



Eastern Partnership

Road Safety Cooperation



EaP | Eastern Partnership



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WG 2: Speed Management
and Enforcement

Kyiv, June 7, 2018

EaP Working Group 2 – Speed Management and Traffic Laws Enforcement - OBJECTIVES

General Objective

25% fatalities reduction in all EaP countries by 2020 compared with 2016

WG 2 Objectives

1. Improved speed management and enforcement.
2. Improve enforcement of seatbelts use in all EaPCs

EaP Working Group 2 – Speed Management and Traffic Laws Enforcement - TARGETS

WG 2 Expected results/targets:

1. Increased speed controls by instituting at least mobile/random regular speed enforcement systems in EaPCs and implementing / improving automatic systems.
2. Adoption of max 50 km/h limit in urban areas in all EaPCs
3. Increase seatbelt wearing rate in all EaPCs in front and back seats

WG 2 - timeline of key supporting measures

Till end of 2018:

- Involve professional road user groups (public admin, emergency services, Police, bus, taxi) NGOs and celebrities in promoting seatbelt use
- Adopt legislation reinforcing seatbelt use at front- and backseats

Till mid-2019:

- Review speed limits at least on core road network to reflect road function, traffic conditions and safety of vulnerable users to lead to reduction of casualties and vehicle emissions.
- Introduce traffic calming measures to lower speed below 50 km/h limit near schools, hospitals and in residential areas.
- Wider use of engineering and infrastructure related speed management solutions by all EaPCs (in cooperation with WG3 – Infrastructure Safety)
- Assure necessary legislation, equipment, procedures and training for Police to be able to undertake regular speed enforcement.
- Improve Police practices and procedures used for enforcing seatbelt use
- Improve communication related to seatbelts use and enforcement
- Undertake at least one combined seatbelt enforcement and communications campaign annually in each EaPC.

Till end of 2019:

- Implement improved speed enforcement based on the Safe System Approach to speed management, involving cooperation between key stakeholders and different mutually reinforcing measures, including proper Info & communication on at least core road transport networks, including extensions of TEN-T in all EaPCs.

WG 2: Supporting actions of the World Bank - EaP Transport Panel Secretariat

- Support the Working Group activities through specialist experts
- Support in proper use of allocated resources and seeking additional external financing for road safety (grants, MDBs etc.)
- Assistance in implementing ‘quick-wins’:
 - speed reduction: enforcement measures focusing on automatic system and infrastructure procedures (audits, inspections etc.) and standards – traffic calming)
 - improving seat belt wearing rate (front and rear)
 - structured program of elimination of the worst ‘black spots’ and dangerous locations on road network
- Assistance in knowledge, experience exchange and capacity building (e.g. training, study tours etc.)

Phased implementation of WG activities

Phase One (Establishment) - immediately: confirming commitment and initiating cooperation

- Identification of priority areas, key tasks, outcomes and indicators – completed
- Establishment of cooperation structures, communication channels and knowledge/good practice exchange platform

Phase Two (Development) – 2018-2019: developing projects

- Information gathering and benchmarking speed management and enforcement related data
- Preparation of project concepts and specifications for internal reforms and for multilateral/bilateral technical assistance projects

Phase Three (Delivery of Projects) – 2019+: projects implementation and monitoring progress

- Continuous implementation and expansion of road safety programs, policies and projects
- Regular monitoring and reporting/publishing key road safety performance indicators

Proposed projects

WG 2 - Objective 2.1 - Improved speed management and enforcement

- Project 1: Review speed limits on core road network.
- Project 2: Introduction of traffic calming measures to lower speed below 50 km/h limit near schools, hospitals or in residential areas.
- Project 3: Definition of legal, institutional, procedural and technical/training requirements supporting more regular and efficient speed enforcement by Police.

WG 2 - Objective 2.2 - Improve enforcement of seatbelts use in all EaPCs

- Project 4: Improving legislation reinforcing seatbelt use at front- and backseats

PROJECT NO. 1: Review of speed limits on core road network

Objective and expected outcome

Contributing to improving speed enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected outcome: speed limits on all core roads reviewed and updated by mid-2019

Scope of work

- Collection of good practices in setting speed limits for roads with different functions and adopting them to the structure of road network
- Consultation and adoption of principles for speed limits by key stakeholders (national road administrations, Police, others)
- Reviewing and if necessary updating legislation related to speed limits to reflect system approach and international good practice
- Developing proposal for piloting review on selected part(s) of the network, including selection of network part(s) to be covered, organizational arrangement (identification of team composition, documentation requirements, schedules etc.)
- Developing training program for staff undertaking the review
- Undertaking pilot review(s)
- Analyzing lessons from pilot review(s) and improving the review procedures and all associated arrangements
- Roll out of the review on the complete network - it may be considered to be done as part of routine annual review of technical status

PROJECT NO. 2: Introduction of traffic calming measures to lower speed below 50 km/h limit near schools, hospitals or in residential areas.

Objective and expected outcome

Contributing to improving speed management system by introducing traffic calming measures below 50 km/h limit in selected areas (around schools, hospitals or residential areas).

Expected outcome: developing and beginning implementation of (sub)programs reducing speed in sensitive areas by mid-2019

Scope of work

- Collection of good practices in traffic calming measures for sensitive areas and adopting them for use in the EaP country – in the form of manual or guideline
- Reviewing and if necessary updating national or internal technical regulations to reflect proposed traffic calming measures
- Selecting at least a few priority locations for piloting installation of traffic calming measures – preferably of different nature
- Developing standard specifications and documents for tendering/contracting traffic calming improvements
- Assuring funding for introduction of traffic calming measures in selected locations
- Implementing traffic calming in selected locations
- Developing promotion and training program for professionals designing and implementing traffic calming solutions – preferably with technical university
- Collecting information on all sensitive locations requiring traffic calming on national road network
- Preparing medium, long-term (sub)program of traffic calming in sensitive areas at least on national road network – it should preferably become part of regular annual work program
- Preparing promotion of traffic calming measures on lower level roads – if applicable in cooperation with self-government partners
- Undertaking reviews of impact of traffic calming measures on fatalities and injuries at specific locations

PROJECT NO. 3: Definition of legal, institutional, procedural and technical/training requirements supporting more regular and efficient speed enforcement by Police.

Objective

Contributing to improving speed enforcement system by reviewing and suggesting improvements in legal, institutional, procedural/operational and technical equipment needed for improving speed enforcement by Police.

Expected outcome: Comprehensive speed enforcement improvement project developed and introduced in the country by mid-2019

Scope of work

- Review of legal / institutional environment and identification of requirements for improvements to be introduced to make speed enforcement by Police more efficient – preferably composed of mobile and fixed sub-systems
- Developing action plan for introducing necessary legal and institutional changes
- For each of sub-systems (fixed and mobile) identifying:
 - improvements in planning and operational procedures needed and development of action plan and supporting tools (instructions, manuals, etc.)
 - equipment needed and basic technical and functional specifications
- Implementation of pilot/testing speed enforcement campaigns of mobile speed enforcement, preferably combined with communication/information campaigns
- Implementation of pilot/testing of fixed speed enforcement sub-system, preferably combined with communication/information campaigns
- Analysing lessons from pilot phase and introducing improvements in both sub-systems
- Developing national action plan for roll-out of complete speed enforcement system on at least national road network, including:
 - Manuals of procedures/guidelines for speed enforcement planned speed cameras (preferably spot and section/point-to-point);
 - Installation of fixed speed cameras (preferably spot and section/point-to-point)
 - Communication plan regarding speed enforcement (preferably in coordination with enforcement campaigns)
 - Time and cost estimate for full roll-out
- Proposals for extension of speed enforcement system to lower level road network
- Regular/periodic analysis of results of speed enforcement campaigns and other measures on real travel speed and crash fatalities and injuries on at least sample set of specific locations
- Promoting results and impact of speed enforcement on real travel speed, fatalities and injuries
- Stimulating development of research regarding speed related behaviors and impact of speed enforcement on attitudes and behaviors of different road users

PROJECT NO. 4: Improving legislation and operational procedures reinforcing seatbelt use at front- and backseats

Objective and expected outcome

Contributing to improving traffic safety enforcement system by reviewing speed limits on the core road network in line with international good practice.

Expected outcome: safe system approach based legislation on seatbelt use and enforcement adopted by the end of 2018

Scope of work

- Reviewing and proposing legislative changes related to seatbelts use in line with safe system approach and international good practice
- Assistance in legislative process of adopting necessary changes
- Reviewing and suggesting improvements in Police operational procedures related to seatbelt enforcement
- Support in reviewing and updating internal police regulations, manuals and guidelines for seatbelts use enforcement
- Assistance in developing communication plan supporting seatbelts use enforcement

Q&A:

- Are these projects relevant to your countries?
- Which two of these would be priorities for you?
- Do you know existing available sources of funding for priority projects?
- Any additional ideas for priority projects?
- Is there institution capable of preparing, procuring and implementing such projects?

Proposal: Safety Camera Use for Speed Enforcement Exchange of International Experience Workshop (with IRF)

Workshop Objectives

- ✓ Understand the value of speed enforcement as part of holistic safety strategies
- ✓ Assess the role of data in driving successful enforcement programs
- ✓ Assess the benefits and pre-requisites for Automated Speed Enforcement (ASE)
- ✓ Understand the role of integrity in the enforcement chain to guarantee successful prosecution
- ✓ Understand available funding models for ASE
- ✓ Understand the importance of supporting measures, such as scheme publicity and offender re-training programs.
- ✓ Review existing technologies and successful case studies

Learning Outcomes

Upon completion of the workshop, delegates will be able to formulate a value proposition for automated speed enforcement in their jurisdictions. They will have a firm grasp of existing data processing tools, camera technologies and the evidentiary value of end-to-end integrity.

Proposal: Safety Camera Use for Speed Enforcement Exchange of International Experience Workshop (with IRF)

DRAFT AGENDA

09:00-09:30	What we Want to Achieve
09:30-10:30	Data-driven Speed Enforcement Strategies
11:00-11:45	Safety Camera Partnership Model
11:45-12:30	Automatic Speed Enforcement Technology Brief
13:30-14:15	Speed Enforcement Communications
14:15-15:00	Prosecution Chain
15:30-16:30	Funding Automatic Speed Enforcement Programs
16:30-17:00	Participant-led discussions