Strategies to tackle the issue of speed

Regional Meeting on the Regional Plan for the Decade of Action for Road Safety and Expert Group Meeting on Improving Road Safety

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SPEED: THE CORE PROBLEM

Speed determines the amount of energy that must be managed in a crash, and even the best vehicle and road designs have limits.

All roads and vehicles should be designed to control speeds and manage the kinetic energy of moving vehicles so that when ANYONE makes errors, they will be protected from crash forces that could cause death or serious injury.
SPEED MANAGEMENT: THE BIGGEST OPPORTUNITY

- Inclusive solution for all road users globally
- Lower speed environments: healthy, livable and green
- Lower urban speed promotes:
  - public transport and non-motorized active transport
  - reduce the need to allocate space for car and create more space for urban recreation and commerce
- Forward thinking promising a sustainable future – urban areas will grow by more than 50% over the coming 30 years – the majority of this expansion occurring in Africa and Asia.
- Trajectory of car dependence is likely to be shaped during the period of motorization - many ESCAP nations are in this period.

Ecola, L., Rohr, C., Zmud, J., Kuhnlimhof, T., Phleps, P. 2014. The future of driving in developing countries. RAND and the Institute for Mobility Research.
SPEED MANAGEMENT: CORE OF Safe System approach

- Cross-cutting through multimodal transport and land use planning, infrastructure, vehicle design and road user behaviour.
- Appropriate speed management impacts crash likelihood and severity, AND affects the effectiveness of other safety interventions.
Speed management strategies

Examples:

● Set speeds to a level that vehicle and road design features can limit crash forces to human injury tolerance limits so if a crash does occur, it does not result in a serious injury or death

● Well-designed roads and roadsides that
  o force safe driving speeds, instead of encouraging unsafe speeds e.g. speed humps, raised platform crossings, roundabouts, chicanes
  o alert and slow down drivers where vulnerable road users are present

● 30 km/h or lower zone in urban areas where there is a typical, predictable mix of cars, cyclists, motorcyclists, and pedestrians

● Well-designed and regulated vehicles that limit speed

● Lower speed limits combined with enforcement and publicity to deter speeding
Example of rumble strips across the road to alert drivers to approaching speed hump in Vietnam

Example of 30 km/h speed limit and speed hump in rural Georgia

GLOBAL ALLIANCE OF NGOs FOR ROAD SAFETY

Mission Statement: We mobilize and empower NGOs from around the world to act together to make roads safer for all road users and advocate for the rights of victims.
NGOs CALL TO ACTION in ASIA PACIFIC

“(...) We call on all governments in Asia Pacific to commit to act for people’s right to safe mobility and a 50% reduction in road deaths and injuries by 2030, with an urgent focus on motorcycle users who are at greatest risk of injury in the region.”

https://www.roadsafetyngos.org/act-now/committoact/asia-pacific-call-to-action/
We demand:

EVIDENCE-BASED ACTIONS

Protect all users on the road by:

i. Implementing laws ... that limit speed to 30km/h or lower in school zones and where people live, walk, and play, through speed limits and traffic calming measures;

ii. ...;

iii. Ensuring that legislation ... is enforced effectively by enforcement agencies that have both capacity and resources to deliver effectively;

iv. Guaranteeing the safety and quality of road infrastructure, ...;

v. Improving public transportation in urban, semi-urban, and rural areas;...

vi. ...

Protect riders and passengers of motorized two-wheelers, which are...

i. Addressing the vulnerability of riders and their passengers through all aspects of the road system, including road design and infrastructure, legislation, ....

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