

## **POLICY STATEMENT 5**

### **SPEED MANAGEMENT**

By the year 2020 IHIE wants to see an accountable, sustainable, well maintained transportation network available to all.

1. IHIE supports the philosophy of Speed Management as an integrated and focused approach by highway authorities, police authorities, and in certain circumstances vehicle manufacturers, to manage the speed of all road users to a level appropriate for the highway environment. Speed Management is a key Road Safety issue.
2. IHIE recognises that the potential benefits of having vehicle speeds better matched to the circumstances include:
  - casualty reduction (both in numbers and severity).
  - environmental improvements (noise and air pollution, health)
  - facilitation of more sustainable transportation modes
  - improved quality of life improvements for local communities
3. 3. IHIE recognises that in many circumstances vehicles are "going too fast for the circumstances" even though their actual speeds may be well within the relevant speed limit.

### **Changing the road Environment**

4. IHIE believes that each Highway Authority should be required to develop, in partnership with their local Police authority and the Highways Agency, a joint strategy for speed management within their area. It is recognised that the measurement of success of such strategies is difficult but each strategy should, nevertheless, include measurable outcomes against which the progress of the strategy can be assessed. These might include changes in number and severity of crashes, changes in vehicle speeds at control sites, or changes in attitude or awareness to be determined by random sample interviews/questionnaires.
5. IHIE believes that speed limits must be seen to be reasonable and appropriate to encourage willing compliance. A consistency of approach is needed to the imposition of speed limits, the intervention levels for their enforcement, and the penalties imposed on offenders. Speed limits and enforcement technology are not alternatives to planned traffic management measures to reduce speed and casualties but are complementary to these measures. To this end highway authorities should encourage road hierarchies that would dictate speed limits in their area.

6. IHIE believes that consideration should be given to the adoption of national village speed limits (i.e. within village nameplate boundaries).

### **Using New Technologies**

7. IHIE will press for greater freedom to be given to the development and use of new technology and techniques to address the problems of speeding. For example:  
the use of vehicle recognition systems linked to variable message signs to target individual speeding vehicles
  - o optimisation of area traffic control systems to manage speed and improve road safety.
  - o consideration of the setting of traffic signals to rest on all-red to slow traffic in urban areas in low-flow conditions
  - o the use of variable speed limits on motorways to reflect weather and traffic conditions, as employed elsewhere in Europe
  - o the use of variable speed limits at schools and sport facilities where there are distinct peak pedestrian movements.
8. IHIE believes that research should be undertaken into the fitting of "speed-limiter" devices to all vehicles. IHIE recognises the safety problems that limiters set at the national speed limits can have but normal vehicles have no need to exceed, say, 90 mph

### **Campaigning/Information**

9. IHIE recognises that effective speed management cannot be accomplished by engineering measures alone and acknowledges the very important role that driver education has in the management of speed. A culture change in national opinion, similar to that which was required to address drink-driving, will be required to achieve real changes in driver behaviour.
10. IHIE will, therefore, press the government to allocate the same level of resources and support to tackling speeding as has been devoted to the highly successful initiatives on drink-driving.
11. IHIE recognises the impact of "Just in Time" business practice and the hidden pressures of work and driving hours deadlines in encouraging high speeds to meet targets. Employers are a key influence on such behaviour and IHIE will work to influence employers in the engineering sector to give road safety and driver behaviour a higher profile in determining their working practices.

### **Improving Enforcement**

12. IHIE deplores the growing acceptance of fines and penalty points as a minor annoyance to the motorist rather than as a penalty for what should be socially unacceptable behaviour. The Institute will, therefore, press for the adoption of alternative penalties for speeding offences, to include retraining/driver education programmes for first offenders and stiffer penalties including long-term withdrawal of the driving licence for habitual offenders. The criminal status of speeding offences should be maintained.