



Rijkswaterstaat
*Ministry of Infrastructure and the
Environment*

Speed Management

The Netherlands
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Speed management

Measures are essential for limiting the negative effects of driving too fast and at inappropriate speeds

The next steps are important:

1. Safe en credible speed limits need to be determined in relation to the function (lay-out) of the road in the whole road network
2. ... in combination with dynamic and variable speed limits (such as weather conditions and traffic situation)
3. The road user has to know the local speed limit
4. Where necessary, local infrastructural measures must be used to enforce a safe speed.
5. Enforcement remains essential for the group of drivers that continues to speed
6. It is important to inform the road user by means of public information campaigns and education about the importance of speed management



Speed management

1. Safe en credible speed limits need to be determined in relation to the function (lay-out) of the road in the whole network

If all cars were able to keep the speed limit, there would be 30% less fatalities

The complete road network in the Netherlands is a classified system of

⇒ Through roads

⇒ Distributor roads

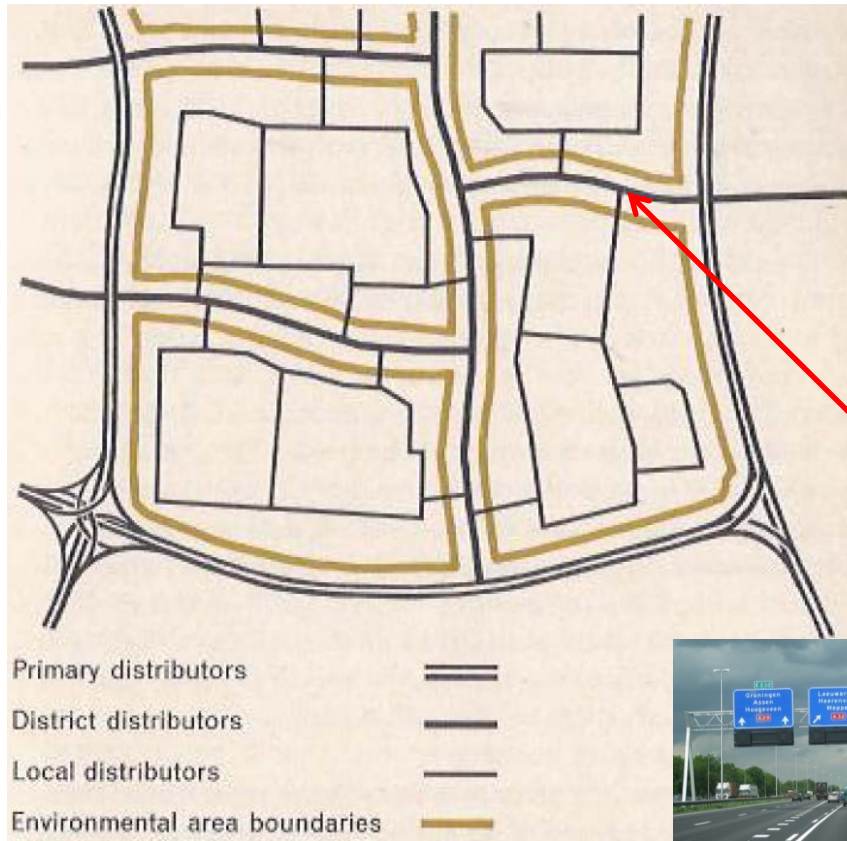
⇒ Access roads

Homogeneity of mass and/or speed and direction

Predictability of road course and road user behaviour by a recognizable road design



Classification of the road network





Speed management

1. Safe en credible speed limits need to be determined in relation to the function (lay-out) of the road in the whole network

Speed limit is safe and credible and in line with the lay-out and the surroundings

Specific characteristics of the road will influence the speed

Speed management



⇒ Through roads



⇒ Distributor roads



⇒ Access roads





Speed management

1. Safe en credible speed limits need to be determined in relation to the function (lay-out) of the road in the whole network

Speed limits in the Netherlands:

- 130 km/h on motorways (since 1 September 2012);
- 100 km/h on trunk roads;
- 80 km/h on other rural roads; and
- 50 km/h on urban roads.

Possible speed limits dependent from their function in the network:

- ⇒ 30 or 70 km/h on urban roads,
- ⇒ 100, 80, 60 km/h on rural roads, and
- ⇒ 130, 120, 100 or 80 km/h on motorways



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Most important markings for recognisability

	Through road 100	Distributor road 80	Access road 60
Outside built up area			
Inside built up area			

50
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30



Speed management

2. ... in combination with dynamic and variable speed limits (such as weather conditions and traffic situation)

Dynamic speed on motorways

- 130/120 – 90 – 70 – 50

Static speed on motorways

- Speed limit 90 during wet surface
- During the period 06-19hrs 100 or 120
- During the period 19-06hrs 130



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Speed management

3. The road user has to know the local speed limit

The local speed limit is indicated by a road sign

Sometimes by road marking



	Through road 100	Distributor 80	Access road 60
Outside built up			
Inside built up area			



Speed management

4. Where necessary, local infrastructural measures must be used to enforce a safe speed.



Speed humps especially in the vicinity of schools, pedestrian crossings
 But also at intersections



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Speed management

5. Police Enforcement remains essential for the group of drivers that continuous to speed

- Fixed Speed cameras
- Inconspicuous position police car
- Roadside checks/Apprehension
- Laser gun
- Video car
- Point to point cameras (average speed check; section control)
- Speed cameras combined with traffic lights (intersection speed and red light)



Agreement with Regional parties like Provinces (responsible for Road safety) and Municipalities



Speed management

6. It is important to inform the road user by means of public information campaigns and education about the importance of speed management

- Pupils at primary school in order to influence their parents
- Pupils at secondary schools: the moped training gives the possibility for paying attention for driving too fast
- Driver training: future drivers have to learn all about safe speeds
- Public information about surveillance, speed humps and the effects of driving too fast



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Summary Presentation

1. Safe en credible speed limits need to be determined in relation to the function (lay-out) of the road in the whole road network
2. ... in combination with dynamic and variable speed limits (such as weather conditions and traffic situation)
3. The road user has to know the local speed limit
4. Where necessary, local infrastructural measures must be used to enforce a safe speed.
5. Police Enforcement remains essential for the group of drivers that continues to speed
6. It is important to inform the road user by means of public information campaigns and education about the importance of speed management



Sustainable Safety Principle Description

1. Functionality of roads Monofunctionality of roads as either through roads, distributor roads, or access roads in a hierarchically structured road network
2. Homogeneity of mass and/or speed and direction Equality of speed, direction, and mass at moderate and high speeds
3. Predictability of road course and road user behaviour by a recognizable road design Road environment and road user behaviour that support road user expectations through consistency and continuity of road design
4. Forgivingness of the environment and of road users Injury limitation through a forgiving road environment and anticipation of road user behaviour
5. State awareness by the road user Ability to assess one's capacity to handle the driving task