

Speed Management

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Overview

- Setting the scene
- The role of speed
- Current performance
- Where we are headed with speed management



Setting the Scene

- Not anti-speed (!) – key part of transport
- Government Policy Statement: economic growth; road safety; value for money
- Need to **manage** speed – for safety and other reasons
- Overwhelming evidence, yet speed remains complex, emotive, and political



The Role of Speed (1) – Safe System



- People are fallible – crashes are inevitable
- People are fragile – limited capacity to withstand force
- Shared responsibility
- Whole of system approach required

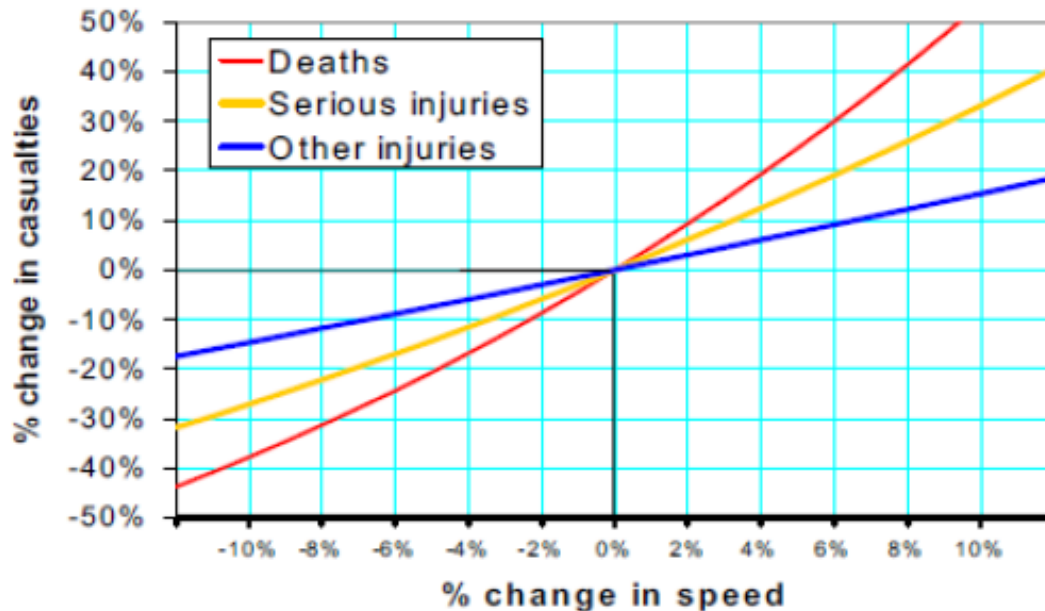






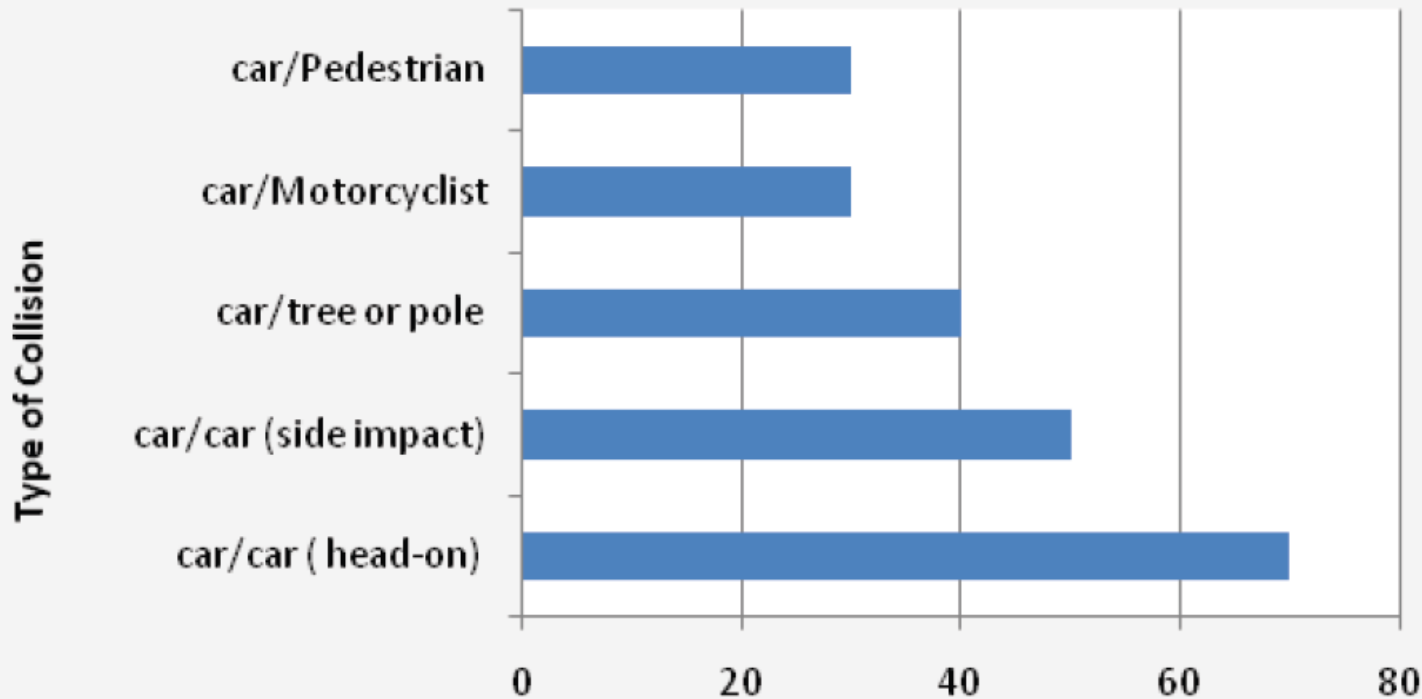
The Role of Speed (2)

- Overwhelming international evidence
- Crash risk and severity increases *exponentially* above speed limit



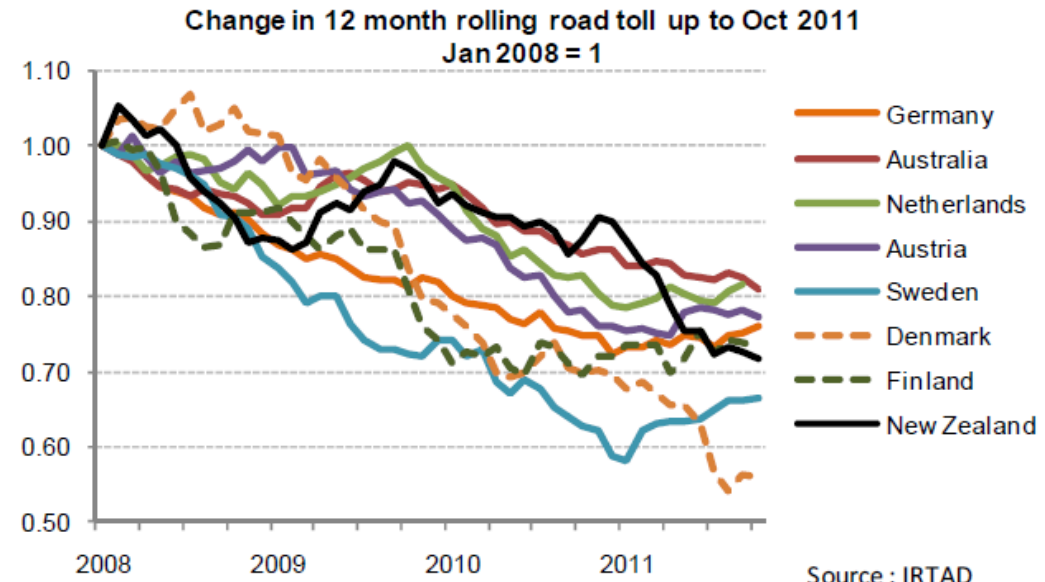
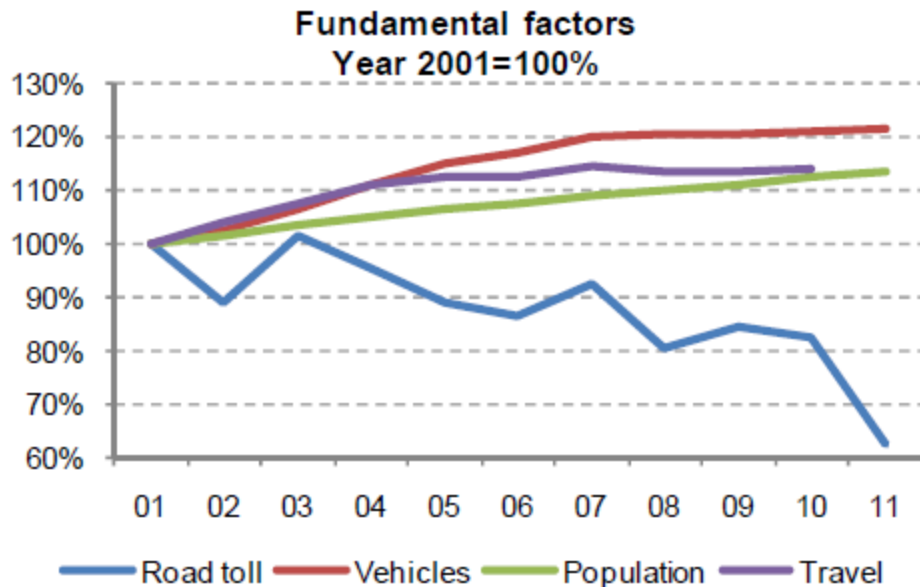
Role of Speed (3)

- Safe system speeds – based on human survivability



Current Performance (1)

- 2011 Road Toll 284 – lowest since 1952 (today: 289)
- 6.5 deaths per 100,000 – surpass Australian 2008 level
- ACC claims dropped to c.4300 in **2010**, steady in 2011



Current Performance (2)

- + Ongoing incremental improvements in roads, vehicles
- + High profile, high public awareness
- + Road Policing activity, tighter enforcement on holidays
- + Safer Journeys initiatives, e.g. zero BAC for youth, motorcycle levy
- Economic factors (high petrol price, SH travel -2.2%)
- Fewer holiday weekends
- Christchurch earthquake

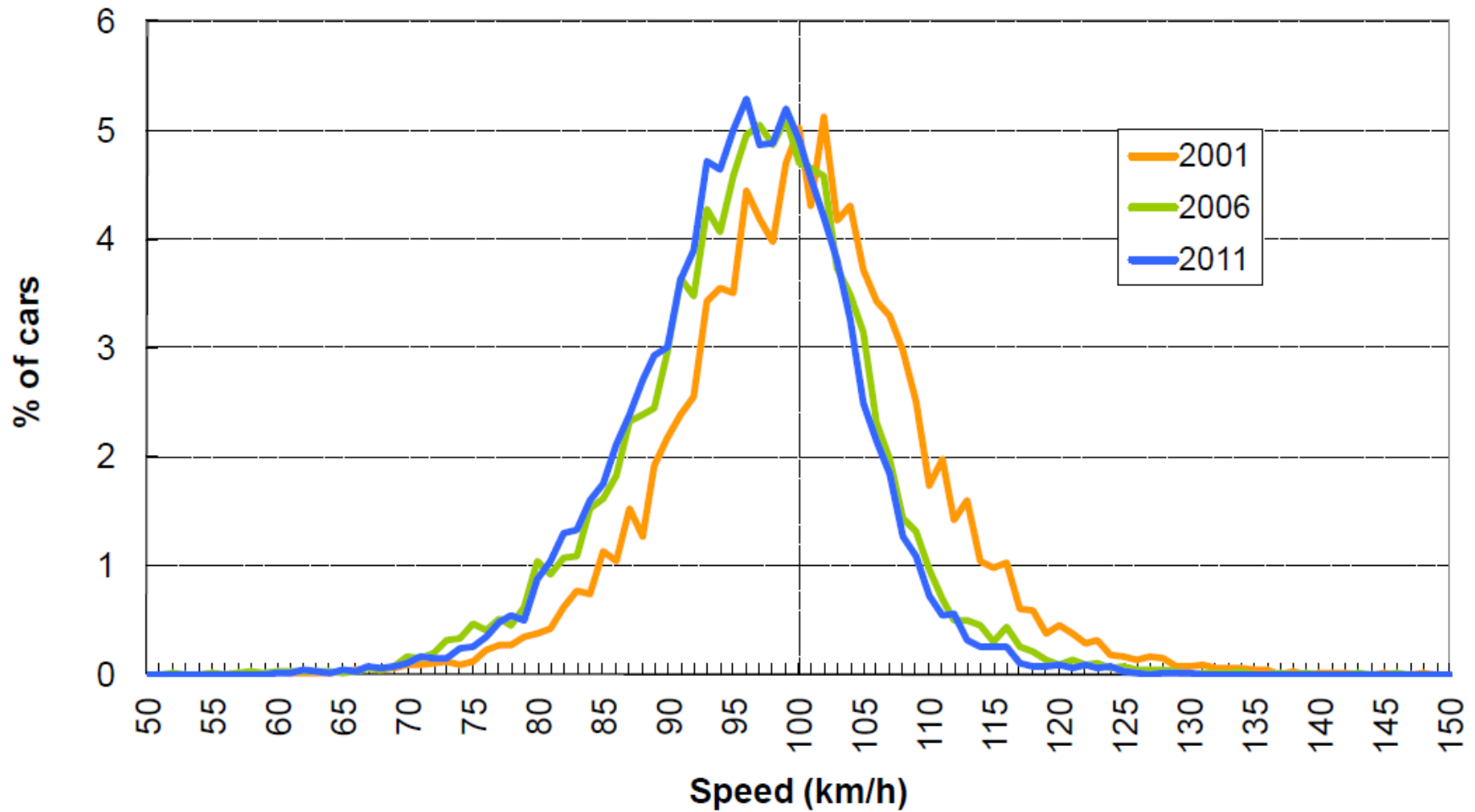
Current Performance (3)

- A good start, but no room for complacency

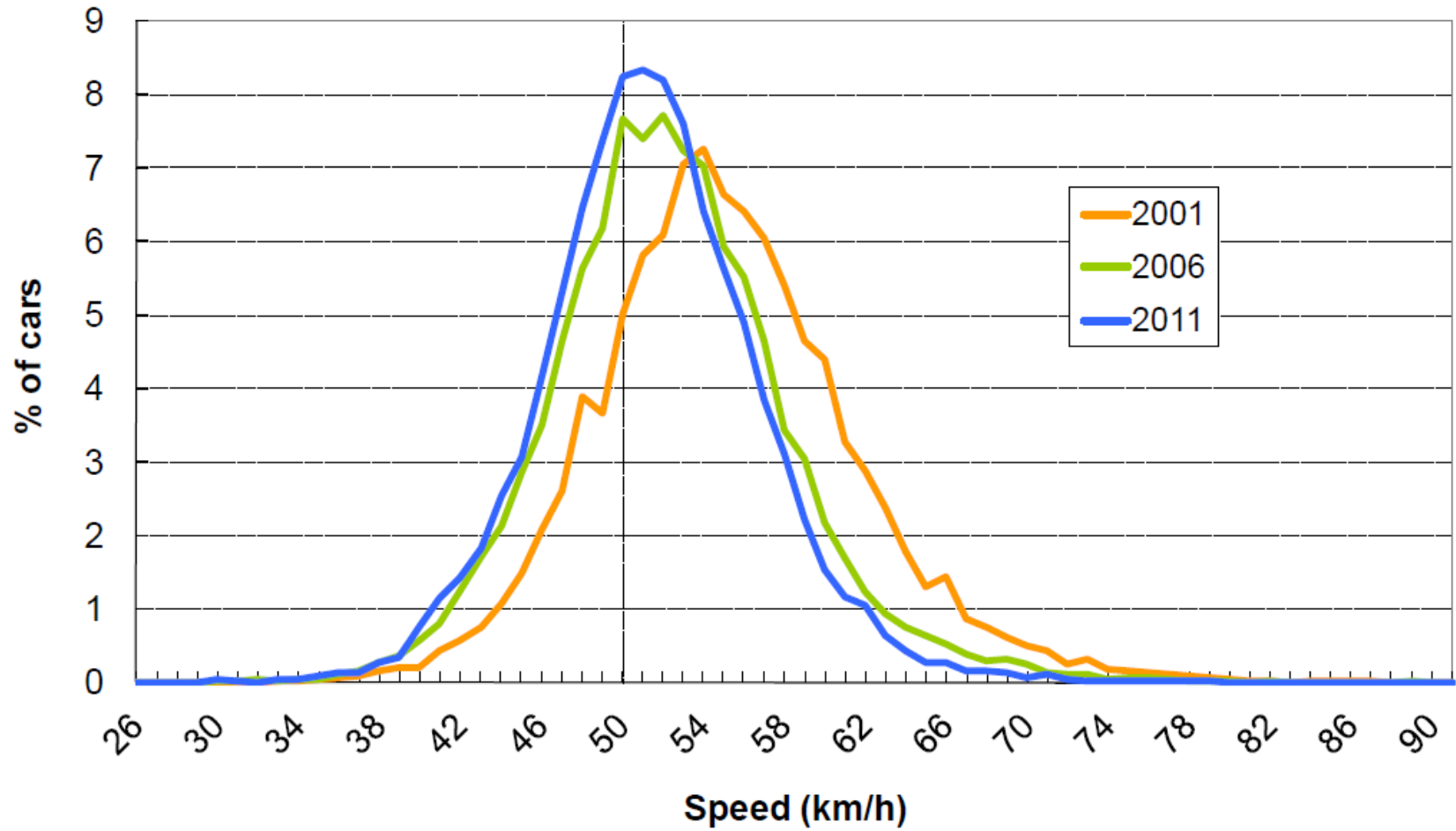
Speed

- Little delivered as part of Safer Journeys as yet
- Actions in 2012 – difficult environment
- Progress in this Action Plan and the next is vital to the success of the strategy overall
- Some positive signs in behaviour and attitudes

Open road speed distribution



Urban speed distribution



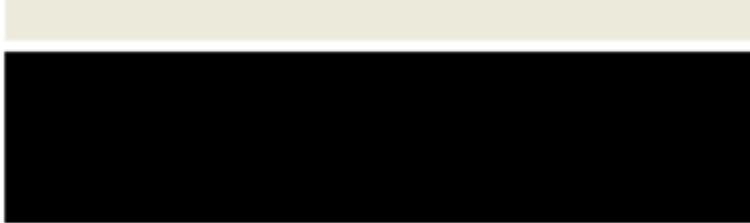
Current Performance (4) - Attitudes

78% agree that 'enforcing the speed limit helps lower the road toll'; 12% disagreed, 9% were neutral – little change since 1995

- **86%** think speed limits are about right – but:
- Support for raising the 100km/h limit has declined from 25% to **15%** since 1995
- Support for raising the 50km/h limit has declined from 21% to **9%** since 1995
- More than half think that the speed limit around schools should be 30km/h or less – **92%** think should be 40km/h or less

Current Performance (5) - Limits

But we still have a speed management approach which creates confusion and encourages unsafe operating speeds



Where are we headed (1)

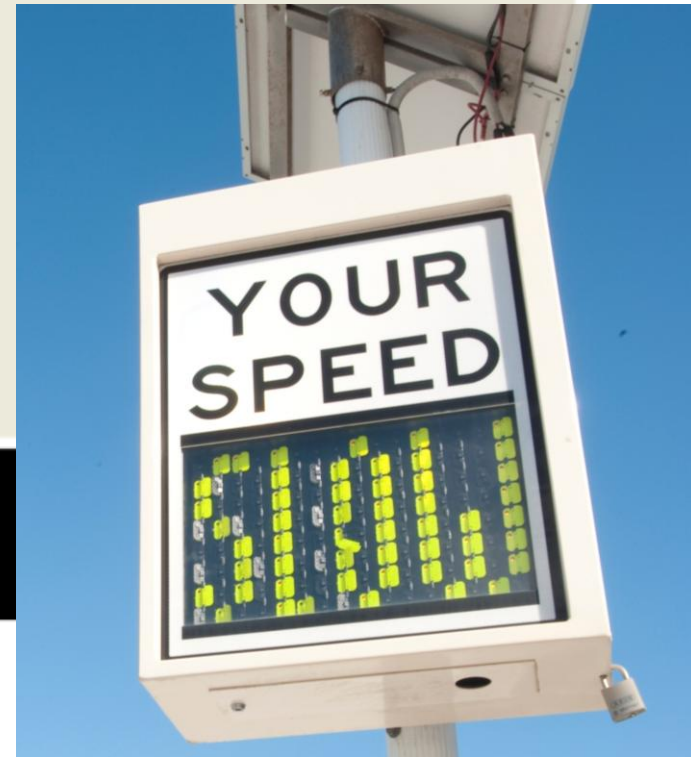
- Education and enforcement will continue
- **Vital - progress the uptake of safer limits and safe speed demonstration projects**
- Enabling environment: Traffic Note 61, High Risk Rural Roads Guide, encourage demonstration projects
- Some promising steps: Hamilton City, Wellington City, Maramarua, Coromandel – but limited
- Need to set a strategic direction and get RCAs on board

Where are we headed

Draft Objective 1

People will increasingly understand what travelling at safe speeds means:

- Network and speed management solutions
- Promotion
- Road and vehicle technologies
- Enforcement and incentives



Where are we headed

Draft Objective 2

Travel speeds will reflect a balance between road safety and economic productivity:

- a. Where 'higher' speeds are justified, improved infrastructure will also be justified to ensure a safe road system.
- b. A proportion of the network will be safe at current speeds; and
- c. A proportion of the network will justify low cost engineering, safe road use messaging and speed management interventions.

Where are we headed

Draft Objective 3

Speed limits will increasingly reflect the use and function of the network, to:

- a. Give clarity to users on speed appropriate for the environment; and
- b. Reinforce the safety benefit of speed enforcement



Where are we headed

The Challenge:

We need to increase uptake of safe system speed limits and demonstration projects

The Question for RCAs:

How can we encourage and facilitate this – for the current Action Plan and the next?