



Better Smart Speed Management Infrastructure

Speed management is a set of measures to limit the negative effects of excessive and inappropriate speeds in the transport system.

Share of vehicles faster than the speed limit in the EU (ETSC):

on urban roads	up to 75%
on rural roads	up to 63%
on motorways	up to 59%

-10%

A 10 % cut in average speed can result in a **30 % reduction in fatal road traffic injuries.**

2.100

2.100 lives could be saved each year in the EU if average speed dropped by 1km/h.

Better Smart Speed Management Infrastructure

Because Your Road Safety is on our RADAR.



ABOUT RADAR PROJECT

9 Project Partners	11 Associated Strategic Partners	12 Countries across the Danube area and UK
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8 total outputs foreseen in RADAR project:

1 Road Safety Procedures Training Concept	9 Danube Infrastructure RS Improvement Action Plan
6 Road Infrastructure Safety Training Courses	9 Action Plan Uptake National Workshops
4 Study Visits	8 Pilot Actions on 4 Road Safety Thematic Areas
1 Danube Infrastructure RS Improvement Strategy	8 Databases on Pilot Actions

www.interreg-danube.eu/RADAR

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Design roads to calm traffic:

- ▶ **Urban design:**
Traffic-calming scheme that combines measures including roundabouts, road narrowing, speed bumps, chicanes (artificially created curves in the road) and rumble strips.
- ▶ **Low-speed zones:**
Creating special low-speed zones in areas heavily used by unprotected

road users reduces road traffic injury. (Especially in areas where motorized and non-motorized traffic flows are not separated)

- ▶ **Rural and urban expressways:**
Only permit higher speeds on motorways with safe roadsides, median separation, and intersections that separate vehicles of different sizes travelling at different speeds in different directions.

RECOMMENDED BY RADAR PROJECT

Recommendations for state governments/ministries/agencies:

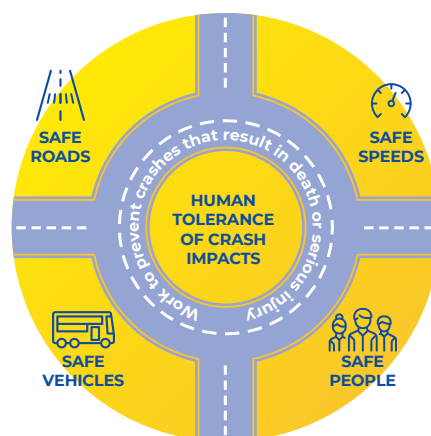
- ▶ Define a national minimal standard for existing and new roads based on internationally recognized methodology for road infrastructure safety rating.
- ▶ Dedicate certain portion of road infrastructure investments for road safety intervention.
- ▶ Ensure embedding of the Safe System approach to road legislation and practice.
- ▶ Ensure trainings of road safety auditors.
- ▶ Take into serious consideration also second level roads.
- ▶ Share good practices and approaches for road authorities and to regional/local governments.

Recommendations for local governments:

- ▶ Start systematic road safety data collection and analysis to plan interventions and investments on most critical locations.
- ▶ Consider:
 - ▷ Speed-activated warning signs
 - ▷ Variable speed limit signs on high-level roads
 - ▷ Time and weather dependent speed limits
 - ▷ Transversal rumble strips in the approach of junctions or sharp bends
 - ▷ Efficiency of administration of fines from automatic speed enforcement
 - ▷ Lack of resources among authorities tasked with the issuing of fines
 - ▷ Different degrees of automation

Recommendations for road authorities:

- ▶ Speed limits setting: elaboration and continuous revision of guidelines & systematic implementation.
- ▶ Speed limits consistency: differentiated speed limits depending on the function, alignment, volume, and structure of traffic defined in accordance with the existing local speed limits.
- ▶ Speed enforcement: implementation of section control, minimization of the obstacles in violation, processing procedures.
- ▶ Speed data collection and analysis: systematic collection of speed development data.



- Education and information
- Innovation
- Standards
- Coordination
- Data, research and evaluation
- Road rules and enforcement
- Licensing and registration