Victim Avoidance by Deceleration

General Speed Limit
80 km/h outside built-up areas

General Speed Limit
30 km/h inside built-up areas / urban roads

ETSC -> SOLUTIONS FOR SAFER SPEEDS
- Safe and enforceable speed limits
- Self-explaining, self-enforcing roads
- Vehicles that help drivers comply with speed limits
- Strict limits
- Road user education
- Prompt and frequent traffic law enforcement activities
Victim Avoidance by Deceleration

General Speed Limit
80 km/h
outside built-up areas

General Speed Limit
30 km/h
inside built-up areas / urban roads

ETSC > SOLUTIONS FOR SAFER SPEEDS
- SUITABLE SPEED LIMITS
- SELF-EXPLAINING, SELF-EMPLOYING ROADS
- EFFECTIVE AND FREQUENT TRAFFIC LAW ENFORCEMENT ACTIVITIES

- STRUCTED LAWS
- ROAD USER EDUCATION
Scheuers Europakarte
- Von Idioten umzingelt -
surrounded by idiots

Minister of Transport Scheuer
"Against any common sense"

Tempolimits auf Autobahnen
"gegen jeden Menschen - Verstand" Andi Scheuer
**Activities of the VOD**

- Open letter to Chancellor Merkel
- Joint letter with FEVR
- Alliance for a speed limit on German motorways
- Federal press conference
- Appraisal of the arguments against a speed limit
- Press release
- Federal Press Conference
- Television (news channel), radio and print media coverage

**Vision Zero**

- State duty to protect
- German Constitution
- Road safety
- There is not a single argument against a speed limit
- European Convention on Human Rights
Vision Zero

State duty to protect
Road safety

European Convention on Human Rights
German Constitution

There is not a single argument against a speed limit

Goals of the German Federal Government

Minus 40 instead of 50%
Basic year
Increase from 2010 to 2011
Aim achievement illusory

2018
3,265
+3%

Speed limits within Europe and worldwide
mostly
110 - 130

Unique feature

high tourist potential

example - China
Switzerland

70% without speed limit
Unique feature

- high tourist potential
  - example - China, Switzerland
  - „Via Sicura“
  - 70% without speed limit (2015)
  - ca 6% automatic road control systems

Limits on German Motorways

- Motorways 409 fatalities
  - 2017
    - 72% of fatalities on unrestricted areas
  - 3275 fatalities in Germany + 3%

Road traffic accidents

- Motorways 424 fatalities
  - 2018
  - Germany
  - 387 fatalities
  - 2012
    - + 10.8%

Current baseline

Aim achievement illusory 2018 3265 +3,0

- Speed limits within Europe and worldwide mostly 110 - 130
- No oncoming traffic
- No planar intersections
- No pedestrians / cyclists

Self-evident fact

No reduction at all
Motorways are the safest roads

13% fatalities on motorways in Germany

Subjective sense of safety
Elderly road users avoid the motorway
Switching to the "safe" country roads

More homogeneous traffic flow
Higher capability
Less traffic queues
More environmentally friendly
Less CO2

Self-evident fact
No oncoming traffic
No planar intersections
No pedestrians / cyclists
Crash barriers

Road traffic accidents
2018 Germany
424 fatalities
Motorways
No reduction at all
2012
387 fatalities
+ 10.8%
Reducing speed leads to fewer road fatalities

Mostly in the double-digit percentage range (up to 49%)

Increase in limit from 110 to 130 in Denmark led to 24% more personal injuries

Study 2018 ITF und IRDAT (OECD)

Effects on road safety

Enforcement reduces the speed to a permitted level

Fewer seriously injured (SI) / killed victims

Results International "Section Control"

Minus 50% traffic accidents with injuries

Fatilities (F) since 9 F before in three years

Speed limit 130

Brandenburg 2003

German examples

20% less F

23% less SI

23% less F SI

BAS 1977

BMV 1991
10% less traffic accidents with personal injury

20% less fatalities

5% reduction in average speed

Crashes

Most significantly fatalities

2017 more than 100 fatalities less

About 30% less fatalities

80 - 140 GT weniger

Calculation of the Spiegel

Survey period 2010 - 2014

Report 2016

Publishing 2019

Only 10% faster than 150 km/h

124.7 km/ average speed

116.5 km/h by speed limit of 130

results

minus 6.5%

Study by the Federal Highway Research Institute BASf 2019
Abbildung 1: Vorhersagen des Power-Models für verschiedene Unfallkonsequenzen in Abhängigkeit von der prozentualen Geschwindigkeitsänderung
Acceptance

Opinion poll by the ZDF "Politbarometer"

57% (50+7)

52% DVR

63% Welt

Surveys / polls

Roland legal protection insurance

Accidents

Injury

Less fatalities

5% reduction in average speed
Sind Sie für ein generelles Tempolimit auf Autobahnen?

- Ja: 52%
- Nein: 47%
- Keine Angabe: 1%

Befürworter eines Tempolimits nach Geschlecht

- Frauen: 67%
- Männer: 38%
ROLAND-Umfrage 2019: Tempolimit

Befragung von 2.062 Personen in Deutschland | ROLAND-Studie

Standpunkt generelles Tempolimit

(Frage: „In Deutschland herrscht kein generelles Tempolimit, es gilt stattdessen eine Richtgeschwindigkeit von 130 km/h. Wie stehen Sie zu einem generellen Tempolimit auf deutschen Autobahnen?“)

- befürwortet generelles Tempolimit: 53%
- würde generelles Tempolimit nicht befürworten: 48%
- weiß nicht: 7%

Zweckmäßiges Tempolimit

(Frage bei Befürwortern eines Tempolimits: „Welches generelle Tempolimit halten Sie auf deutschen Autobahnen für zweckmäßig?“)

- unter 120 km/h: 11%
- 120 km/h: 23%
- 130 km/h: 45%
- 140 km/h: 11%
- über 140 km/h: 8%

Anteil Befürworter Tempolimit

Bußgeldzahler

(Frage: „Ich musste in den letzten fünf Jahren Bußgeld wegen einer Geschwindigkeitsüberschreitung auf einer deutschen Autobahn zahlen.“)

- ja: 44%
- nein: 55%

Standpunkt geteilt
(Frage: „In Deutschland herrscht kein generelles Tempolimit. Wie stehen Sie zu einem generellen Tempolimit?“)


Zweckmäßiges Tempolimit
(Frage bei Befürwortern eines Tempolimits: „Welches generelle Tempolimit?“)
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ETSC → SOLUTIONS FOR SAFER SPEEDS

- 30
- 60
- 120

- Visible and credible speed limits
- Self-explaining, self-enforcing roads
- Effective and frequent traffic law enforcement activities
- Stricter laws
- Road user education
General Speed Limit
80 km/h
outside built-up areas

Germany 2015
- Traffic court conference supports demand for 80 km/h speed limit on rural roads for all motor vehicles, even for trucks
- The overtaking pressure should be reduced.
- On well-developed rural roads, higher speed may be permitted in individual cases.
| Speed (km/h) | Belgium Flanders | Cyprus | Belgium Wallonia | Austria | Sweden | Denmark | Bulgaria | Germany | Finland | The Czech Republic | Ireland (non-national roads) | France* | Estonia | UK (97 km/h) | Greece | Malta | Croatia | Netherlands | Hungary | Switzerland | Italy | Norway | Latvia | Serbia | Lithuania | Poland | Portugal | Romania | Slovenia | Slovakia | Spain* |
|-------------|------------------|--------|------------------|--------|--------|---------|---------|--------|---------|-------------------|--------------------------|---------|---------|-------------|--------|--------|---------|------------|---------|-----------|-------|--------|---------|--------|----------|--------|---------|---------|---------|----------|--------|----------|---------|---------|----------|--------|
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higher speed may be permitted in individual cases.

General Speed Limit

30 km/h

inside built-up areas / urban roads

ETSC: SAFER ROADS; SAFER CITIES

München
Stadtteil Pasing

30
ZONE

Decision of the DVR Executive Committee (29th of October 2013)

- based on the proposal of the
  Management Committee on Traffic Engineering

Adapting maximum speeds to the dangers in built-up areas

here: Reversal of the general speed (from 50 to 30 km/h)

"In the context of Vision Zero, every imaginable potential for increasing road safety must be exploited. Accident severity correlates with speed. In this context, it is to be expected that a reduced control speed can significantly reduce both the severity and the number of accidents.

... The German Road Safety Council (DVR) is therefore in favour of a scientifically supervised model test in order to obtain reliable findings with regard to the specified effects, the reduction potentials of accidents and their transferability."
Decision of

Manager

Adapting models here: Reversal

"In the context of road safety, safety must not only be considered. In this context, it is important to reduce both road deaths and injuries.

... The German Government is considering supervised motorcycle routes to specified effect to improve transferability."
9500 PEOPLE KILLED EACH YEAR ON URBAN ROADS IN THE EU

70% of these killed are vulnerable road users

DEATHS ON URBAN ROADS ARE DECLINING MORE SLOWLY THAN ON OTHER ROAD TYPES
Decision of the DVR Executive Committee (29th of October 2013)
  • based on the proposal of the
    Management Committee on Traffic Engineering

*Adapting maximum speeds to the dangers in built-up areas here: Reversal of the general speed (from 50 to 30 km/h)*

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Einfahrt  |  Kontrollabschnitt  |  Ausfahrt  |  Erkennung
NR 33  |  1,8 km  |  MS 41  |  141 km
MS 41  |  00:00  |  00:00  |  80 km
Section Control Radarstrecke

2.2 km