

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

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Editorial

ETSC was delighted to hear recent confirmation from the European Commission on the potential role for Intelligent Speed Assistance systems (ISA) in managing speed and improving safety on Europe's roads and calls for concrete actions in this regard. The confirmation was given in a written response to a Parliamentary Question¹ asked by Inés Ayala Sender, Spanish MEP and member of the Group of the Progressive Alliance of Socialists and Democrats. The Commission stated that 'Intelligent Speed Assistance (ISA) systems that inform the driver about the speed limit at any moment can contribute to improved road safety, since they may prevent the driver from inadvertently exceeding the speed limit.' ETSC now calls for the potential of ISA to be fully realised as a matter of priority.

At the national level, the Dutch have successfully completed a national map of speed limits, covering all public roads in the Netherlands representing an important milestone in delivering ISA functionality to European motorists. ETSC hopes that other countries will emulate the Dutch and that pan-European coverage can be achieved very quickly.

The importance of technology and its potential role in managing speed to reduce deaths and injury is also highlighted in news from Switzerland on recent speed section control systems trials. The trials demonstrate that such systems can increase road safety on motorways – the number of vehicles speeding was significantly reduced and there was no negative impact on driver behaviour.

Also in this edition are new publications in the research field. In Sweden, VTI has published a paper on 'Road traffic speeds–status, attitudes and measures.' The research demonstrates that both education and information are important to motivate the driver use appropriate speed. However, it also emphasises that this should occur in combination with speed monitoring and technical measures. Technical solutions such as ISA (Intelligent Speed Assistance) are underlined as an opportunity to achieve better compliance with speed limits.

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European Union News

European Parliamentary Question on ISA

A written Parliamentary Question on the topic of Intelligent Speed Assistance systems was asked by Spanish MEP and member of the Group of the Progressive Alliance of Socialists and Democrats, Inés Ayala Sender. The question and written response provided by Commissioner Kallas on behalf of the Commission are detailed below.

Question: Continued action to tackle excessive speed is required, as speeding remains the single biggest contributory factor in fatal road collisions. The Commission's Road Safety Policy Orientations and White Paper on Transport recognise that 'in-vehicle systems providing real-time information on prevailing speed limits could contribute to improve speed enforcement'. The White Paper also refers to the need to harmonise and deploy road safety technologies. Intelligent Speed Assistance (ISA) is an Intelligent Transport System (ITS) which warns the driver about speeding, discourages the driver from speeding or prevents the driver from exceeding the speed limit.

- *What does the Commission see as the role for Intelligent Speed Assistance systems in Europe?*
- *How does the Commission intend to support and promote ISA as a road safety technology, and what actions (within what timeframe) will be taken to facilitate this?*
- *One of the key features for deployment is ISA's interaction with road infrastructure. In order to avoid incompatibilities between Member States, does the Commission intend to take action to make them interoperable?*

Response: The Commission considers that Intelligent Speed Assistance systems that inform the driver about the speed limit at any moment can contribute to improve road safety, since they may prevent the driver from inadvertently exceeding the speed limit.

In relation to the Honorable Member's second question, the Commission notes that a number of specific actions under the ITS Action Plan are addressing road safety technologies and related issues: e.g. the collection, exchange and dissemination of standing speed limits to maintain and update digital maps have been analysed and are being further developed within the framework of FP7 research projects (ROSATTE and eMaps);

the development and use of safe Human Machine Interfaces (HMI) and the integration of nomadic devices are being evaluated; the assessment and the promotion of Advanced Driver Assistance Systems (ADAS) are on-going.

In addition, the ITS Directive provides the legal framework for the deployment and use of ITS applications, including ISA systems. Road safety and security applications are one of the priority areas of the Directive, which, in this area, provides for the definition of measures to integrate advanced driver support information system.

Concerning the Honorable Member's third question, the Commission notes that the full integration of the vehicle into the transport system, and notably the interaction between vehicles and with the infrastructure, relate to the concept of 'cooperative systems', the development and evaluation of which are covered in the ITS Action Plan. The ITS Directive also provides the framework for the definition of standards and specifications in this field, focusing on the interoperability and compatibility of the related cooperative ITS services.

EC Consultation on road safety related minimum universal traffic information free of charge to users

The European Commission is currently holding a public consultation, under the Intelligent Transport Systems (ITS) Directive (2010/40/EU), focusing on 'The provision, where possible, of road safety related minimum universal traffic information free of charge to users.'

The objective of the consultation is to collect the opinions of stakeholders and EU citizens on this issue as an input to the development of specifications on road safety related minimum universal traffic information. The Commission states that: '...safety related information means information enhancing the level of road safety and decreasing the likelihood and severity of accidents; and universal information means understandable by all...Timely warning for unexpected traffic situations could allow motorists to better anticipate, increase their vigilance, and hence avoid potentially dangerous situations. As road safety is a major public concern, there is a public interest to ensure that reliable safety related information is available free of

charge to all motorists in the European Union.¹² The consultation, which is in the form of a questionnaire, runs until 5th June and can be accessed here:

<http://ec.europa.eu/yourvoice/ipm/forms/dispatch?form=its2012>

EC Newsletter on ITS and Road Safety

In March the European Commission published a Road Safety newsletter focusing on 'smarter transport systems' and underlining the importance of intelligent transport systems (ITS) in contributing to safer roads. The newsletter provides an update on work under the ITS Directive (Directive 2010/40/EU) which sets out four priority areas and lists six priority actions for which targeted specifications enhancing interoperable deployment will be developed.

Most of these priority actions have a direct impact on road safety, as they are related notably to improved traffic information and in particular to the widest possible provision of minimum road safety related traffic information, free of charge to users, to multi-modal information services, to provision of an EU-wide interoperable eCall rescue system and information and reservation services for safe and secure parking for trucks and commercial vehicles. The Commission notes that 'It is hoped that relevant technical, organisational and functional specifications should be developed for all priority areas by the end of 2014. The newsletter can be read here:

http://ec.europa.eu/transport/road_safety/pdf/news/nl8_en.pdf

TISPOL Speed enforcement week

A week-long speed enforcement operation, coordinated by TISPOL, the European Traffic Police Network, and supported across Europe, took place between 16th and 20th April. The operation involved both static speed detection and vehicles controlled by police officers. Previous operations have resulted in more than one million detections for excess speed. Driving at inappropriate or excessive speed remains the single biggest factor in fatal crashes, followed by drink driving and failure to wear seat belts. TISPOL regularly targets all three as part of its commitment to casualty reduction. Enforcement, combined with an effective education programme, provides the most effective deterrent for drivers. Further information on the results of the speed enforcement operation will be available soon.

EU Member State News

The Netherlands

In-vehicle speed support such as Speed Alert or Intelligent Speed Assistance requires high quality, accurate and up-to-date information on speed limits in order to be effective and, perhaps just as important, in order to be trusted by users. If such speed limit information is provided free to users by a road authority, then it will quickly be taken up by digital map makers. So, it can be expected that an accurate Speed Alert function can become a feature in Satellite Navigation Systems and even in smart phones. Thus the completion of the Dutch national map of speed limits, covering all public roads in the Netherlands, is an important milestone in delivering ISA functionality to European motorists. The map can be found at:

http://www.rijkswaterstaat.nl/wegen/feiten_en_cijfers/maximumsnelheden/index.aspx

ETSC hopes that other countries will emulate the Dutch and that pan-European coverage can be achieved very quickly.

Malta

In April, Transport Malta launched a draft 'Speed Management on Maltese Roads – Policy and Technical Guidance Manual' which aims to take a comprehensive approach to tackling speed and reducing road collisions and their consequences. In Malta a road traffic collision occurs every 30 minutes and every day an average of three people receive medical care as a consequence of being involved in a traffic collision. The speed management policy intends to provide an integrated, systematic and stepwise framework for reducing road collisions and the injuries resulting from them, helping all road users feel safer and providing a better awareness about effective speed management.

The comprehensive approach aims to:

- ensure that the correct speed limits are applied to the road network;
- ensure that drivers know the speed limit of the road through which they are travelling;
- encourage drivers to adhere with the established speed limits;
- educate drivers to understand circumstances where speeds lower than the speed limit of the road are required;
- effectively enforce driver compliance with speed limits;

- co-ordinate, monitor and evaluate the implementation of this policy.

The policy will provide a source of information and technical guidance for policy makers, road designers, planners, road safety auditors, accident investigators, enforcement officers and others with an interest in safety and speed management.

A stakeholder conference, to present and discuss the document, was held on 13th April 2012 and was followed by a period of public consultation. The submissions from the consultation are currently being considered by Transport Malta and the document will be finalised in due course.

The 'Speed Management on Maltese Roads – Policy and Technical Guidance Manual' and all of the presentations made at the Stakeholder Conference may be viewed and downloaded at www.transport.gov.mt

Ireland

Minister for Transport, Tourism and Sport, Leo Varadkar announced plans for a nationwide audit of speed limits to be commenced later this year. The audit is designed to examine and improve, where necessary and appropriate, the application by local authorities of speed limits and speed limit signage throughout the country, in accordance with existing government 'Guidelines for the Application of Special Speed Limits' which were issued to all road authorities last year. The primary objective of the review is to improve the consistency of application of speed limits nationwide so as to contribute to a reduction in speeding, which is a key cause of road collisions. A stakeholder Working Group, likely to include organisations such as the Automobile Association, an Garda Síochána, the Road Safety Authority, local authorities, the National Roads Authority and the National Transport Authority, is currently being established. The Group will monitor an audit of the appropriateness and consistency of special speed limits, oversee consultation on possible changes to default speed limits and advise on the extent to which more appropriate signage can assist in reducing road deaths.

Estonia

The Ministry of Economic Affairs has cancelled the traditional increase in speed limits from 90 to 100 kilometres per hour on two-lane highways during the summer months.

Based on a recommendation from the Road Administration, the ministry's relevant committee approved a plan to cancel this year's speed limit shift as part of efforts to curb the nation's high rate of traffic deaths. The decision was taken as a consequence of the steep increase in the number of serious collisions and deaths on highways in the last two years.

In announcing the decision the Minister, Juhan Parts, stated "We have created the illusion that you can get from one point to another faster in summer. However, this time gain is negligible compared to the increased risk."

Speeding violations are on the increase on Estonian roads, a combination of tougher enforcement and driving trends. It was reported that in February 2012 infractions were double the amount in that month in 2010 - 3,600 versus 1,800. An analysis, released by the police, of collisions in 2012 involving deaths and injuries also showed that in 36 percent of cases, speeding was a contributory factor.

In response the police are using tougher tactics; those who exceed the speed limit by a small amount do not get off with a warning any more. In the first weeks of 2012, the percentage of those not fined was 30-40 percent but it is now down to around 20 percent.

Bulgaria

In April, Bulgaria's MPs approved at first reading a legislative proposal to amend the Roads Act to provide for an increase in speed limits on highways from 130 km/h to 140 km/h. The amendment was approved by the Parliament with 93 "yes" votes, 23 against and 8 abstentions.

For the new speed limit of 140 km/h to apply, the road must meet certain conditions, including having separate lanes for traffic in each direction with a dividing strip between them, and intersections with other roads, streets, railway and tram lines must

be via an overpass or underpass. Other conditions include that the road must have a protective wire fence, emergency stopping places and rest sites.

The Government has also proposed increasing the speed limit on major roads to 120 km/h.

Switzerland

A speed section control system being trialled in Switzerland has proven to increase road safety on motorways, as shown by tests conducted on the A2 (tunnel Arisdorf, Basel-Land) and A9 (Vaud, between Aigle and Bex). Unlike conventional radars, speed section control does not determine the speed at one point, but an average speed over a given section/distance. In addition, the device can verify compliance with the limits for each type of vehicle, being able to differentiate cars, buses, trucks and vehicles with trailers. It is clear from the final report on the Swiss trials that, whilst traffic flow on the two pilot sections increased, the number of vehicles speeding significantly reduced. The effects on the speed of drivers were analysed and, in both of the sections, traffic has become more homogeneous and the number of speeding violations has decreased.

Speeding decreased especially for passenger cars. In the tunnel Arisdorf, the number of cars “flashed” fell by a third since the introduction of speed section control. A 55% decrease was recorded in the case of offences where the speed limits was exceeded by more than 10 km/h. The trial also demonstrated that no negative impact on driving behaviour was observed. Drivers do not brake when approaching the portals of the facilities and do not try to compensate for their speed: there was no car travelling too fast on the first half of the section before slowing considerably.

Finland

The Consultative Committee on Road Safety submitted the national Road Safety Programme extending until 2014 to Minister of Transport Merja Kyllönen on 17 February 2012. The programme includes key measures for road safety work until 2014 and outlines policy orientations to 2020. The goal of the programme is that by 2020, the number of traffic deaths will have been halved and injuries in road traffic will have reduced by one quarter as compared to the 2010 numbers.

According to the Consultative Committee, primary measures to be taken during the next few years should be aimed at improving fitness to drive, people’s traffic behaviour and traffic safety both in built-up areas and on roads in general. The Committee stated that it is essential that speed limits are observed and safety equipment used, and that traffic speeds are reduced in built-up areas and safety improved on the main roads.

In this regard it is aimed to expand the use of automatic speed enforcement to cover 4,000 km of roads by 2015. The National Police Board together with Finnish Transport Agency and Finnish Transport Safety Agency has also committed to start intelligence speed control system experiments. The Ministry of Transport and other road safety related authorities are looking at adjusting speed limits and developing together a safer speed limit system by trying different measures. This will include exploring the current speed limit regulation and improving safety for vulnerable road users by building cyclist and pedestrian lanes with underpasses especially nearby schools.

The Ministry of Transport will work to update the driving licenses sanction system to allow for more flexibility in terms of sanctions for traffic offences. For speeding offences this will mean that major speeding offences will result in stronger sanctions than minor speeding offences.

In connection with this the National Police Board will continue with work towards lower tolerance of inappropriate speeds and are also considering the possibility of utilising speed information from tachographs in aiding enforcement of speed limits.

Greece

The Road Safety Institute “Panos Mylonas” (I.O.A.S.) in collaboration with the Hellenic Institute of Transportation Engineers (HITE) organised the annual National Road Safety Week (16-23 March) for the fifth consecutive year. As part of this initiative the results of a ‘Speed Management’ programme, carried out by the Traffic Police under the co-ordination of RSI, were presented. The pilot programme was based on a protocol developed by the Transport Research Laboratory (TRL) and resulted to an impressive decrease of 50% of fatal and serious crashes recorded during the 18 month

period of speed control implementation while zero deaths occurred in the area in the period just after the end of the programme.

Events and Research

Unfit for 80: An Assessment of the Safety of England's Motorways

The Road Safety Foundation, a UK charity advocating road casualty reduction through simultaneous action on all three components of the safe road system (roads, vehicles and behaviour), has published 'Unfit for 80: An Assessment of the Safety of England's Motorways'. This report assesses the past and current safety of England's motorways. Central to this assessment is the Foundation's own unique data sets. The Road Safety Foundation has tracked the rate of death and serious injury, section by section, on British motorways for the last decade. It has also physically inspected the entire English motorway system recording key safety engineering features, such as crash protection, at 100 metre intervals. In addition, because the data for England have been collected and analysed to European Road Assessment Programme (EuroRAP) protocols, the Foundation can compare British results with other countries such as France and Germany. This paper also examines driving speeds on English motorways and the crash protection standards of both roads and vehicles on motorways today. It also looks at attitudes to the speed limit and assesses the risks and rewards from raising the limit to 80 mph. The paper concludes with recommendations on what can and should be done to increase motorway safety and deliver increased economic benefits. The report can be read here: http://www.roadsafetyfoundation.org/media/27476/unfit_for_80_final1.pdf

Road traffic speeds: status, attitudes and measures

VTI, the Swedish National Road and Transport Research Institute, were commissioned by the Swedish Transport Administration to analyse major problems and challenges concerning speed, and to identify key areas for action. In this regard they have published a paper on 'Road traffic speeds—status, attitudes and measures.' The research demonstrates that both education and

information are important to motivate the driver use appropriate speed. However, it also underlines that this should occur in combination with speed monitoring and technical measures. The research also found that both the understanding of speed limits and the awareness of the dangers of high speeds are inadequate.

In terms of areas for action the paper notes that 'it is clear that additional incentives are required to achieve greater compliance with speed limits. The individual must win something to keep the speed limits. It could be about making financial gain by saving money on fuel consumption or lower insurance costs.' The role of employers in managing those driving for work is also discussed including the potential impact of schedules and timetables the drivers have to comply with, rules on driving and rest times and the ability to take breaks. In this regard, it is important to consider if the current actions can be improved or if it is possible to find new ways of working. Technical solutions such as ISA (Intelligent Speed Assistance) are underlined as an opportunity to achieve better compliance with speed limits as is increasing awareness about how speed affects fuel consumption and carbon emissions.

The paper, which includes a Summary in English, can be downloaded here:

<http://www.vti.se/en/publications/road-traffic-speeds--status-attitudes-and-measures/>

IBSR event: Towards 30km/h speed limits in built-up areas: A European Trend?

On 15th May 2012, the IBSR/BIVV (Belgian Road Safety Institute) held an event to debate the possibility of 30km/h per hour becoming the general speed limit in built-up areas. The seminar focused on asking why and with what consequences this could come about. The situation and experience in Belgium were presented alongside expert opinions and testimonies from cities that have adopted a 30km/h general speed limit.

More information can be found here: <http://www.ibsr.be/>

BRAKE International Speed Congress

This event, held in London on 17th May 2012, brought together leading academics and practitioners from around the globe to discuss developments in reducing traffic speeds to save lives and enable walking and cycling on urban and rural road networks. The latest research,

evaluation and policy thinking in reducing speed were presented along with new directions in speed enforcement, education, engineering and intelligent technologies.

More information can be found here: <http://speedcongress.wordpress.com/>

References

1. The PQ and Response from the Commission can be viewed here: <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+WQ+E-2012-002382+0+DOC+XML+V0//EN&language=LV>
2. The consultation form can be found here: <http://ec.europa.eu/yourvoice/ipm/forms/dispatch?form=its2012>



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