

Empowering Communities to Manage Speed



Streets for Life

#Love30

OPENING REMARKS

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Q&A SESSION



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LOW SPEED ZONE GUIDE

Empowering Communities to Manage Speed

SPEED AND RISK OF FATAL INJURY



SPEED IS THE BIGGEST AND MOST CONTESTED KILLER

» When a vehicle is traveling at...



» this is the driver's field of vision.



» It takes...

14 m TO

26 m TO

44 m TO

» 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







UNDERSTANDING 'SAFE' SPEEDS

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



Note: Principles are multicolored, core elements are in grey, and action areas are in orange.

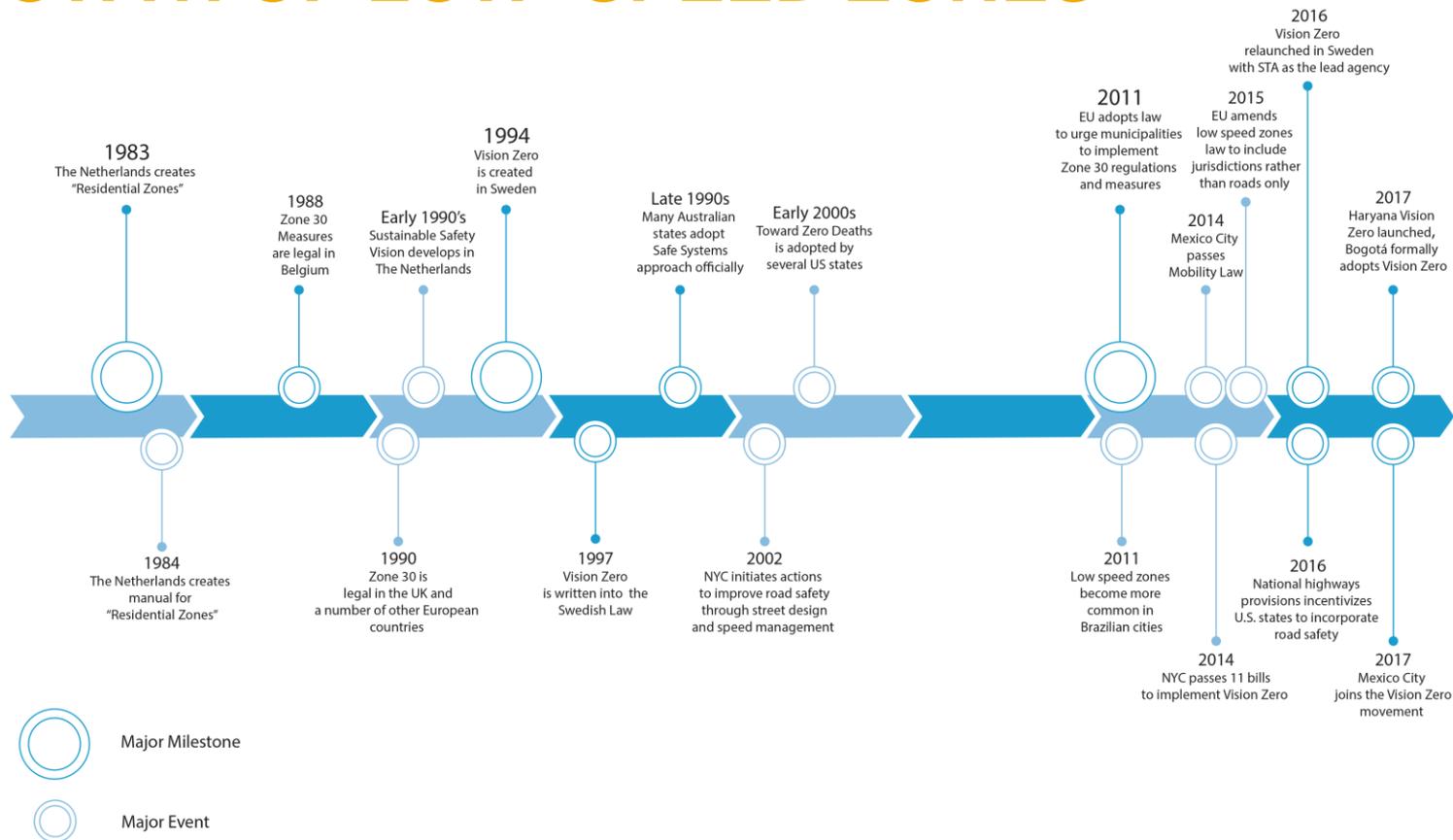
WHAT ARE LOW SPEED ZONES?

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



SCALING LOW-SPEED ZONES

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



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

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Evaluate for Safety

Appropriate Target Speed	Circumstances
30 km/h or lower	<ul style="list-style-type: none">• Streets with sidewalks and people walking and biking• Residential areas
20 – 10 km/h	<ul style="list-style-type: none">• Shared street space• Play areas or parks, school zones• Areas with concentrations of seniors or people with disabilities

DESIGN ELEMENTS THAT CAN BE USED 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

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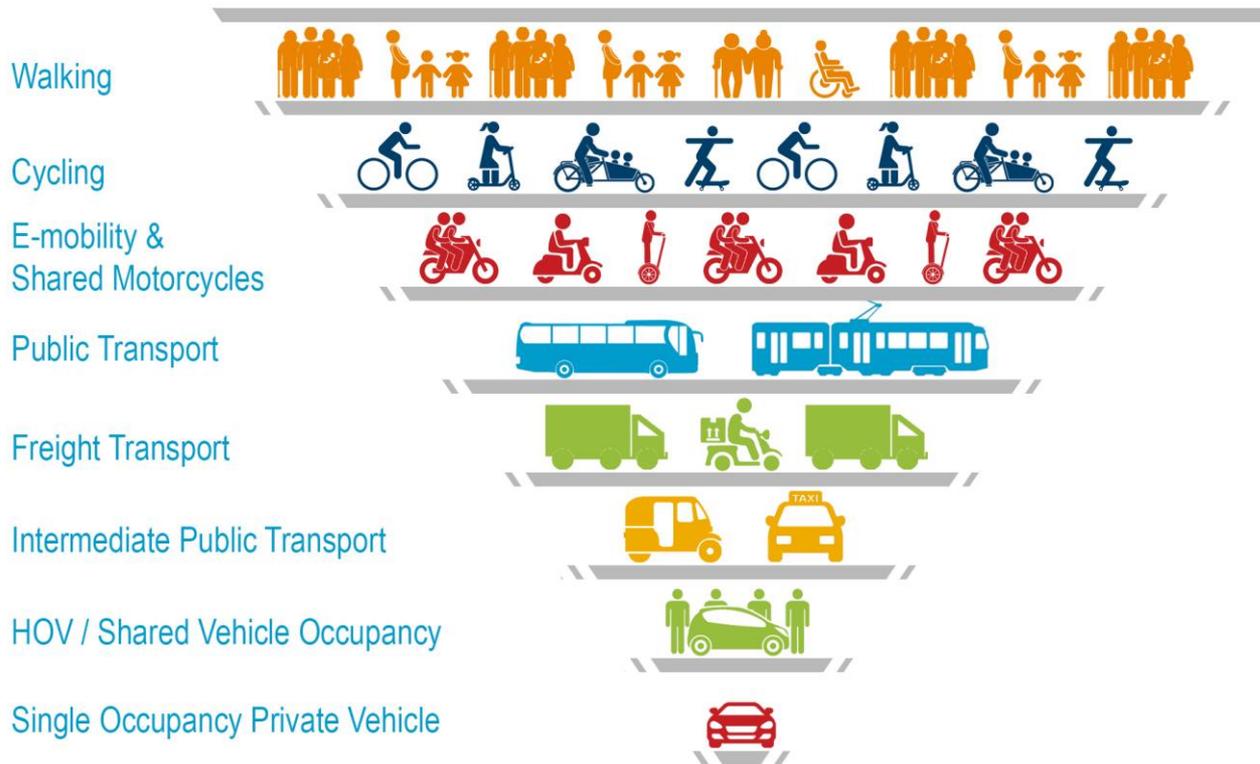
Consider All Types Of Users



Be sensitive to context



Evaluate for Safety



KEY PRINCIPLES OF LOW SPEED ZONE DESIGN



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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

KEY PRINCIPLES OF LOW SPEED ZONE DESIGN



Design for Target Speed



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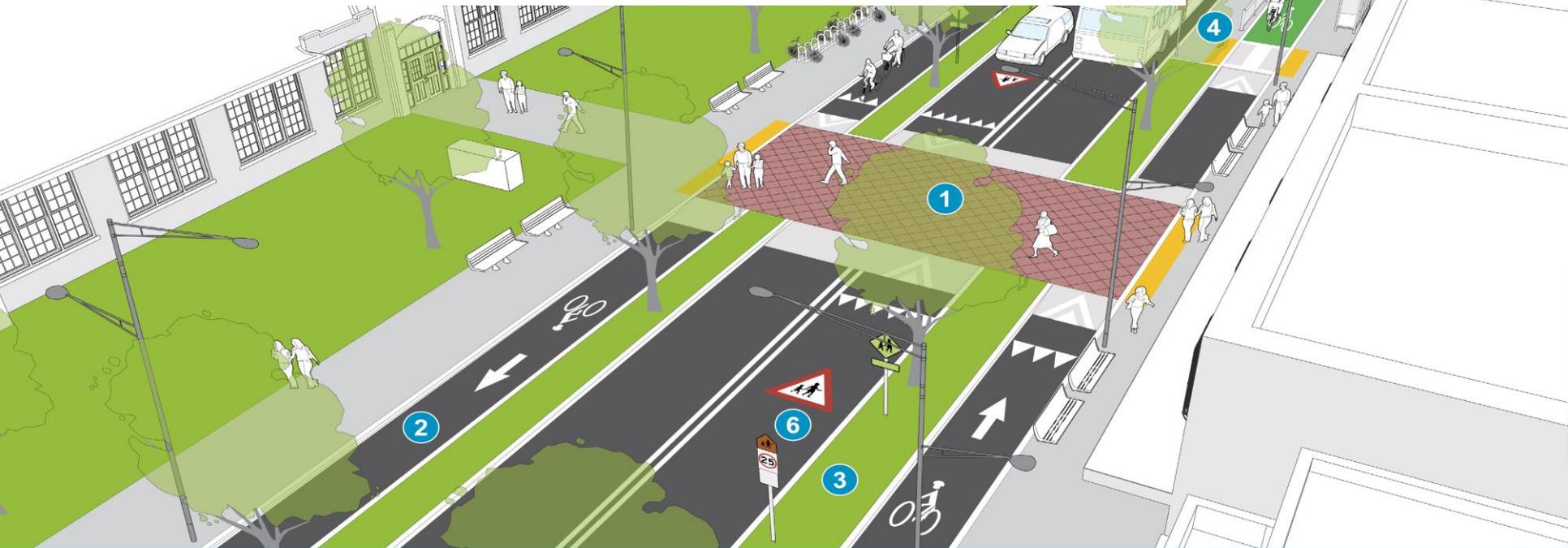
Evaluate for Safety

- 
- Are your project goals being met?
 - What can be done to improve the outcomes?
 - Are there any spillover effects?
 - Impact on road users?



SCHOOL ZONE | 20 KM/H

Road users are largely children, the street design should focus on their needs



1 RAISED PEDESTRIAN CROSSING

2 SEPARATED BIKE LANE

3 LANDSCAPED STREET BUFFER

FLOATING BUS STOP 4

HIGH-VISIBILITY CROSSWALK 5

PAVEMENT MARKINGS AND SIGNAGE 6



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CONSTRUCTING A LOW-SPEED ZONE



WRI BRASIL | CIDADES SUSTENTÁVEIS



STAKEHOLDER ENGAGEMENT (AT EVERY STAGE)



Make them feel involved and be open to their concerns



SÃO MIGUEL PAULISTA, SÃO PAULO, BRAZIL



LOW-COST INTERIM MEASURES

Fabio Nazareth/ITDP



Deaths and serious injuries are a highly visible result due to
The solution to this growing problem is Low-Speed Zones
but more has been lost to high car speeds than we realize.

LOW SPEED ZONE GUIDE

Empowering communities and decision-makers to plan, design and implement effective low-speed zones



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PRE-LAUNCH: Global Guide on Speed Management



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➤ GLOBAL IMPACT OF SPEED ON FATAL AND SERIOUS INJURY CRASHES (FSIS)

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%+**).

Global Road Safety Performance Targets



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



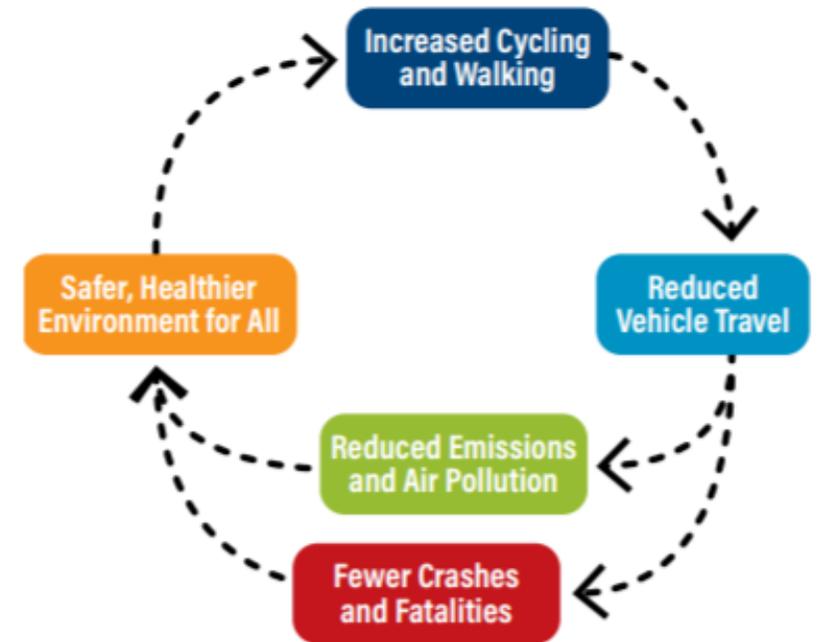
**WHY THIS GUIDE
IS DIFFERENT THAN
THE OTHER SPEED
MANAGEMENT GUIDES?**



> GLOBAL GUIDE ON SPEED MANAGEMENT

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



> GLOBAL GUIDE ON SPEED MANAGEMENT

2. Speed Management Overall process

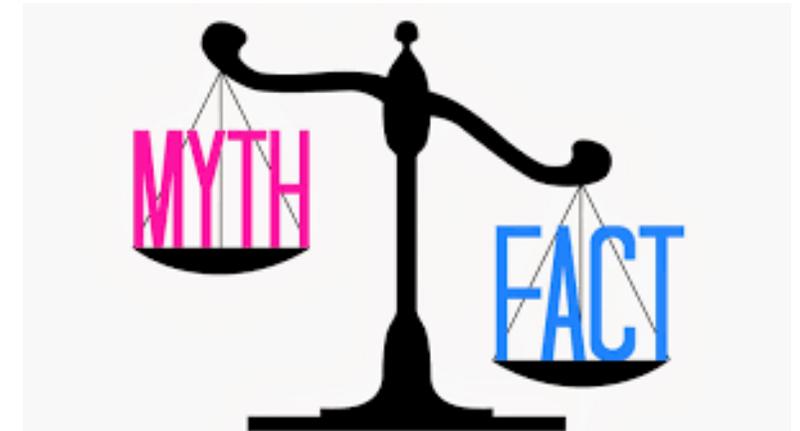
- Speed Management Strategy
- Speed Management Plan
- How to set Speed Limits
- How to support Speed Limits



> GLOBAL GUIDE ON SPEED MANAGEMENT

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

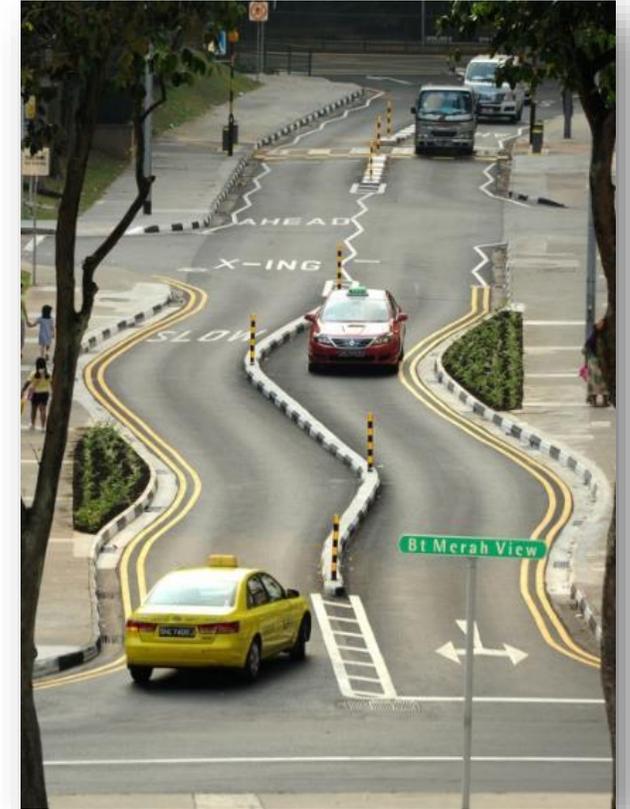
- Speed management in **cities**
- Speed management in **city outskirts**
- Speed management in **towns and villages**
- Speed management in **non-build up areas**



> GLOBAL GUIDE ON SPEED MANAGEMENT

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





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LET'S WORK FOR #StreetsForLife!

<http://roadsafetyfacility.org>



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