

ROAD SAFETY COUNTRY OVERVIEW

UKRAINE, LVIV

SAFETY ENGINEERING & BLACK SPOT MANAGEMENT

Pavlo Syrvatka
Lvivavtodor
Lviv, Ukraine





Population - 0,8mil
Agglomeration 1,1 mil
Density - 4000+/km²
PT modal share - 54%

Streets - 1138
Lanes - 22
Squares - 31
Avenues - 4
Roads - 0





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605 km of streets
of them 150 km arterial



Key topics

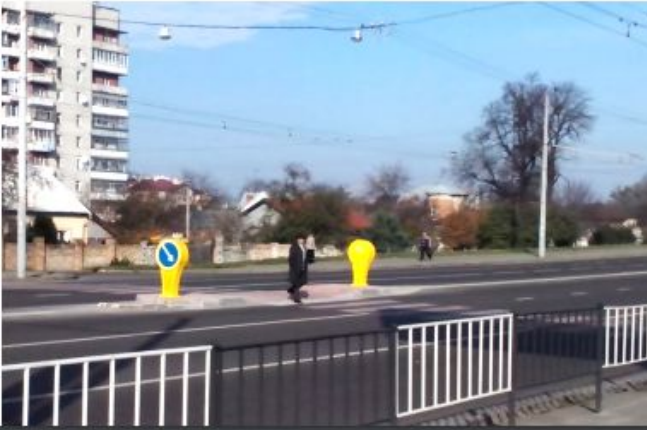
- Infrastructure management tools in use
- Legislative framework
- Current programmes and measures
- Road safety infrastructure improvement funding
- Recent progress
- Scope of the problem and key impediments
- Expected support from the EaP Transport Panel Secretariat

Elements of infrastructure management

Obligatory parts/tools	Implementation
Safety Impact Assessment	no
Road Safety Audits	no
Road Safety Inspections	no
High Risk Site Treatments	yes
Traffic Calming Measures	yes
Revision of Design Standards by Introduction of Safety Features	yes

Elements of infrastructure management

- High Risk Site Treatments:



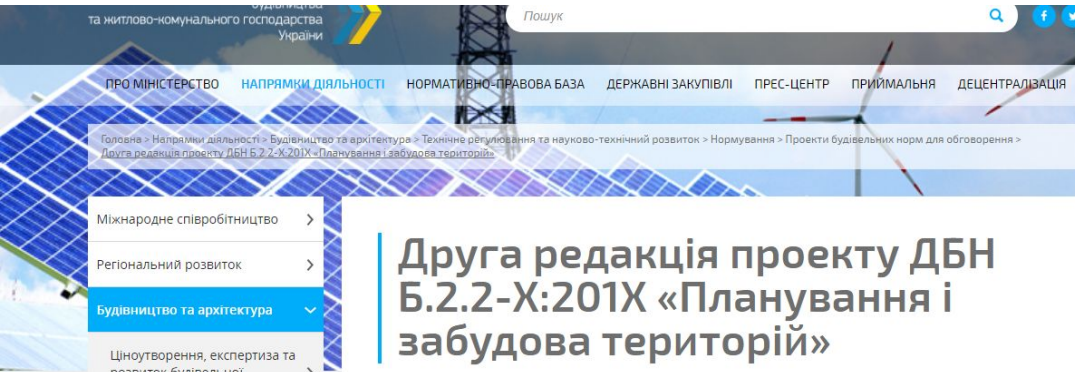
Elements of infrastructure management

- Traffic Calming Measures

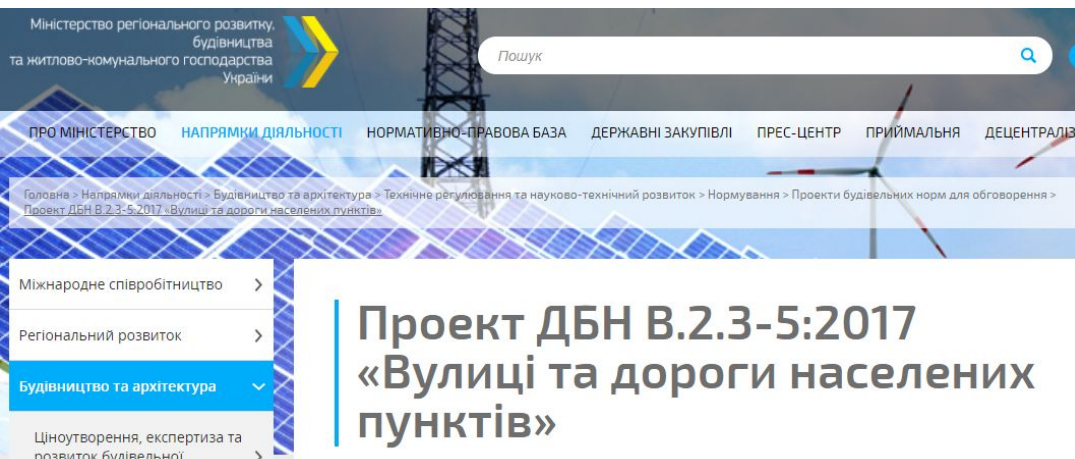


Elements of infrastructure management

- Revision of Design Standards by Introduction of Safety Features:



- Ukraine construction standard “Spatial planing”



- Ukraine construction standard “roads and streets in residential areas”

Legislative framework

Lack of updated regulation:

- State construction norms are developed but still not acting;
 - No working photo fixation of traffic violations;
 - Overregulated parking pricing;
 - +20km/h tolerance for speeding.
-
- Default speed in urban areas reduced from 60 km/h
 - to 50 km/h since 01.01.2018.

Programmes and measures

- Traffic management center (source EBRD);
- Ukraine Urban Public Transport Framework Loan (source EIB + EBRD);
- Ukraine Urban Road Safety (source EIB + EBRD);

- No official black spot treatment program, but Lviv is implementing measures for black spots treatment within available funding.

- Measures are mostly applied on both arterial streets and residential streets.

Road safety funding

- No specific budget line “traffic safety measures”;
- No clear definition, what are “Safety measures”;
- Measures implemented by various stakeholders;

- All measures funded from local budget

BUT EIB+EBRD loan is under preparation.



Recent progress in the field

- Participation in development of new norms;
- Test implementation of measures not yet officially approved.



Scope of the problem and key impediments

- Lack of awareness of key staff in many municipal institutions;
- Lack of official publications and regulations in the field of traffic safety;
- Lack of funds for implementation of already designed activities.

We expect from the EaP Transport Panel Secretariat:

On national level:

- Support in implementation of legislative changes.

On local level:

- Training of design and procurement staff in traffic safety measures;
- Road Safety Audits of most difficult locations;
- Assistance in test implementation of new measures.





Questions?

