

THE SAFER SPEED PROGRAMME

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SPEED IS AT THE HEART OF THE SAFE SYSTEM APPROACH



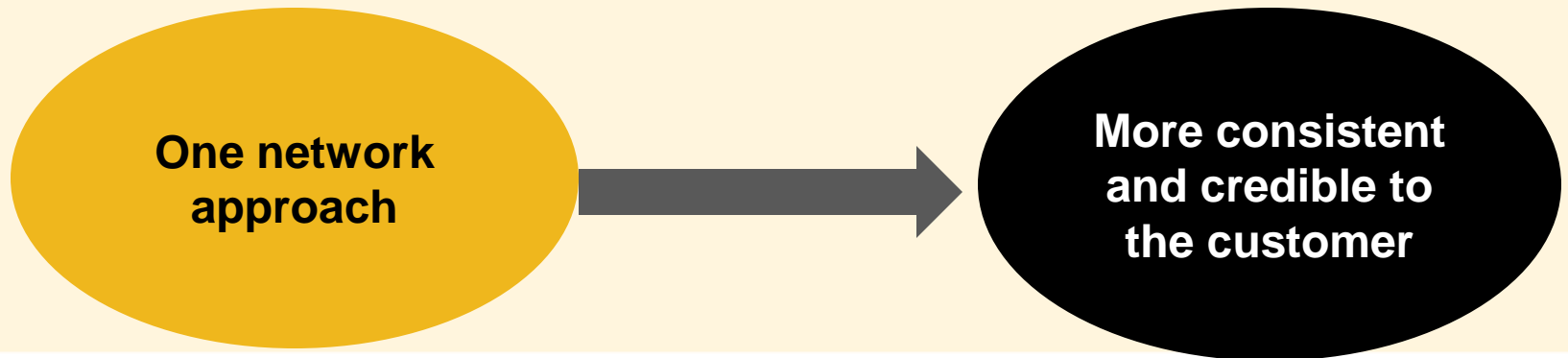
We all make errors when we're on the road and our bodies can't handle major force, so we need safer speeds which:

- *reduce errors*
- *give time to react to hazards*
- *prevent crashes*
- ***mean people survive crashes***

THE SAFER SPEED PROGRAMME

By 2016 – a **joined-up** approach to managing speed on the network with:

- the support and commitment of all national and local agencies who will partner to develop and implement it
- the support and commitment of the public



WHERE WE WANT TO GET TO – EARLY THINKING

**Reduce
death
and serious
injuries**

**Support
economic
productivity**



**Optimal speeds which suit road function,
design and use (this includes vehicle type)**

WHAT THIS MEANS

Improving safety...

- deaths and serious injuries

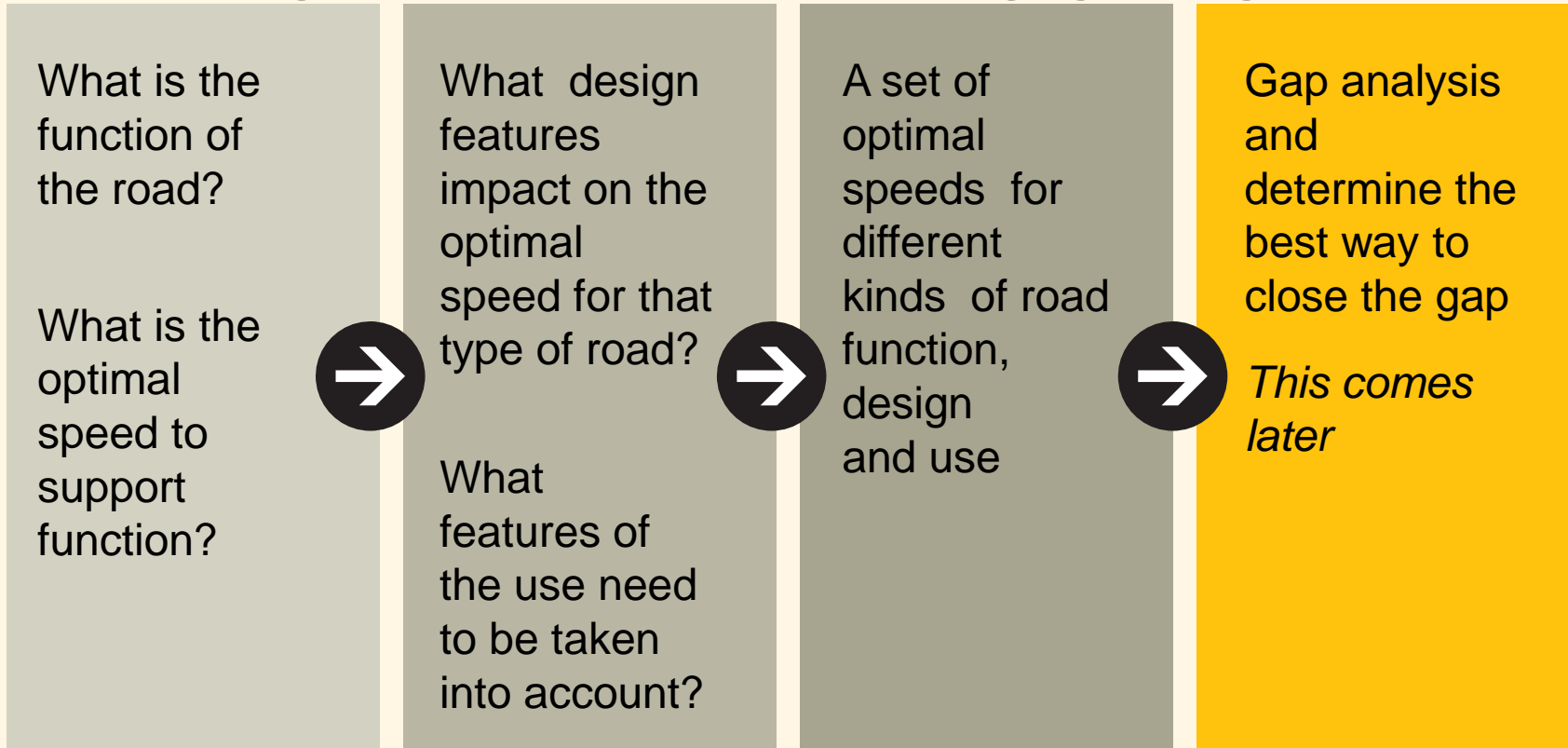
While supporting economic productivity ...

- vehicle operating costs (mainly fuel)
- reliable travel time on key routes
- overall throughput of vehicles (flow) on key routes (consistency and reliability are important)
- maintaining trips/ day within operating hours
- reduced social and economic cost of crashes

Supporting broader societal goals

- environmental
- support access and place where this is the function

HOW WE MIGHT IDENTIFY OPTIMAL SPEEDS FOR DIFFERENT TYPES OF ROAD



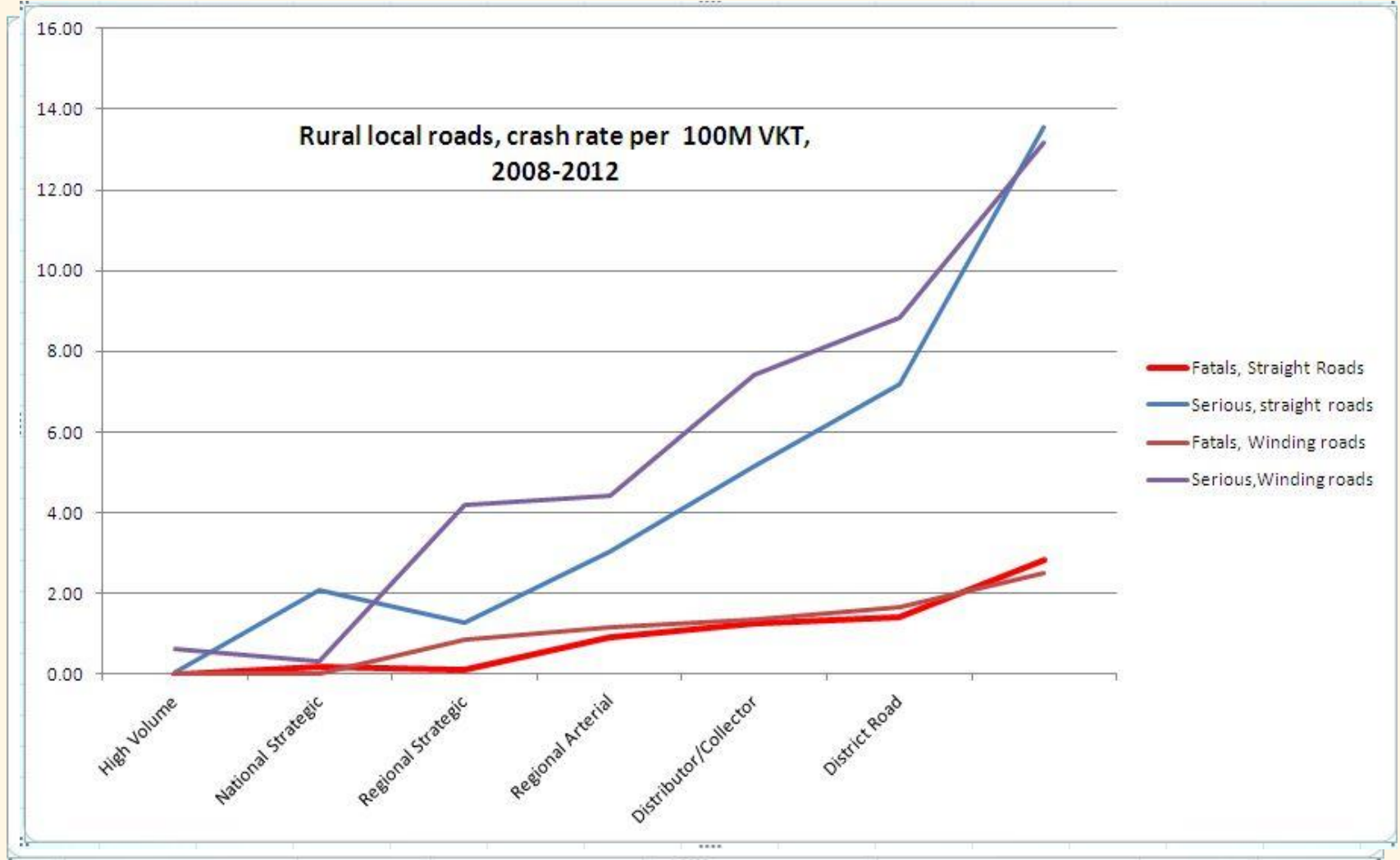
HOW SPEED MAPS TO FUNCTION

Classification	Mean free speed SH	Mean speed rural local	Mean speed urban local
National strategic high volume	101.0	No data	No data
National strategic	97.0	No data	No data
Regional strategic	91.7	No data	52.7
Regional arterial	95.8	88.7	50.9
Distributor/collector	92.8	88.5	50.2
District road	No data	87.7	51.3
Local/access road	No data	95.5	51.0

Current state- speed and road classifications

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WHICH CLASSIFICATIONS HAVE MOST RISK



Current state- road safety outcomes by local road classification

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POSSIBLE TOOLS FOR OPTIMAL SPEEDS

- National guidance for RCAs on speed limits right for road function design and use
- Improve some roads to match design to function
- Changes to some speed limits
- Review legislation to support optimal speeds – including SLNZ/ speed limits rule
- Public engagement and education
- Better deterrence, better linkages between speed limit setting and enforcement policy
- Using our existing levers better (this comes later)

PUBLIC UNDERSTANDING AND SUPPORT

- **Moving towards optimal speeds requires public understanding and support**

This requires a different conversation with the public about speed

- Different messages
- Attack the myths
- Using all our channels

- Enforcement actions and messaging must link in too

WHAT WILL BE DIFFERENT

- Safer Journeys is not proposing incremental change – this is top of the triangle!
- More focus on consistency from the customer point of view
- Speed better linked to road classification, network operating plans as well as safety

WHAT'S COMING UP

Cross sector discussions with experts from Police, RCAs, Transport Agency
AUG-SEPT



Work more widely with partners and stakeholders to build broad agreement on national direction on optimal speeds for road function, design, use
OCT ff



LATER..
Statement of best practice in achieving optimal speeds

Cross-sector conversations about how to get there

Change the conversation with the public, Enforcement changes

What happens next

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