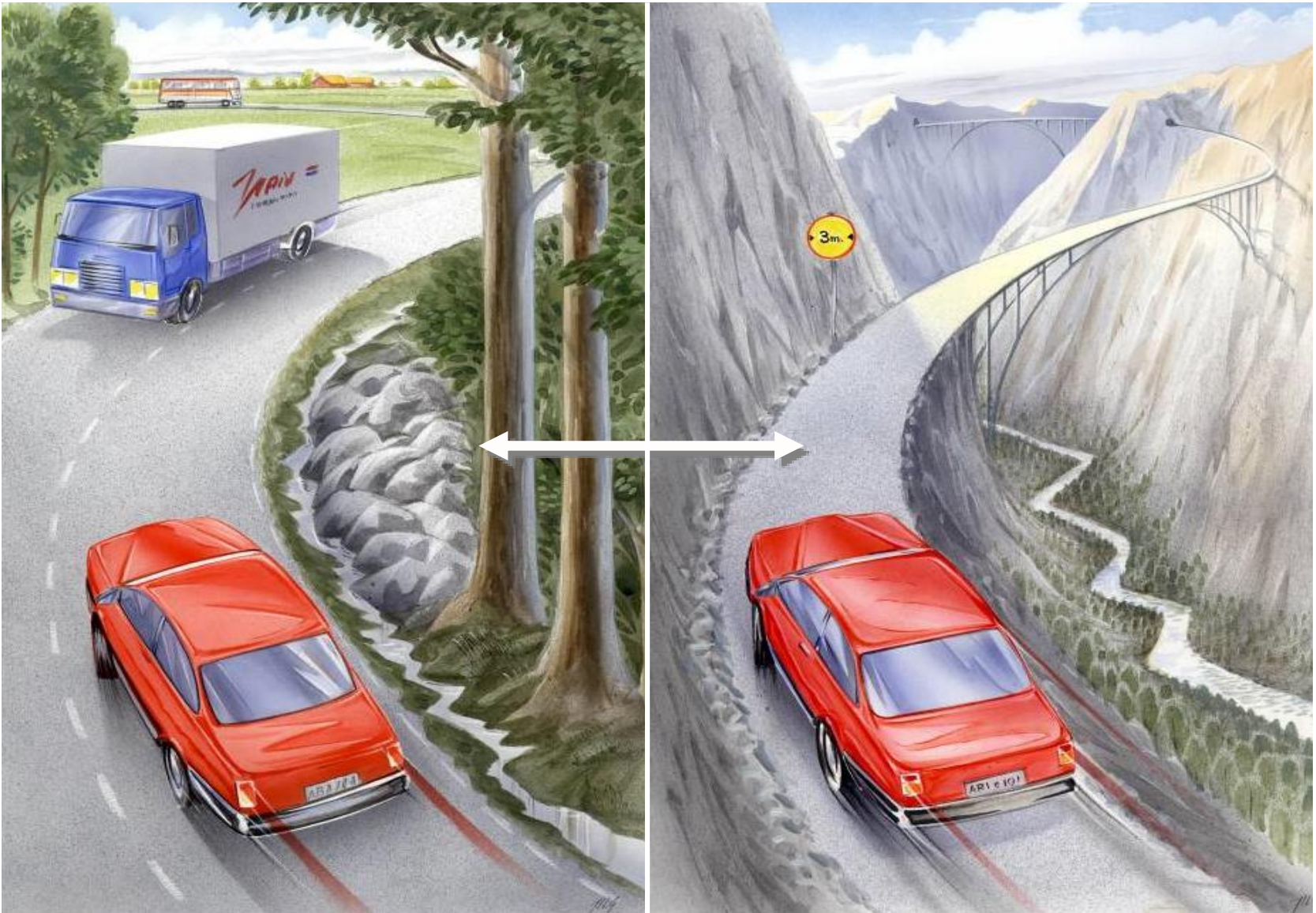
1. Severity of the injury
2. Probability of a crash

*ITF/OECD (2018) Speed and Crash Risk*

# So why do people still speed?

- Because they can !





*@Swedish Transport Administration*



@Karl Jilg

# Humans are fairly blind to speeds

I'm only going a little bit too fast

I'm an excellent driver

I'm very familiar with this road

I've been driving like this for years – nothing has happened



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# Speed management: no silver bullet, but a combination of measures

1. Safe and credible speed limits
2. Traffic calming, self-explaining/enforcing infrastructure
3. Enforcement and Campaigns
4. Speed-related performance indicator + targets
5. Vehicle technologies

ISA Intelligent Speed Assistance and

AEB Automated Emergency Braking



# 1. Setting safe and credible speed limits



# 1. Setting safe speed limits

According to Safe System:



on rural roads without a median barrier



On rural roads with median and side barriers

→ **90% of all collisions would not end in a road death or serious injury.**

# Standard speed limits on rural roads



Belgium (Flanders), Sweden



Cyprus, Denmark, Finland,  
France (undivided roads since 1/7/18), Ireland,  
Malta, Netherlands, Switzerland, Norway



Belgium (Wallonia), Bulgaria, Czech Republic, Estonia,  
France (divided roads) Greece, Croatia, Hungary, Italy,  
Luxembourg, Latvia, Lithuania, Poland, Portugal,  
Romania, Slovenia, Slovakia, Spain



Austria, Germany, Ireland, UK

*\*Source: EC*

# Safe and credible speed limits

- Many countries require to set safe and credible speed limits.

But

- Only CH, SE and NLs could provide some estimation on how many roads with safe and credible speed limits.

# The example of Sweden

Speed limit review to match the safety of the road

Max. **80** on rural roads with no median barrier

**100** on 2+1 roads

→ **By 2020, 90% of states' roads should be limited to 80km/h or less.**

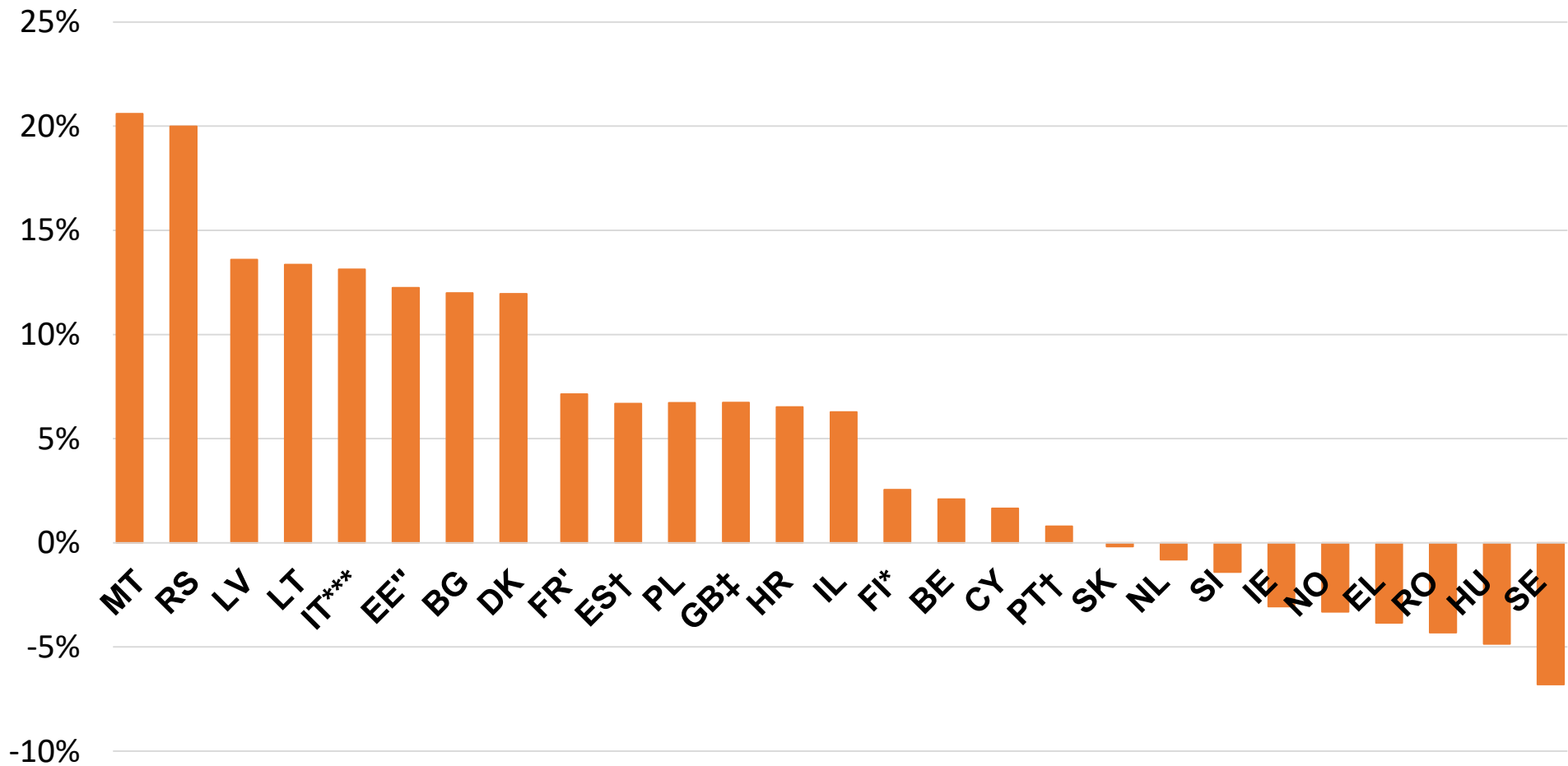
## 2. Traffic calming self-explaining self-enforcing infrastructure



# 3. Speed enforcement



# Annual change in the number of speeding tickets 2010-2017





	2017		2016	
	Speeding tickets/1000 inhabitants	% by fixed camera	Speeding tickets/1000 inhabitants	% by fixed camera
NL	457	77%	470	79%
LU	428	95%	470	94%
BE	299	n/a	292	n/a
FR	n/a		253	95%
LV	186	65%	116	43%
MT	171	99%	163	99%
CY	121	6%	124	9%
EE	116	78%	126	73%
FI*	111	66%	111	64%
DK	97	n/a	98	n/a
LT	94	92%	58	98%

	2017		2016	
	Speeding tickets/1000 inhabitants	% by fixed camera	Speeding tickets/1000 inhabitants	% by fixed camera
<b>HR</b>	71	n/a	77	n/a
<b>SI</b>	57	n/a	37	n/a
<b>PL</b>	56	20%	55	21%
<b>BG</b>	54	n/a	47	n/a
<b>RS</b>	52	n/a	47	n/a
<b>HU</b>	51	n/a	28	n/a
<b>NO</b>	45	39%	50	36%
<b>SK</b>	45	3%	47	2%
<b>PT†</b>	43	70%	10	0%
<b>IL</b>	42	77%	18	67%
<b>RO</b>	36	0%	42	0%
<b>IE</b>	31	n/a	36	n/a
<b>EL</b>	20	n/a	16	n/a
<b>SE</b>	14	51%	15	51%

## 4. Speed related performance indicators and targets



# Rural roads:

9% to 63%

of observed vehicle speeds are above  
the speed limit



# No data available countrywide

- Bulgaria
- Germany
- Greece
- Hungary
- Italy
- Luxembourg
- Latvia
- Malta
- Netherlands
- Slovakia
- Romania



# Recommendations to countries

- Adopt binding guidelines for speed-limit setting, implementing the Safe System approach
- Regularly review speed limits
- Adopt enforcement plans with targets
- Extend safety camera network
- Collect data on levels of speeding and set targets
- ...

# 5. Vehicle Safety

EU General Safety Regulation

- Intelligent Speed Assistance and
- Autonomous Emergency Braking

+



# Recommendations to EU

- Collect performance indicators and set targets for 2030
- Require a high level of performance of Intelligent Speed Assistance systems
- Strengthen Cross-Border Enforcement
- ...



# To recap: Systematic approach

## 1. Setting safe and credible speed limits



## 2. Traffic calming self-explaining self-enforcing infrastructure



# 3. Speed enforcement



## 4. Speed related performance indicators and targets



# 5. Vehicle Safety Regulation

## - Intelligent Speed Assistance



# Still a lot of potential

**2,100**

LIVES COULD BE SAVED EACH YEAR IF THE  
AVERAGE SPEED DROPPED BY ONLY  
**1 KM/H** ON ALL ROADS ACROSS THE EU