

SPEED LIMITATION AND ROAD SAFETY
INTERVIEW OF **KHAIR SAID JADAAN**,
UNIVERSITY PROFESSOR



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Amman, Jordan

Can you tell us your story about speed limitation/management?

Speeding – which encompasses excessive speed (i.e. driving above the speed limits) or inappropriate speed (driving too fast for the prevailing conditions, but within the limits) – is dangerous often contributing to a significant percentage of injury accidents and an aggravating factor in all accidents. Recent research revealed that a 5 % increase in average speed leads to approximately a 10 % increase in all injury accidents and a 20 % increase in fatal accidents.

Road safety in Jordan falls behind many developed and developing countries with speeding being the number one road safety problem. In 2019, a total of 10446 injury accidents occurred in Jordan with speed contributing to about one third of these accidents, besides being an aggravating factor in the severity of all accidents.

Yet, the driving population of Jordan in general is unaware of the seriousness of speeding and its consequences. There is a general lack of awareness among drivers of the actual implications of speeding, as

accidents are often not highlighted enough to leave an impact on the behavior of road users. Furthermore, a large part of the challenge faced in Jordan is the lack of enforcement for speed limitations around critical areas.

A majority of drivers would only adhere to speed limits when confronted with clear enforcement techniques such as speed cameras to avoid being fined.

In addition, the poor infrastructure, the absence of integrating features (such as laybys) that facilitate speed enforcement and the lack of clear and adequate road crossing areas also contribute significantly to speed limit adherence and safe road crossing behavior.

We carried a recent comprehensive study to investigate the motives of speeding behavior among Jordanian drivers. Thematical analysis of the collected data identified the following top motives behind speeding

- Feeling /urgency to arrive to work/ destination.
- Emergencies and urgent situations-e.g., medical emergency.



- Being alone in the vehicle.
- Only if required.
- Habitually/involuntarily.

Furthermore, many parents of school children complained about the excessive speed at which the bus drivers travel to reach on time, besides overcrowding the bus (accommodating as much as 35 students in a bus of 22 as maximum capacity)

What could make a difference in the future?

Road Safety Management(RSM) systems are complex, as they include various components (structures, plans, processes, outputs, tools, etc.) calling for, effective organization of RSM as being a prerequisite for achieving good road safety results(without isolating speed management). However, the core of what could make a real difference in the future falls within three main broad categories.

Secure a high-level political will, commitment and heavy support to improve RS. Developing a comprehensive implementable National RS Strategy(NRSS) is core to RS improvement. It addresses key road safety challenges(including speed limitations management) and details a range of priority national actions focused on strategically important initiatives to be taken by governments over the next decade

1. Abolish all sorts of social influence and mediations aiming at not charging the law violator(including over-speeding drivers)

2. Changing safety culture. A change in the view of locals towards driving, speed limits,and the dangers associated with them.

3. Address speeding-related accidents through the implementation of a comprehensive Speed Management Program. An effective program addresses all factors that influence speeding through engineering, enforcement, education, and emergency services—known as the four E's of safety.

More specifically, as regards to speed limitation management, besides the well-known traditional actions, the following actions could make a real difference in the future

1. Road safety management coordination and funding.

2. Apply improved and stricter law enforcement issues: legislative procedures, policies and current policing techniques.

3. Apply "Automatic enforcement" which are either fixed or truck-mounted (random location) cameras that detect speeding vehicles through a detection zone and issue tickets by mail. This is coupled with broader application of speed cameras.

4. Increased enforcement through increased levels of

police presence and consider introducing the idea of speed traps to increase the chances of being caught speeding.

5. Increased penalties be enforced for habitual (repeat) speeders. It is believed that a general increase in higher speed fines would not be effective.

6. Introduce multi-session "classroom" speed awareness courses that teach the dangers of speeding and speed awareness strategies to a targeted audience of repeat and/or dangerous speeders.

7. Apply different types of engineering and/or roadway countermeasures including rumble/vibration treatments (such as speed Tables; speed humps), pavement markings (which make drivers seem are travelling higher than reality), and speed displays (Changeable signs that remind drivers of their speed) with wide application of various traffic calming techniques such as chicanes especially in residential areas.

These countermeasures should target all drivers, speeders and non-speeders.

8. Apply vehicle-based countermeasures including three main measures; speed limiters in engines, in-vehicle speed limit displays, and fuel economy displays.

9. Start moving towards intelligent transportation system ITS) in controlling speed.

10. Proper land use and transportation planning that

ensures uniform speed through the entire road network considering the needs and characteristics of all road users.

What is your dream for this UN Week for Road Safety for the future for speed limitation/management in on in your country? Would you have a message?

- Gaining political and community support while securing the commitments and direct involvement of government high officials.
- Changing the traffic safety culture; the values, beliefs, and actions that affect road traffic safety.
- Creating an undeniably sound framework for speed limits adherence, one that can be applied to all countries regardless of their infrastructure or current capacities.
- Wider application of new technologies (such as ITS) that can improve road safety performance through monitoring driver behavior, controlling vehicles, providing information for safe driving and giving warnings to drivers to change their behavior.

Reducing road deaths and injuries in Jordan through increasing restraint use.

The UN Road Safety Fund (UNRSF) works with the Economic and Social Commission for Western Asia (UNESCWA) and with Ministry of Transport, Public Security Directorate (Jordan Traffic Institute) to improve road safety in Jordan.

The purpose of the project is to Increase the seat belt and other restraints use in Jordan to ultimately reduce road deaths and injuries by bridging the gaps in areas of related regulatory framework in Jordan.

[unroadsafetyfund.org](https://www.unescwa.org/)

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