Discussion on road safety best practices
Speed management and Enforcement

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European Transport Safety Council
What is a safe travelling speed?

<table>
<thead>
<tr>
<th>Road types combined with allowed road users</th>
<th>Safe speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads with possible conflicts between cars and unprotected road users</td>
<td>30</td>
</tr>
<tr>
<td>Intersections with possible transverse conflicts between cars</td>
<td>50</td>
</tr>
<tr>
<td>Roads with possible frontal conflicts between cars</td>
<td>70</td>
</tr>
<tr>
<td>Roads with no possible frontal or transverse conflicts between road users</td>
<td>≥100</td>
</tr>
</tbody>
</table>

Safe travelling speeds according to possible conflicts between road users travelling on the roads. Source: SWOV, Advancing Sustainable Safety p.14
Reducing speeding

- No silver bullet for managing speed
- Police Enforcement
- Fixed and Mobile Safety Cameras
- Priority for High risk sites
- Self-explaining roads
- Intelligent Speed Assistance – now part of Safety ratings at EuroNCAP
Selection of roads for speed enforcement

- On roads with a bad safety record
- On roads with appropriate speed limit
- Roads with a subjectively high risk
- On all road categories
Effective Speed Enforcement

- Frequent, at irregular intervals and at different intensities
- Variation in time and location
- Both visible and invisible speed enforcement
- Supported by publicity and information

- WHY? Cost effective: applying best practice in enforcement to the whole of the EU exceeds the costs by a factor of 4 to 10.
Speeding: ETSC proposes

- Combine automated and traditional methods
- Use stationary equipment at high risk sites
- Channel revenues back into the road safety
- Collect quarterly speeding rates for all roads
- Set a concrete target
- Introduce Owner Liability
- Incorporate speeding into penalty point systems.
Section Control

- Mean speeds reduced to the posted speed limit or below, reductions in deaths and serious injuries.
- Improvements in traffic flow, reduction in traffic noise and vehicle emissions.
- A fairer approach to speed enforcement.

Used in: Netherlands, UK, Austria, Italy, France, Finland, Norway
Enforcement activities should be accepted by the road users as meaningful. The conviction that traffic rules have to be enforced is a basis for their compliance and guarantees a safe behaviour in traffic.
Automated methods save lives

- **75%** of the massive drop in deaths can be attributed to improve speed management between 2002-2005.
- **Vehicle travelling at 10 km/h and more above the legal limit decreased from 35% to 10%**.
United Kingdom

- 6000 automated speed check devices
- Increasing section control
- “Netting off”
- Guidance for local authorities in setting speed limits
- Self explaining speed limits according to the roads – function, characteristics and traffic mix
- Increased 20 mph zones in urban areas
- Impact?
- Injury accidents 20mph zones reduced by an average of 60%
Softer approach to enforcement

- Training courses on road safety
- Option to receiving penalty points
- Money from the training goes back into road safety work
- Good practice example: Northamptonshire Police – Safer Roads Education Programme
- National Speed Awareness Courses for some speeding offences
Safer roads through lower speeds - Helsinki
Useful References

• http://www.cedr.fr/home/fileadmin/user_upload/Publications/2008/e_Road_Safety_Investments_Report.pdf
• The Handbook of Road Safety Measures, Rune Elvik and Truls Vaa, Elsevier, 2014
Useful References

EU Financial Instruments for Urban Mobility -

'Sustainable mobility for everyone' - 16 & 17 June 2015, Politehnica University of Bucharest, Romania
Presentations: http://www.eltis.org/participate/events/2nd-european-conference-sustainable-urban-mobility-plans-sumps

OECD, 2006, Transport Research Centre, "Speed Management"
http://www.vsv.be/sites/default/files/day_4_-_27-08_-_presentation_stijn_daniels_-_part_2.pdf
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