

Executive Seminar

Speed and Speed Management in Road Safety Policy

8 October 2020

DG MOVE, Rue Demot 24, Brussels and online

Transport Area of the Florence School of Regulation (FSR-Transport), RSCAS, European University Institute in collaboration with European Commission - Directorate-General for Mobility and Transport

Introduction

The European Commission and EU transport ministers have set themselves ambitious targets for road safety for the coming decade: to halve the number of fatalities and the number of serious injuries on European roads by 2030.

A crucial factor in the road safety equation is speed. About one third of crashes are at least partly caused by excessive or inappropriate speed. The risk to be involved in a crash when speeding well above the limit or driving too fast for the conditions is 12.8 times higher than for non-speeders. And higher speed crashes cause far more damage than lower speed ones.

Rules and regulations on speed differ between EU Member States. But as driver assistance technology like Intelligent Speed Assistance is becoming commonplace thanks to EU regulation and as many European cities are learning from their peers across the EU about lowering speed limits and accompanying infrastructure measures, it is time for a closer look at speed at European level.

This seminar will bring together academics and practitioners from across the EU to discuss all aspects of the “factor speed”: vehicles and technology, infrastructure design, speed limits and enforcement, as well as links with sustainable mobility (emissions, air quality, noise).

Programme

09.45 - 10.00 Welcome and technical check

10.00 - 10.15 **Introduction to the Forum**

Juan Montero | FSR-Transport, European University Institute

Matthew Baldwin | DG MOVE, European Commission

10.15 -11.00 **Session A. Understanding the factor speed: Theory and evidence**

Presenter: **Rune Elvik** | Institute of Transport Economics, Norway (with contributions from Anna Vadeby and George Yannis)

- Speed and crash risk - We know speed has a direct influence on crash occurrence and severity. How precise can we be for policy makers in terms of the relationship between speed and safety?
- Speed in the Safe System - Speed and its management are central to a Safe System approach and cut across most Safe System intervention categories. What does this imply for a Europe-wide Safe System approach?
- Measuring speeds - Data is at the basis of all evidence-based decision making. How do we best develop our data sources across the EU to address and strengthen the EU's key performance indicator on speed (and other indicators)?

Round Table Discussion

11.00 - 11.15 Break

11.15 - 12.00 **Session B. Speed in context: Vehicles and infrastructure**

Presenter: **Marko Ševrović** | Faculty of Transport and Traffic Sciences, Croatia (with contributions from Ingrid van Schagen and Oliver Carsten)

- Speed and road classification - Different types and stretches of road have different characteristics. How do we approach a road classification that better matches speed limits to road design and layout in a Safe System? Vice versa, how do we ensure in the longer run that newly built roads are fit for the speed that is permitted for roads of that classification?
- Infrastructure design - Vehicles interact with roads and road features that should be safe by design. What are the elements that make a road safe for vehicles and humans (particularly vulnerable road users)?
- Vehicles and technology - Recent technology assists the driver to ensure s/he is travelling at a permitted and appropriate speed. What does this mean for speed policy? What should we expect in the future from vehicles with higher levels of connection / automation and from their interaction with connected infrastructure?

Round Table Discussion

12.00 - 12.15 Break

12.15 - 13.00 **Session C. Managing speed: Enforcement and links to other policy areas**

Presenter: **Ellen Townsend** | European Transport Safety Council (with contributions from Jeanne Breen, Margaret Peden and Soames Job)

- Speed in (cross-border) enforcement - Speeding is the most common and one of the most dangerous traffic offences. Which enforcement strategies are successful and how can enforcement within and across EU borders be improved?
- Links between speed and public health, sustainable mobility and tourism - Lower driving speeds benefit quality of life, especially in urban areas, as the reduction of speed usually mitigates air pollution, greenhouse gas emissions, fuel consumption and noise. How can we identify these benefits more visibly and realise these synergies in policy terms?
- Speed and psychology - Speeding kills, but speed sells. What is behind the attraction of speed and the emotional reactions when speed limits are lowered? How can speed policy and speed management achieve broad acceptance?

Round Table Discussion

13.00 - 14.00 Lunch break

14.00 - 15.00 **Concluding Session**

Juan Montero | FSR-Transport, EUI

Matthew Baldwin | DG MOVE, European Commission

Round Table Discussion