



Central Asia Regional Economic Cooperation Program



ASIA-PACIFIC
ROAD SAFETY
OBSERVATORY

Road Crash Data Review and Reporting

Training on improvement to crash data management

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SAFE SYSTEM: SPEED MANAGEMENT

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Group work B

This group work has the purpose of assessing how the Safe System approach is integrated in your country concerning:

Speed management

Referring to the topics in the following slides, please, think to your country and provide your judgement.

Survivable impact speeds

Mark the survivable impact speeds for the following crash scenarios

- Roads with possible crashes between cars and vulnerable road users

30 km/h

40 km/h

50 km/h

60 km/h

- Roads with possible frontal (head-on) crashes between cars

50 km/h

60 km/h

70 km/h

80 km/h

Speed-related concepts

- Increasing speed limits by only 10 km/h will not have negative effects on road safety

Tick the box better corresponding to your level of agreement

VERY
LOW

LOW

AVERAGE

HIGH

VERY
HIGH

Speed-related concepts

- Safer speed limits will always make trips longer

Tick the box better corresponding to your level of agreement

VERY
LOW

LOW

AVERAGE

HIGH

VERY
HIGH

Speed-related concepts

- Speed limits must be supported by enforcement.
- Speed limits are more successful when supported by road safety engineering measures.

Tick the box better corresponding to your level of agreement

VERY
LOW

LOW

AVERAGE

HIGH

VERY
HIGH

Speed management

- Is speed management necessary on this road?



Tick the boxes corresponding to the actions you would take

Change speed limit

Add rumble strip

Build footpath

No action (no speed issue)

Refit road marking

Additional road signs

Urban environment vs speed (Tashkent)

- Do you think there are speed-related issues in this road environment?



Tick the box better
corresponding to your
judgment

YES

NO