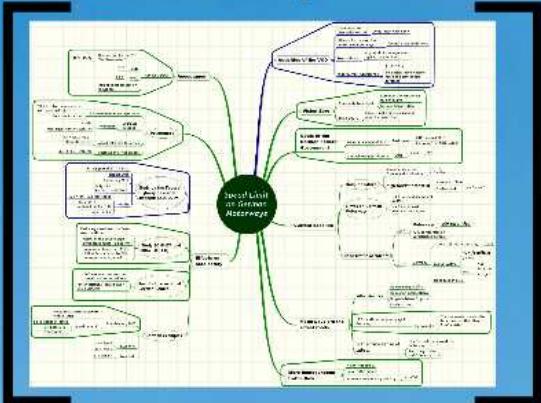
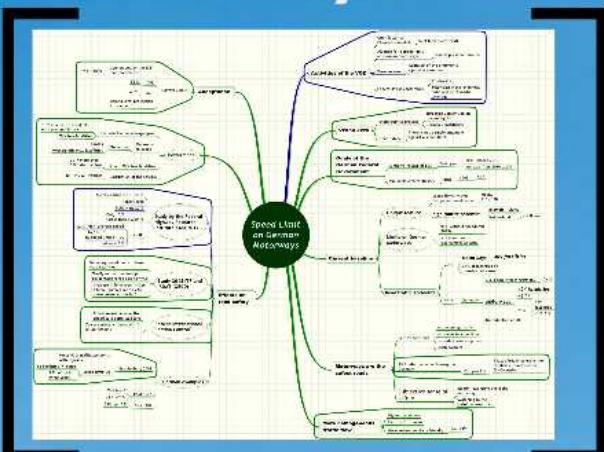


Victim Avoidance by Deceleration

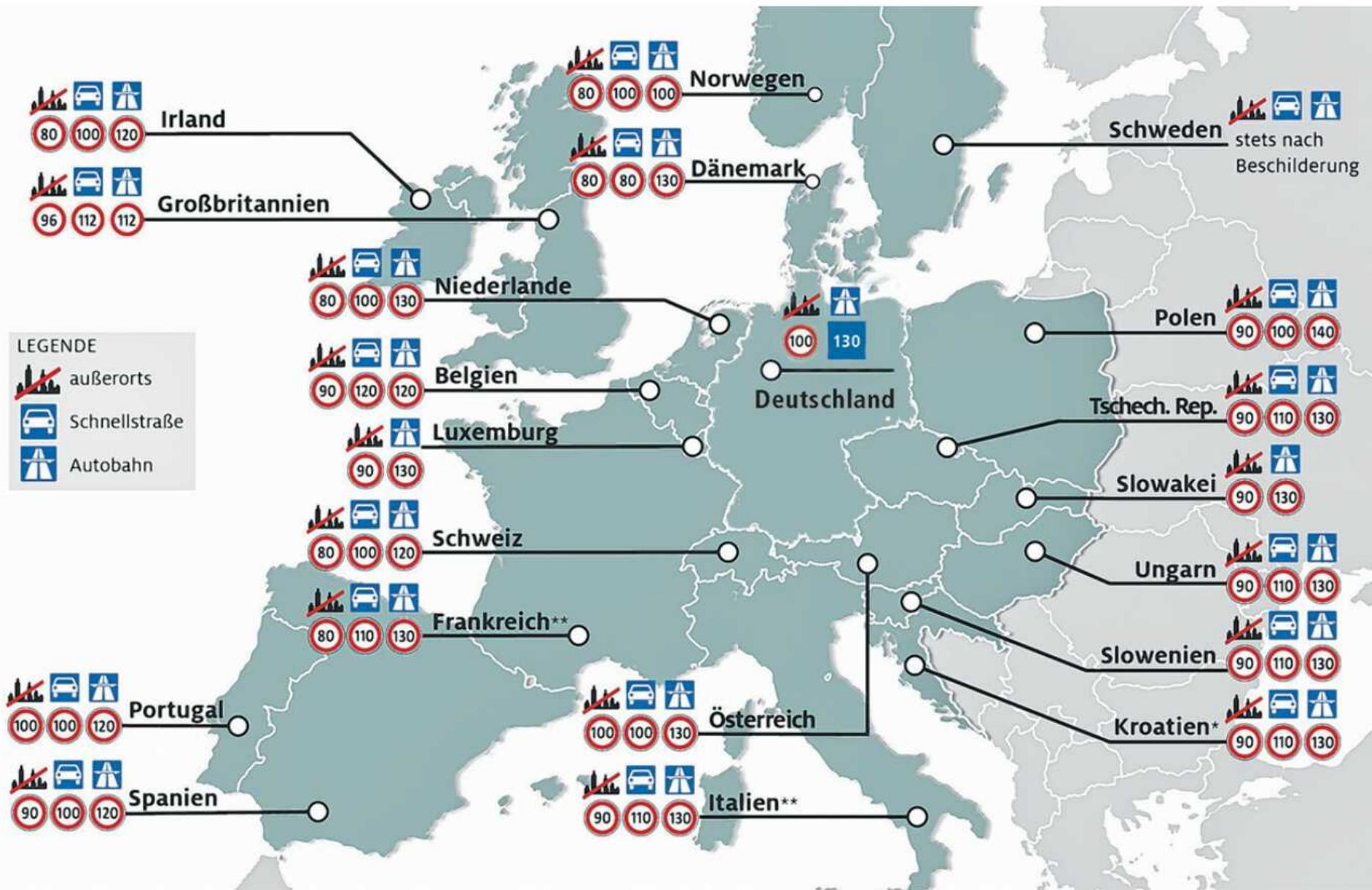


Victim Avoidance by Deceleration



ETSC -> SOLUTIONS FOR SAFER SPEEDS





PLEM PLEM

100

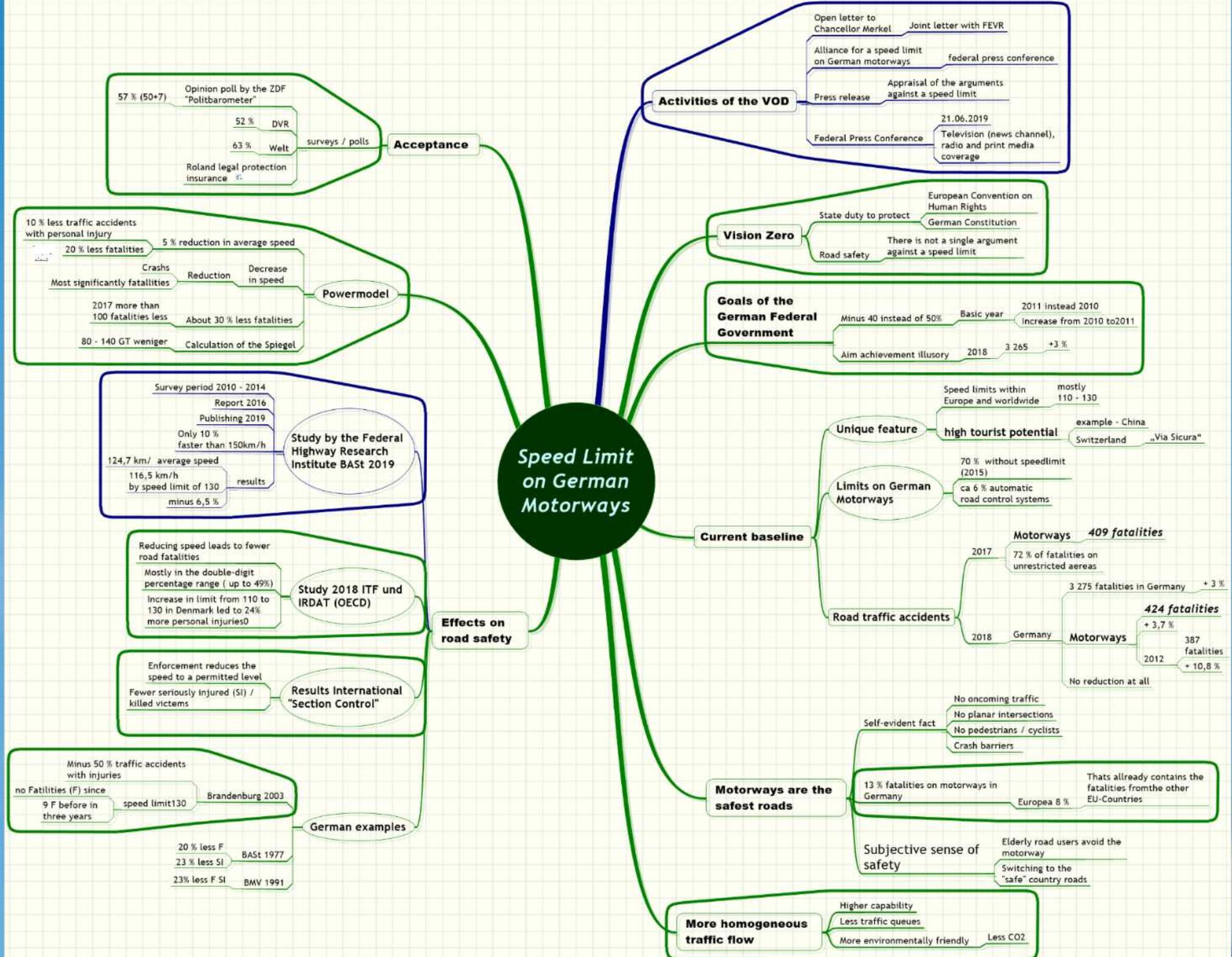
Scheuers Europakarte

- Von Idioten umzingelt -
surrounded by idiots





**Speed Limit
on German
Motorways**



Activities of the VOD

Open letter to
Chancellor Merkel

Joint letter with FEVR

Alliance for a speed limit
on German motorways

federal press conference

Press release

Appraisal of the arguments
against a speed limit

Federal Press Conference

21.06.2019

Television (news channel),
radio and print media
coverage

Vision Zero

State duty to protect

European Convention on
Human Rights

Road safety

German Constitution

There is not a single argument
against a speed limit

21.06.2019

Federal Press Conference

Television (news channel),
radio and print media
coverage

Vision Zero

State duty to protect

European Convention on
Human Rights

Road safety

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

2011 instead 2010

Aim achievement illusory

Increase from 2010 to 2011

2018

3 265

+3 %

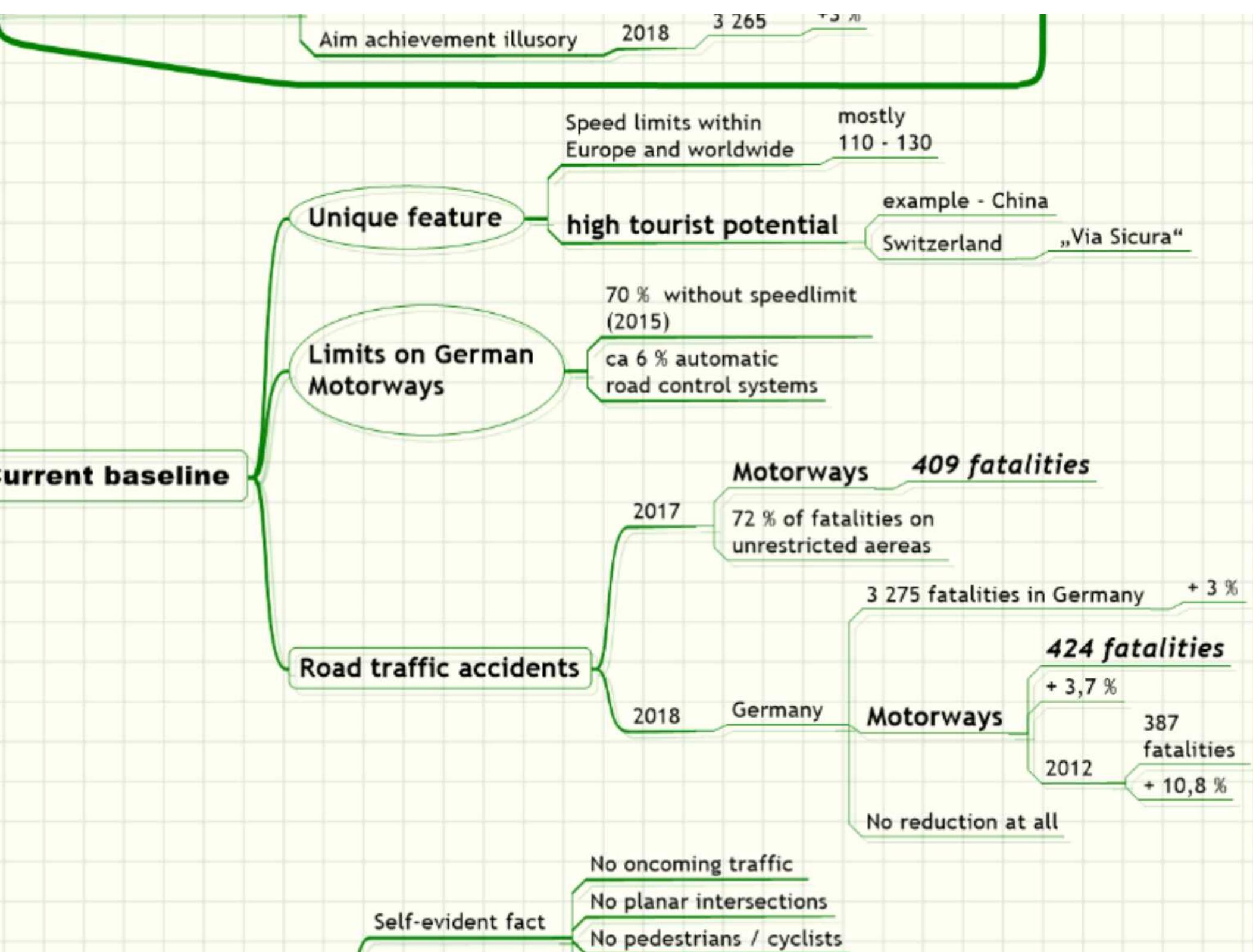
Speed limits within
Europe and worldwide

mostly
110 - 130

Unique feature**high tourist potential**

example - China
Switzerland

70 % without speedlimit



Road traffic accidents

2018

Germany

Motorways

424 fatalities

+ 3,7 %

387

fatalities

2012

+ 10,8 %

No reduction at all

No oncoming traffic

No planar intersections

No pedestrians / cyclists

Crash barriers

Self-evident fact

Motorways are the safest roads

13 % fatalities on motorways in Germany

Europea 8 %

Thats already contains the fatalities from the other EU-Countries

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

Effects on road safety

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)

Enforcement reduces the speed to a permitted level

Fewer seriously injured (SI) / killed victims

Results International "Section Control"

Minus 50 % traffic accidents with injuries

Fatalities (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

BASt 1977

BMV 1991

10 % less traffic accidents
with personal injury

20 % less fatalities

5 % reduction in average speed

Crashes
Most significantly fatalities

Reduction

Decrease
in speed

2017 more than
100 fatalities less

About 30 % less fatalities

80 - 140 GT weniger

Calculation of the Spiegel

Powermodel

Survey period 2010 - 2014

Report 2016

Publishing 2019

Only 10 %
faster than 150km/h

124,7 km/ average speed

116,5 km/h
by speed limit of 130

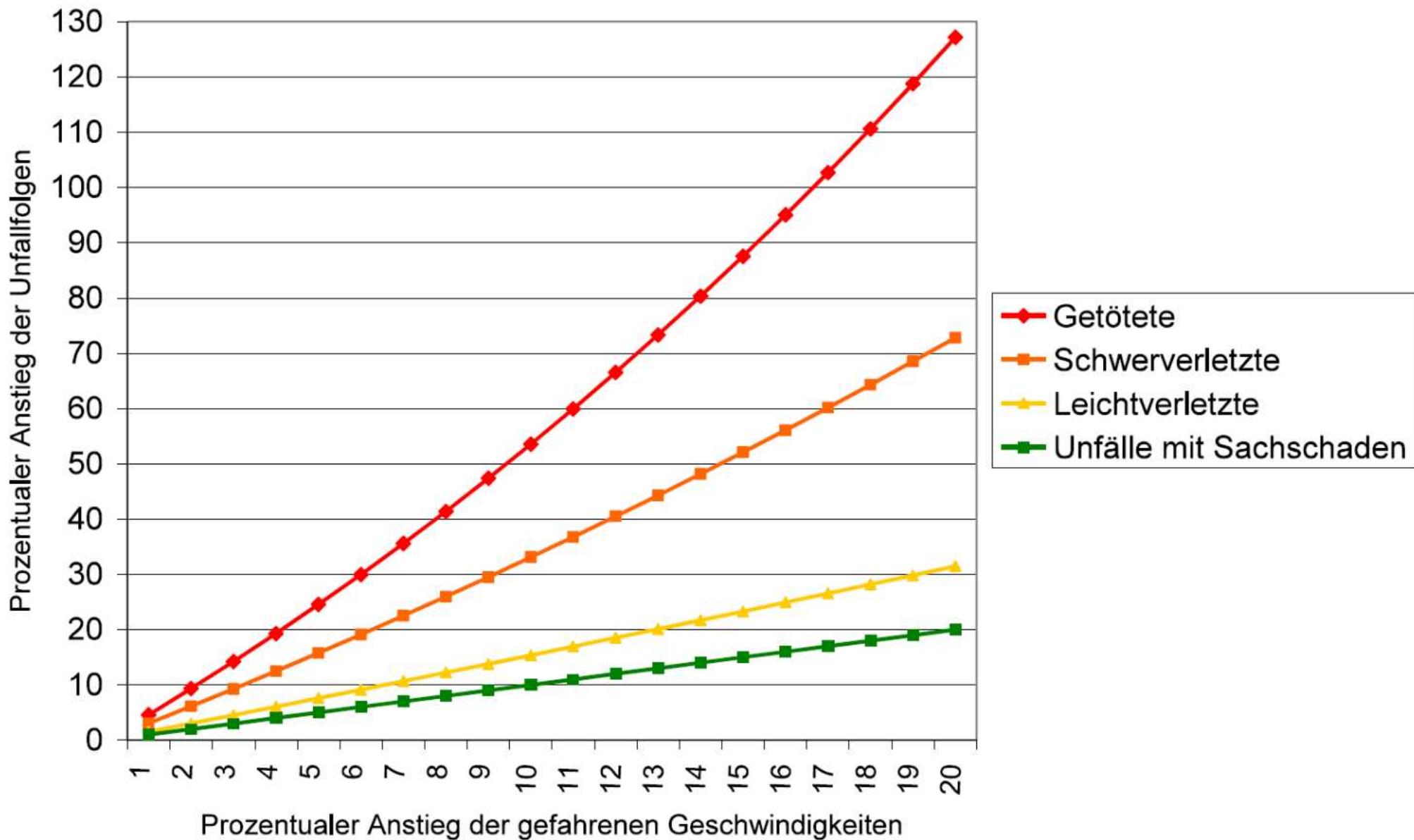
results

minus 6,5 %

**Study by the Federal
Highway Research
Institute BASt 2019**

Abbildung 1:

Vorhersagen des Power-Models für verschiedene Unfallkonsequenzen in Abhängigkeit von der prozentualen Geschwindigkeitsänderung



57 % (50+7)

Opinion poll by the ZDF
"Politbarometer"

52 %

DVR

63 %

Welt

Roland legal protection
insurance

surveys / polls

Acceptance

accidents

injury

loss fatalities

5 % reduction in average speed

Crashes

Decrease

Sind Sie für ein generelles Tempolimit auf Autobahnen?



Befürworter eines Tempolimits nach Geschlecht

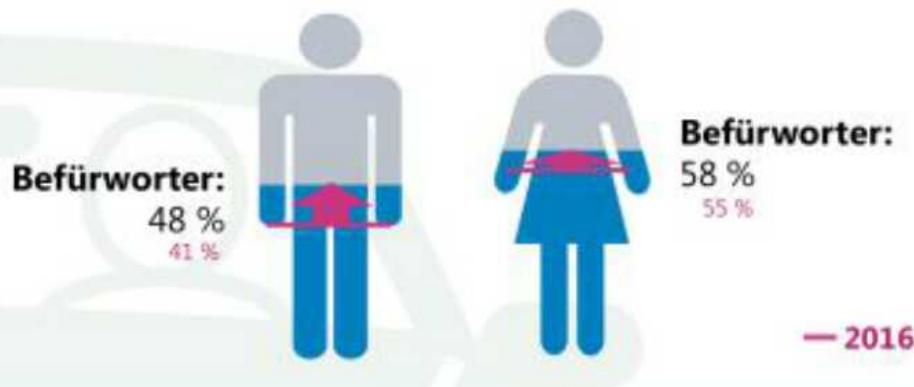
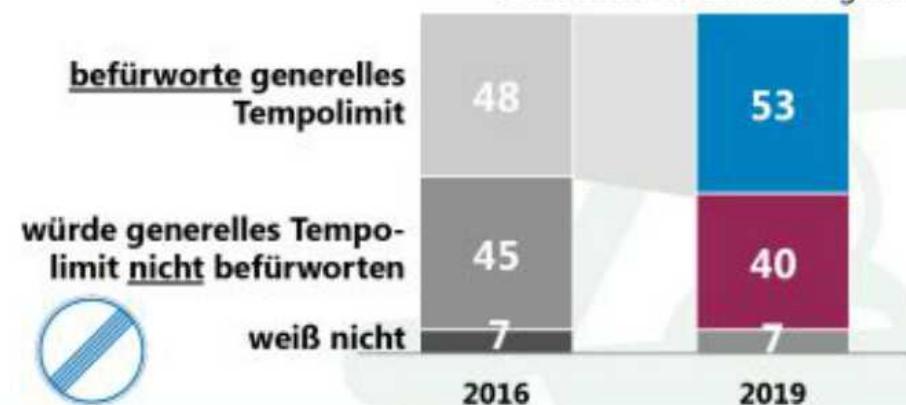


ROLAND-Umfrage 2019: Tempolimit

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?“)



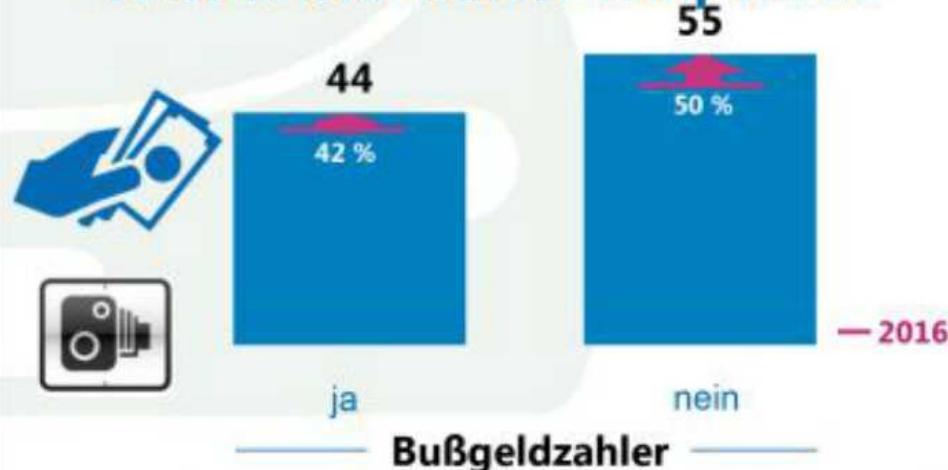
Zweckmäßiges Tempolimit

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



— 2016

Anteil Befürworter Tempolimit



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

Standpunkt g

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

**befürwortet generelles
Tempolimit**



weiß nicht

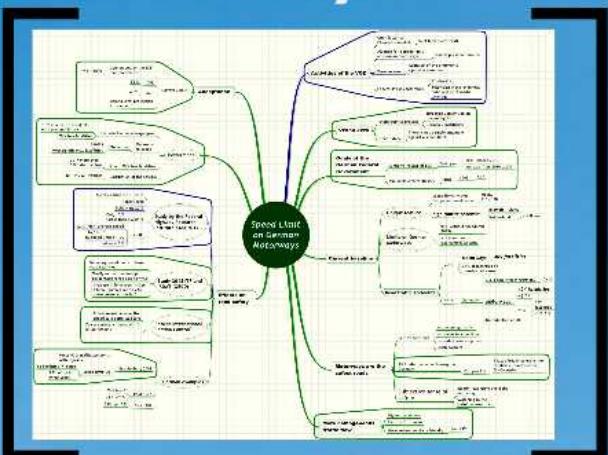
2016

2019

Zweckmäßiges Tempolimit

(Frage bei Befürwortern eines Tempolimits: „Welches generelle Tempolimit ist zweckmäßig?“)

Victim Avoidance by Deceleration





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.

General Speed Limit

80 km/h

Single carriageway rural non-motorway roads			
70 km/h	80 km/h	90 km/h	100 km/h
Belgium Flanders	Cyprus	Belgium Wallonia	Austria
Sweden	Denmark	Bulgaria	Germany
	Finland	The Czech Republic	Ireland (national roads)
	France*	Estonia	UK (97 km/h)
Ireland (non-national roads)		Greece	
Malta	Croatia		
Netherlands	Hungary		
Switzerland	Italy		
Israel	Luxembourg		
Norway	Latvia		
Serbia	Lithuania		
	Poland		
	Portugal		
	Romania		
	Slovenia		
	Slovakia		
	Spain*		

outside built-up areas

Germany 2015

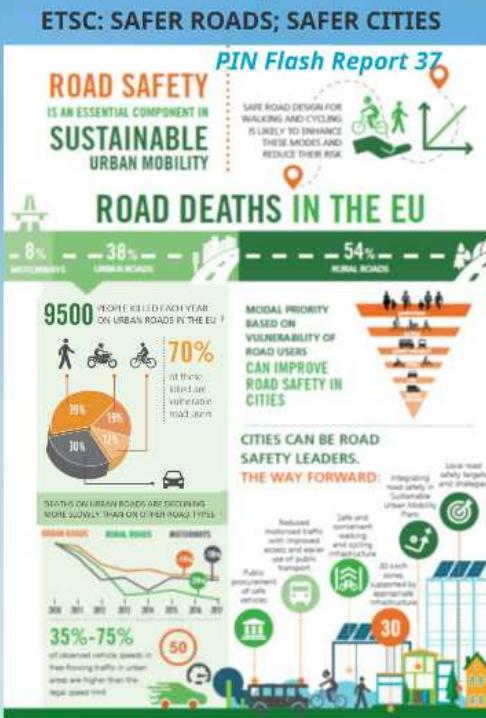
- Traffic court conference supports demand for 80 km/h speed limit on rural roads for all motor vehicles, even for trucks
- The overtaking pressure should be reduced.
- On well-developed rural roads, higher speed may be permitted in individual cases.



higher speed may be permitted in individual cases.

General Speed Limit 30 km/h

inside built-up areas / urban roads



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

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

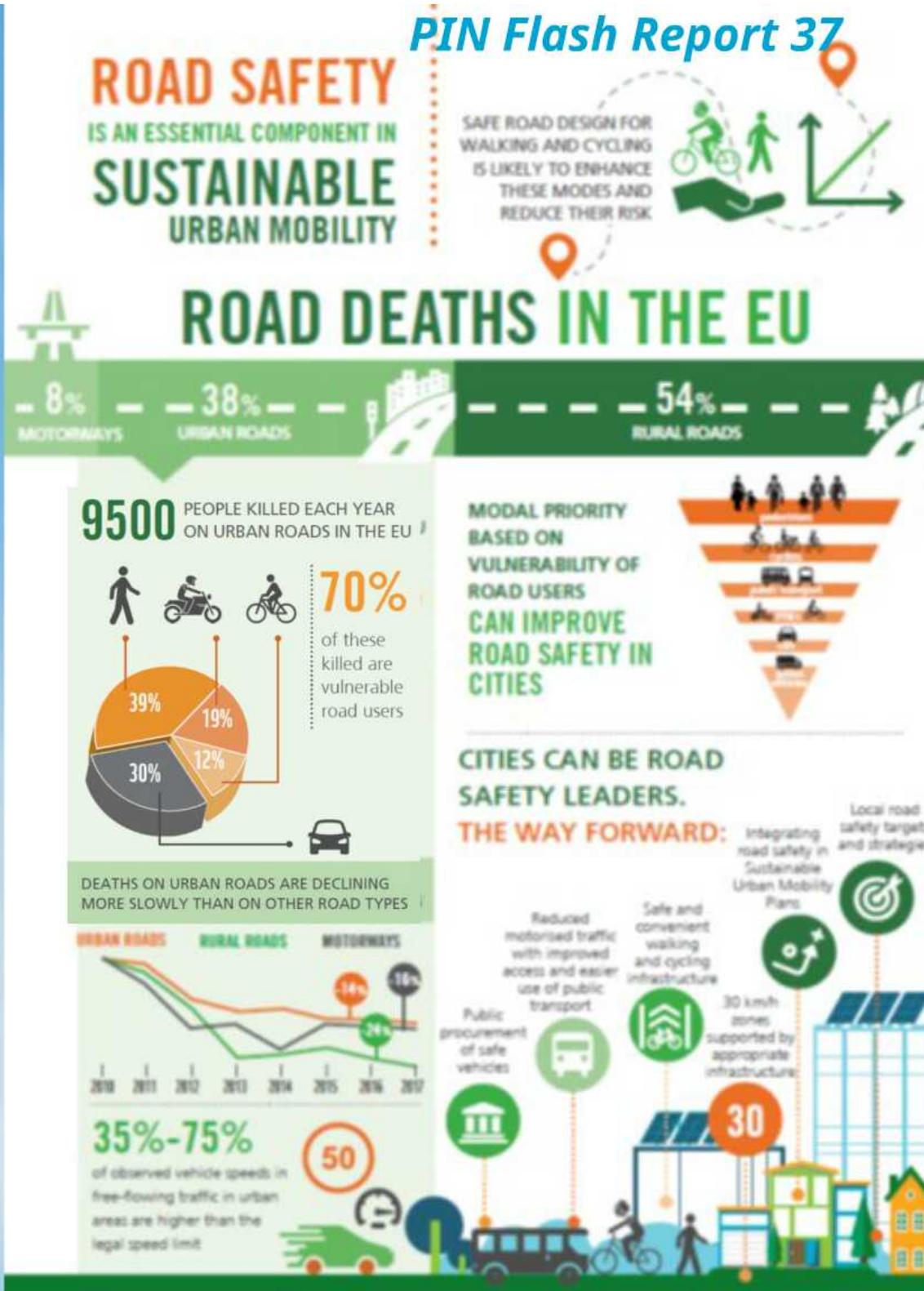
Adapting maximum speeds to the dangers in built-up areas
here: Reversal of the general speed (from 50 to 30 km/h)

"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.

...

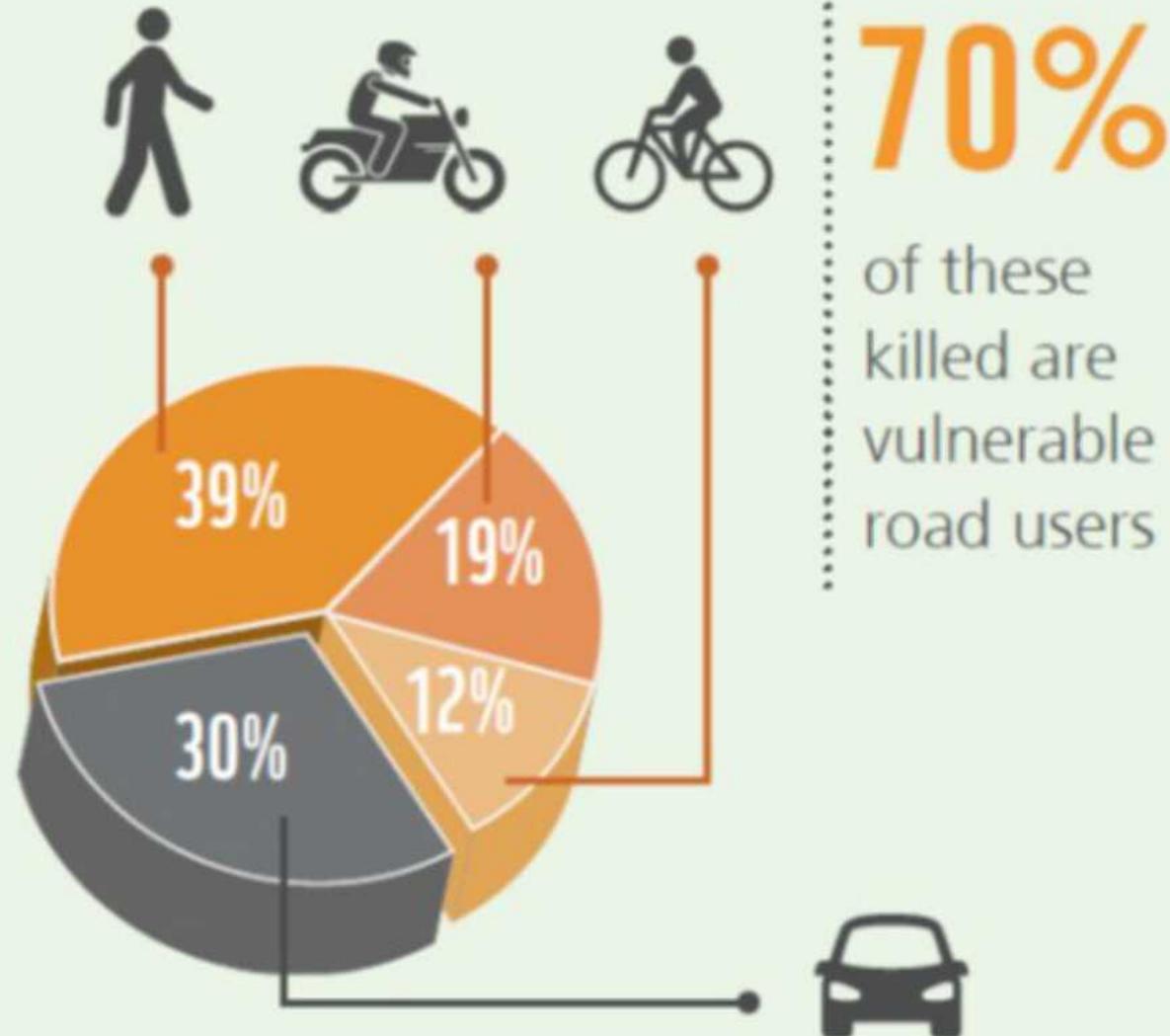
The German Road Safety Council (DVR) is therefore in favour of a scientifically supervised model test in order to obtain reliable findings with regard to the specified effects, the reduction potentials of accidents and their transferability."

chen Pasing



Decision of
• based on
Manager
*Adapting m
here: Revers
"In the conte
safety must r
context, it is
reduce both
...
The German
supervised n
specified effe
transferabil*

9500 PEOPLE KILLED EACH YEAR
ON URBAN ROADS IN THE EU



DEATHS ON URBAN ROADS ARE DECLINING
MORE SLOWLY THAN ON OTHER ROAD TYPES

MODAL
BASED
VULNER
ROAD U
CAN IN
ROAD
CITIES

CITIES
SAFET
THE W



DEKRA Roadsafety



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

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

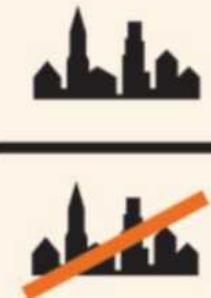
***Adapting maximum speeds to the dangers in built-up areas
here: Reversal of the general speed (from 50 to 30 km/h)***

"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."

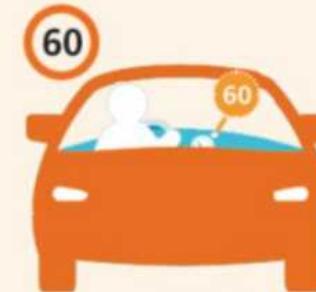
ETSC -> SOLUTIONS FOR SAFER SPEEDS



SAFE AND
CREDIBLE SPEED
LIMITS



SELF-EXPLAINING,
SELF-ENFORCING
ROADS



VEHICLES THAT HELP
DRIVERS TO COMPLY
WITH SPEED LIMITS



STRICTER
LAWS



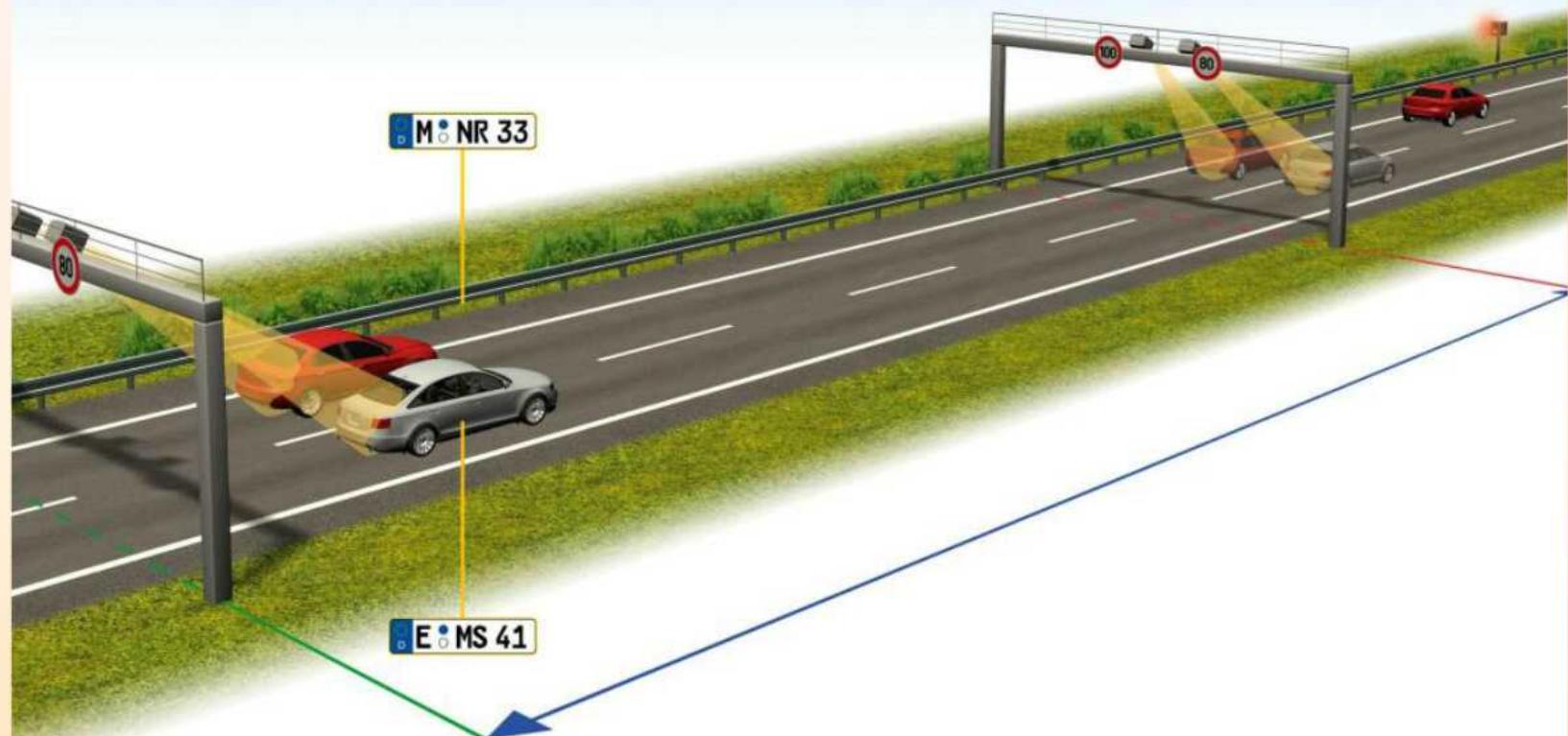
ROAD USER
EDUCATION



EFFECTIVE AND
FREQUENT TRAFFIC
LAW ENFORCEMENT
ACTIVITIES



Einfahrt	Kontrollabschnitt	Ausfahrt	Erkennung
NR 33 00:00	1,8 km	M NR 33 00:46	141 km
MS 41 00:00		E MS 41 00:8 I	80 km





POLIZEI NIEDERSACHSEN

www.polizei-st



eceleration

EEDS



AT HELP
COMPLY
LIMITS



ND
RAFFIC
EMENT

