

Speed management in Austrian road traffic

... with special focus on urban areas

Karin Schranz
Department IV/IVVS2, Road Safety and Infrastructure Safety

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Georgia, Tbilisi 5th of October 2022 (online)*

Inappropriate Speed – a constant special challenge for road safety



Austrian Road Safety Strategy:
Image: stock.adobe.com -
visual-power

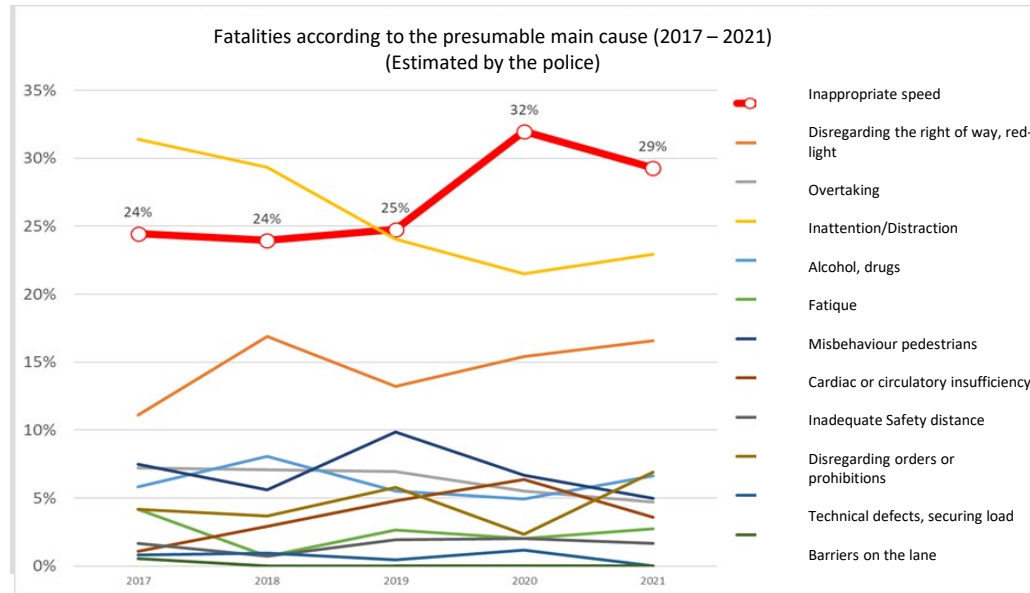
Basic Austrian road traffic regulations referring to speed

Speed	<ul style="list-style-type: none">• Urban: 50 Rural: 100• Motorways: 130 <p><u>Suspension of the driving licence:</u> Speeding in urban areas with more than 40 km/h beyond the legal limit Speeding in rural areas with more than 50 km/h beyond the legal limit</p>	<p><u>Since 1st of September 2021:</u> Clearly longer periods of driving licence suspensions when exceeding speed limits massively. The faster someone drives, the longer the period of suspensions. When repeating the offence, at least for a time period of 3 months.</p>
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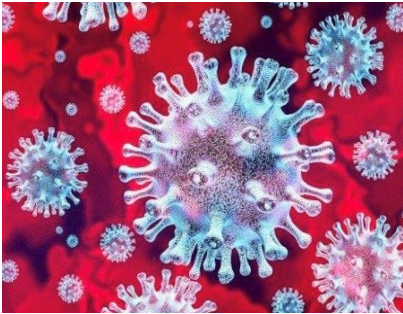
Austrian Road Safety Strategy: Image:
stock.adobe.com – Ewald Fröch

The current role of speed in the Austrian accident occurrence



Source: Statistics Austria
2017 – 2021; Analysed by the
Austrian Road Safety Board
KFV

The role of speed in road traffic during the Covid-19 pandemic 1/2



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- **Changes** in mobility behaviour
- **New challenges** for road safety



The role of speed in road traffic during the Covid-19 pandemia 2/2

- During the previous 30 years never so many cyclists have been injured in road traffic
- Compared to 2019 the number of deadly injured E-cyclists increased by 118 % (*Comment: before the absolute numbers were on low level*)
- Supposed* cause of an accident - inappropriate speed as a leading factor
- For the first time the number of fatalities was clearly below 400 in the year 2020. But despite this fact, more road users died because of inappropriate speed than in the previous years.
- Studies show that during the first lockdown 2020 clearly more drivers exceeded the speed limit of 50 km/h (50,5 instead of 43,9%) in urban areas. Three times more speed offenders exceeded the limit for more than 30 km/h.

Sources:

[Statistik Austria \(2022, press release 12.795-093/22\)](#)

[Statistik Austria \(2021, road traffic accidents 2020 - Summary\)](#)

[Austrian Road Safety Board KFV \(March 2021 – KFV investigates mobility and road safety in times of Covid-19\)](#)

* Initial estimation of the law enforcement officer on the accident spot

Inappropriate Speed – special dangers for vulnerable road users



Austrian Road Safety Strategy:
Image: stock.adobe.com - helivideo

Inappropriate Speed – what to do for safer roads in urban and rural areas?

A broad strategic programme, which considers speed generally by many specifics (1/3)

„For example, only 27 % of passenger cars adhere to the speed limit of 30 km/h. This is a problem for pedestrians and cyclists in particular. Especially for pedestrians and cyclists, the lack of compliance with the speed limit in urban areas means an increase in the severity of injuries and the risk of accidents.” (RSS p. 26)

„Few but very serious accidents involving pedestrians and cyclists are caused by trucks turning right. This problem could be exacerbated by increased numbers of pedelecs and e-micro scooters, which reach higher speeds than pedestrians and cyclists.” (RSS p. 27)

Austrian Road
Safety Strategy:
Image: BMK



Inappropriate Speed – what to do for safer roads in urban and rural areas?

A **broad strategic programme**, which considers speed generally by many specifics (2/3)

„The speed level of motorised traffic should be reduced to increase road safety, especially where motor vehicles and vulnerable road users share traffic facilities.” (RSS p. 30)

„Enable speed reductions in town centres and in front of schools and at accident blackspots (also on rural roads). Strengthening the principle of mutual consideration in the StVO. Maximum speed in shared space zones.” (RSS p. 30)

But also:

“Checking compliance with the permissible design speed for e-bikes/pedelecs and e-micro scooters (tuning!).” (RSS p. 32)

“In addition, the high speed limit tolerances and low punishments for speeding in comparison to other European countries do not appear to be conducive to roadsafety.” (RSS p. 33)

Georgia, 5th October 2022



Austrian Road
Safety Strategy:
Image: BMK

Inappropriate Speed – what to do for safer roads in urban and rural areas?

A **broad strategic programme**, which considers speed generally by many specifics (3/3)

Currently in preparation: RSS 2021-2030, Actionplan “Speed”

An **Actionplan “Speed”** accompanies our strategy, which covers detailed measures corresponding to research based speed facts, foresees time-tables to act and points out the different responsibilities to act in the federal structured country Austria. By focusing on this specific topic we hope to benefit from positive side effects for other emerging issues, like inattention and distraction in road traffic.

Austrian Road Safety Strategy 2021-2030 to download from BMK Website:
<https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html>



Austrian Road
Safety Strategy:
Image: BMK

Incorrigible speeders – how to deal with this special challenge?

Implemented in March 2021: Package of measures for speeders

- **Against extreme speeding**
- Increasing the max. frame for penalties from 2.180 € to 5.000 €
- Doubling the minimum period of withdrawal
- Doubling the time period of observation to 4 years

- Currently under consideration: possibility to seizeure



In summary: **What are our main goals for road safety? (1/2)**

- ✓ Minus 50 % fatalities and severe injured on our roads until 2030
- ✓ No more fatally injured children in road traffic until 2030
- ✓ A positive road safety culture, which is characterized by mutual respect and thoughtfulness

In short description: **How to achieve this and keep it sustainably?**

- ✓ Cooperation with other stakeholders (i.e. legislation, enforcement, awareness etc.)
- ✓ Addressing speed broadly (i.e. Austrian Road Safety Strategy 2021 – 2030 with its Action Plan)
- ✓ Measuring with indicators ...

In summary: What are our main goals for road safety? (2/2)

...Measuring with indicators

- For Austria, altogether 7 key performance indicators on roadsafety were collected and methodologically consolidated within the BASELINE project (funded by the European Commission)
- Speed KPI in the Austrian Road Safety Strategy
„ Percentage of vehicles travelling within the speed limit. This indicator is differentiated by road type and different speed limits: [...]” (RSS p. 59f)
- 2021:
The speed limit (weekday/daytime) on motorways (130 km/h) is followed by 80,9 percent of the drivers
The speed limit (weekday/daytime) on rural roads (100 km/h) is followed by 88,9 percent of the drivers
The speed limit (weekday/daytime) on urban roads (50 km/h) is followed by 57,4 percent of the drivers
(Source: Austrian Road Safety Board, KFV)

Road Safety, a central task for society



Austrian Road Safety Strategy: Image: stock.adobe.com - press-master

Thank you very much for your interest!

Karin Schranz
Department IV/IVVS2, Road Safety and Infrastructure Safety
karin.schranz@bmk.gv.at