THE SAFER SPEED PROGRAMME

UPDATE
April 2014
SAFER SPEED PROGRAMME DEVELOPMENT

- 2013 Early problem discussions
- Research on best practice
- New geospatial evidence on speed

Form broad direction

- Sector Workshops Aug-Oct 2013

Develop and test a set of options

- Research possible opportunities
- Develop the evidence base

Develop a plan

- Shape up a set of new actions
- Gather feedback
- Propose a plan to NRSC to inform government policy

We are here

For discussion – not Government policy
"Our overall goal is to reduce the number of crashes and the severity of crashes that do occur. Managing speed is crucial to this because the outcome of all crashes is strongly influenced by impact speed."

Safer Journeys

The issues

- Higher speeds mean a greater risk of crashing and injury when a crash occurs
- The interpretation and implementation of safer speeds is inconsistent
- Current travel speeds do not always support safety and/or efficiency
- Many people still drive too fast for the road and conditions
SAFER JOURNEYS SPEED OBJECTIVES

Long term
• Travel speeds will support both safety and economic productivity
• Speed limits better reflect the use, function and safety of the network
• People will increasingly understand what travelling at safe speeds means

By 2016

A joined-up approach to achieving speeds appropriate for road function, design, safety and use
A JOINED UP APPROACH TO SAFER SPEED

For discussion – not Government policy

The Safer Speed Programme
HOW WELL DOES OPEN ROAD SPEED MATCH ROAD FUNCTION?

The Safer Speed Programme
HOW WELL DOES OPEN ROAD SPEED MATCH GEOMETRY?

Key facts about safety and road geometry

For discussion – not Government policy

The Safer Speed Programme
MAIN OPPORTUNITIES IN THE NEXT 5 YEARS

- Better align speeds on New Zealand roads with function, safety, design, and use
- Change the conversation with the public to build the understanding that ‘not all roads are equal’
- Improve the effectiveness of enforcement: risk targeted, better deterrence, penalties more targeted to the level of risk
- Better guidance for road controlling authorities on speed management to improve the process, improve consistency, and target interventions to risk
- Manage speed according to road function (classification), safety, design and use, and target the investment approach to the type of risk:
  - high collective risk / high personal risk
THE DRAFT SAFER SPEED PROGRAMME

The Safer Speed Programme is likely to comprise:

- National guidance on speeds appropriate for road function, design and use:
  - best-practice principles for managing speed
  - guidance on recommended travel speed ranges for different road types

- Some transformational policy actions led by central government

- Supported by a Speed Management Guide
  - a whole-of-system approach to managing risk and prioritising effort at the regional and local level

For discussion – not Government policy
A proposed speed management strategy

**Focus Existing Work: A Whole-of-System Approach to Risk**

- **Higher risk low-volume roads**
  - More communication about road types and appropriate speeds
  - Speed limit reviews and low-cost treatments matched to road type, geometry, risk level
  - Officer enforcement at high-risk locations

- **Higher risk high-volume roads**
  - Including high-risk rural roads prioritised for safety improvements and high-risk intersections
  - Emphasis on increasing safety of the route to maintain efficiency
  - Interim speed management strategies (e.g., interim limits, deterrence/automated speed or red light cameras)
  - Increased likelihood of penalties
  - Fleet safety management and ISA

- **Maintain existing levels of safety**
  - Emphasis on efficiency, and maintaining speeds with increased safety
  - Invest to make highest collective risk high-volume roads safer at 100k (e.g., cycling/intersection infrastructure)
  - Target deterrence / automated speed cameras to risk
  - Increase likelihood of penalties (e.g., reduced tolerances and demerits on cameras)
  - Fleet safety management and ISA

Date: Sept 2013
Status: Draft for discussion/review
Prepared by Aaron Campion

**Collective Risk (F&S crashes/km)**

For discussion – not Government policy
WHERE TO FROM HERE:
THE LINK TO PLANNING AND INVESTMENT

- The recommended speed ranges for different types of road will link into ONRC safety and speed levels of service, and into investment signals for all activity classes

- The speed management guide will provide further guidance on identifying and prioritising to risk

- The Transport Agency will actively encourage RCAs to uptake the levels of service, and show how they are contributing to outcomes sought – taking a one-network approach to improve consistency and predictability
For more information or to feed back, email

Aaron Campion (aaronc@hdc.govt.nz)

Helen.Climo@nzta.govt.nz or

C.Foley@transport.govt.nz