



PARALLEL SESSION: REAPING THE BENEFITS OF SAFE SPEEDS

Session Conclusions

Date: February 28, 2020

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1. KEYWORDS

Speed management, Vulnerable Road Users, Safe System Approach, Sustainable Development Goals (SDG)

2. TITLE OF THE SESSION

Reaping the benefits of safe speeds

3. TOPIC OF THE SESSION

The topic of the session was to highlight the cross-sectoral role of managing speed to improve road safety performance, explore opportunities for prioritizing speed management and to share experience of successful activity in developing countries.

4. SHORT SUMMARY OF SESSION

The panel session was moderated by Jeanne Breen, independent road safety consultant and expert. It started with a brief technical talk by Soames Job, Global Lead for Road Safety, World Bank on the rationale for speed management and the many cost-effective opportunities it presented to prevent road crash death and serious injury, reduce societal costs and contribute to other goals. This was followed by a panel discussion among government leaders, developmental organizations and civil societies represented by Osagie E. Ehanire, Minister of Health, Nigeria; Saad Al-Muhannadi, President of Public Works Authority, Qatar; Hartwig Schafer, Vice President South Asia, World Bank; Dave Cliff, CEO, Global Road Safety Partnership. The panel were asked several questions relating to their field of expertise, followed by questions from the floor and concluding with a summing up by Soames Job.

5. OVERALL MESSAGES

The main outcome of the session was universal consensus on the key role of excess and inappropriate operating speed as a leading risk factor for global crash deaths and serious injuries which requires urgent attention and management. The session highlighted that managing speed is at the core of road injury prevention - small changes in speed can have a substantial impact on reducing road crash risk - and central to a Safe System approach towards zero road deaths and serious injuries. Large benefits to cost were reported for a range of speed management measures for which there is a large knowledge base.

The session further highlighted that speed management relies on coordinated multi-sectoral efforts involving infrastructure planning and design (where road function matches design, layout and safe allowable speeds), legislation and traffic policy, vehicle safety standards (including intelligent speed assistance) as well as a combination of public awareness and deterrent based automated enforcement. Countries which have implemented the Safe System approach to intervention – Safe Speeds, Safe Roads and Roadsides , Safe Vehicles, Safe Road Use and Post-Crash Care are those which have made the most progress in saving lives on their roads. As voiced by the development organizations, speed management is not only a key strategy for improving road safety overall but can help move the needle to achieve a range of Sustainable Development Goals (SDGs) for the environment and reduced pollution, inclusion and poverty reduction and efficiency. Better speed management also makes road safety more equitable by prioritizing safety for pedestrians and bicyclists, who are most vulnerable on roads designed for cars and heavy vehicles and in impacts with vehicles which aim to offer protection for their occupants.

6. OVERALL RECOMMENDATIONS

The key recommendation from the session is that managing speed down to safe levels must be an urgent priority for the next decade and addressed in a holistic manner. This is an especially important issue in developing countries starting out in road safety where there is insufficient road safety management capacity in general and low capacity for speed enforcement, network safety management, infrastructure speed calming measures, vehicle safety standard implementation, fleet monitoring and general public awareness. Impressive results can be produced when these interventions are combined and made possible by appropriate levels of human and financial resource.

Initial steps can yield quick results. In an urban environment, as exemplified in the case of Qatar, the design environment around schools involved the use of roundabouts, other speed calming measures and the lowering of urban speed limits lead to impressive results in terms of speed management and life saving impact. Safe Corridor projects can also play a key role in developing road safety management and the Nigerian Health Minister referred to national experience in developing capacity for speed management and post-crash care.

The focus of management should also emphasize the planning and designing of roads and roadsides which are fit for purpose, not always catering exclusively for motorized traffic but also providing safe infrastructure facilities and speed management where they interact for slow-moving non-motorized traffic and other vulnerable users like motorcyclists.

It was noted that one of the successes of the Decade has been new or improved tools to assist countries who want to perform better including Global NCAP and regional NCAPs, iRAP, and a range of guidance on road safety management, Safe System and specific intervention, including speed management. The panel discussion highlighted a recently

launched Tool by the World Bank and Global Road Safety Partnership, recommended for implementing agencies to determine the level of readiness to move to automated enforcement (AE). Speed cameras enforcing speed limits are a common application of AE and there are many systemic legal and operational elements that must be in place before AE can be effective.

[Report can be downloaded from here](#)

7. IMPORTANT FINDINGS (EX. TECHNICAL OR OTHERS)

The important findings as expressed by the panellists is that while road crash deaths and injuries are an overwhelming health and economic burden in all but especially developing countries, speed management strategies are gaining visibility.

The use of speed cameras and AE can also be effective to enforcement measures but caution is needed to ensure such interventions are effective and agencies have the appropriate capacity to manage such systems. The new guidance can help here.

In his technical presentation, global expert, Soames Job discussed some of the myths about the effects of speed and the importance of looking at evidence. He demonstrated that speed has large impacts on multiple components of travel cost. Contrary to the perception that increasing speeds produces is good for the economy, he noted that economically ideal speeds can be well below typical speed limits.

8. SPECIFIC RECOMMENDATIONS FOR DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENTS AND THE PRIVATE SECTOR

[Nothing additional to elaborate here outside of the recommendation outlined above]

9. PREPARATION OF THE SESSION

The following were involved in the preparation of the session:

- Soames Job, World Bank Group
- Nhan Tran, World Health Organization
- Anders Lie, Swedish Transport Administration

10. SESSION PROGRAM

Moderator: Jeanne Breen

Expert: Soames Job

Rapporteur: Dipan Bose

Coordinator: Joelle Aerts

Plan and timing:

The program involved an introductory talk as mentioned below which was followed by a moderated panel discussion.

Approx. Time	Topic/Presentation title	Speaker (title, role/position, organisation)
10 min	Speed Management	Soames Job, Global Lead for Road Safety, World Bank;

		Introduction to the session