Empowering Communities to Manage Speed
OPENING REMARKS

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PANEL DISCUSSION

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Q&A SESSION
LOW SPEED ZONE GUIDE

Empowering Communities to Manage Speed
SPEED IS THE BIGGEST AND MOST CONTESTED KILLER

When a vehicle is traveling at...

- 30 KPH
- 50 KPH
- 65 KPH

- this is the driver’s field of vision.

- It takes...
  - 14 m TO STOP
  - 26 m TO STOP
  - 44 m TO STOP

- and pedestrians hit at this speed have a...
  - 13% Likelihood of fatality or severe injury
  - 40% Likelihood of fatality or severe injury
  - 73% Likelihood of fatality or severe injury

Source: Elaborated by authors based on Tefft 2011; FHWA 2016.
WHAT IS A ‘SAFE’ SPEED?

A “safe” speed limit is considered one where most crashes can be avoided.
‘LOW-SPEED ZONES’
THE SOLUTION FOR EFFECTIVE SPEED MANAGEMENT
SAFE SYSTEM APPROACH AND SPEED MANAGEMENT

**PRINCIPLES**
- Humans Make Errors
- Humans Are Vulnerable to Injury
- Responsibility Is Shared
- No Death or Serious Injury is Acceptable
- Proactive vs. Reactive

**CORE ELEMENTS**
- Economic Analysis
- Priorities and Planning
- Monitoring and Evaluation
- Comprehensive Governance and Management
- Strong Targets and Data

**ACTION AREAS**
- Land Use Planning
- Street Design and Engineering
- Improved Mobility Options
- Speed Management
- Enforcement, Laws and Regulation
- Education and Capacity Building
- Vehicle Design and Technology
- Post-crash Emergency Response and Care

Note: Principles are multicolored, core elements are in grey, and action areas are in orange.
WHAT ARE LOW SPEED ZONES?

A low-speed zone is a defined area – such as a school zone, neighbourhood or commercial district – that aims to improve the safety of vulnerable users through traffic-calming measures.

Target Speed – 30KM/H or Lower
GROWTH OF LOW-SPEED ZONES

Source: Low Speed Zone Guide
The city of Paris will extend 30 km/h limits to cover the entire city from 2021.

Brussels, will also move to 30 km/h across a majority of streets from 2021.
BENEFITS OF LOW-SPEED ZONES

- Health and Well-being
- Economy
- Safety
- Nature and Sustainability
- Equity
- Catalyst for Improving Cities
- Stronger Communities
Cidade 2000, Fortaleza, Brazil
STEPS TO DEVELOP A LOW SPEED ZONE

PLANNING

DESIGN

CONSTRUCTION

POST-CONSTRUCTION

DECISION MAKER AND STAKEHOLDER ENGAGEMENT
KEY PRINCIPLES OF LOW-SPEED ZONE DESIGN

1. Design for Target Speed
2. Consider the Street Configuration
3. Consider All Types Of Users
4. Be sensitive to context
5. Evaluate for Safety
KEY PRINCIPLES OF LOW SPEED ZONE DESIGN

- Design for Target Speed
- Consider the Street Configuration
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<table>
<thead>
<tr>
<th>Appropriate Target Speed</th>
<th>Circumstances</th>
</tr>
</thead>
</table>
| 30 km/h or lower         | • Streets with sidewalks and people walking and biking  
                          | • Residential areas |
| 20 – 10 km/h             | • Shared street space  
                          | • Play areas or parks, school zones  
                          | • Areas with concentrations of seniors or people with disabilities |
DESIGN ELEMENTS THAT CAN BE USED TO ACHIEVE TARGET SPEEDS

- Protected Intersections
- Truck Aprons
- Speed Cushions
- Chicanes
- Curb Extension
- Raised Intersection
- Raised Crosswalk
- Chockers
- Narrowing of Vehicular Travel Lane
- Speed Feedback Sign

Illustrations from the Low Speed Zone Guide
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Adapted from the Green Transportation Hierarchy proposed by Chris Bradshaw in 1994.
KEY PRINCIPLES OF LOW SPEED ZONE DESIGN

Design for Target Speed

Consider the Street Configuration

Consider All Types Of Users

Be sensitive to context

Evaluate for Safety
Commercial Streets 30 km/h
Residential Streets 25 km/h
School Zone Streets 20 km/h
Shared Streets 10-15 km/h

Source: Google Maps
KEY PRINCIPLES OF LOW SPEED ZONE DESIGN

- Design for Target Speed
- Consider the Street Configuration
- Consider All Types Of Users
- Be sensitive to context
- Evaluate for Safety
• Are your project goals being met?
• What can be done to improve the outcomes?
• Are there any spillover effects?
• Impact on road users?
Road users are largely children, the street design should focus on their needs.
CONSTRUCTING A LOW-SPEED ZONE
STAKEHOLDER ENGAGEMENT (AT EVERY STAGE)
Make them feel involved and be open to their concerns
Deaths and serious injuries are a highly visible result due to lack of road safety, but more has been lost to high car speeds than we realize.

The solution to this growing problem is Low-Speed Zones.
LOW SPEED ZONE GUIDE

Empowering communities and decision-makers to plan, design and implement effective low-speed zones
PRE-LAUNCH:
Global Guide on Speed Management
About **650,000 PEOPLE** are estimated to die annually in road crashes because of speeding, though this is most likely an under-estimate.

More significant is that reductions in speed can result in substantially greater levels of fatal and serious injury reduction (60%+).
WHY THIS GUIDE IS DIFFERENT THAN THE OTHER SPEED MANAGEMENT GUIDES?
1. Wider benefits of Speed Management

• The environmental benefits of lowering speed limits
• The health benefits of lowering speed limits
• The Livability, placemaking, social inclusion and access benefits of lowering speed limits
• The economic benefits of lowering speed limits
• The travel benefits of lowering speed limits
2. Speed Management Overall process

- Speed Management Strategy
- Speed Management Plan
- How to set Speed Limits
- How to support Speed Limits
3. Myths around Speed Management

- Speed isn’t a major cause of road crashes
- The public / communities want higher speeds
- People don’t want speeds down, don’t want speed humps
- Speed cameras are just a way to generate money for governments
GLOBAL GUIDE ON SPEED MANAGEMENT

4. Speed Management in different Road Environments

• Speed management in cities
• Speed management in city outskirts
• Speed management in towns and villages
• Speed management in non-build up areas
5. Speed management solutions

- Solutions in infrastructure and road design
- Solutions in enforcement
- Solutions in vehicle technology
- Solutions in education and communication
- Solutions in land use planning and improved mobility options
SEEKING INPUTS FOR FURTHER ENHANCEMENT OF THE GUIDE

• Seek inputs
• Gaps
• Scope for engagement
LET'S WORK FOR #StreetsForLife!

http://roadsafetyfacility.org