

Road Safety Week November 2016



Round Table 17/11

Road Safety



Current status and impact on Economy

- Road accidents: a catastrophe for Ukraine
 - 14 % of deaths in Ukraine are due to road accident
 - Victims are mostly aged 20-45 years
 - First cause of death for 15-24 youngs, second cause for 5-14
 - 2013 : 4833 killed on Ukrainian roads/streets
 - 80 % of killed & 95 % of injured are men
 - Cost of life for killed in crashes is estimated about 200 k€
- Urban safety
 - 2013 : 4833 killed on Ukrainian roads/streets,
 - 47 % in built-up areas

EU Acquis

- Road Safety EU texts deal with
 - Vehicles
 - Drivers & professional drivers
 - Infrastructure
- No specific text about urban road safety
- Although vehicles- & drivers-related provisions useful
- About infrastructure, provisions are for inter-urban roads

ROAD SAFETY AGENCY

- Several ministries involved as main players, with subordinated bodies
- Coordination at executive level by Cabinet of Ministers
- A **specialised** central executive body would be useful
 - Coordination of action of different stakeholders
 - At national level
 - Between national and local levels
 - Could also manage the road accident database
- Urban road safety
 - Involve association of cities
 - Networking of cities
 - Use the (city) twinning tool ?

ROAD SAFETY AGENCY (2)

- Responsibility in coordination YES
- Monopoly in action NO
- Institutional management must also be improved at lower levels
- Quality management policies show that:
 - at each level & for each topic
 - when a body has a role to play in RS
 - it might create a specialised unit for coordination/monitoring
 - but other units still need to have skills in this topic and do their internal management with assessment procedures

Road Fund

- Secure financing of a policy: a major goal
- The most difficult will be to keep it in force for a longer period
- How much of it for Road Safety related improvements ?
- And how to use this amount ?
 - Who will manage ?
 - All for State highways ?
 - Part to support/subsidize local network

Speed limits & enforcement

- Speed in urban areas:
- No constraining EU text, but a common practice
- Most part of the network 50 km/h
- Residential areas 30 km/h
- To be efficient (observed), the legal limits
- Sign

view of road seen by the driver through the windscreen

Speed limits & enforcement (2) in Ukraine

- The 60 km/h is a health / safety problem
- But adding the 20 km/h tolerance is a crime





Speed limits & enforcement (3) in Ukraine

- Driving through a 2-km long village takes
 - 2 min 24 s at 50 km/h
 - 2 min at 60 km/h
- To save 24 seconds, how higher risk for pedestrians are you ready to accept ? And keep in your heart and brain for eternity ?
- My recommendation
 - Cancel this 20 km/h tolerance
 - Replace by a 5 km/h
 - And re-introduce an actual enforcement, with proceeds going to RS improvement