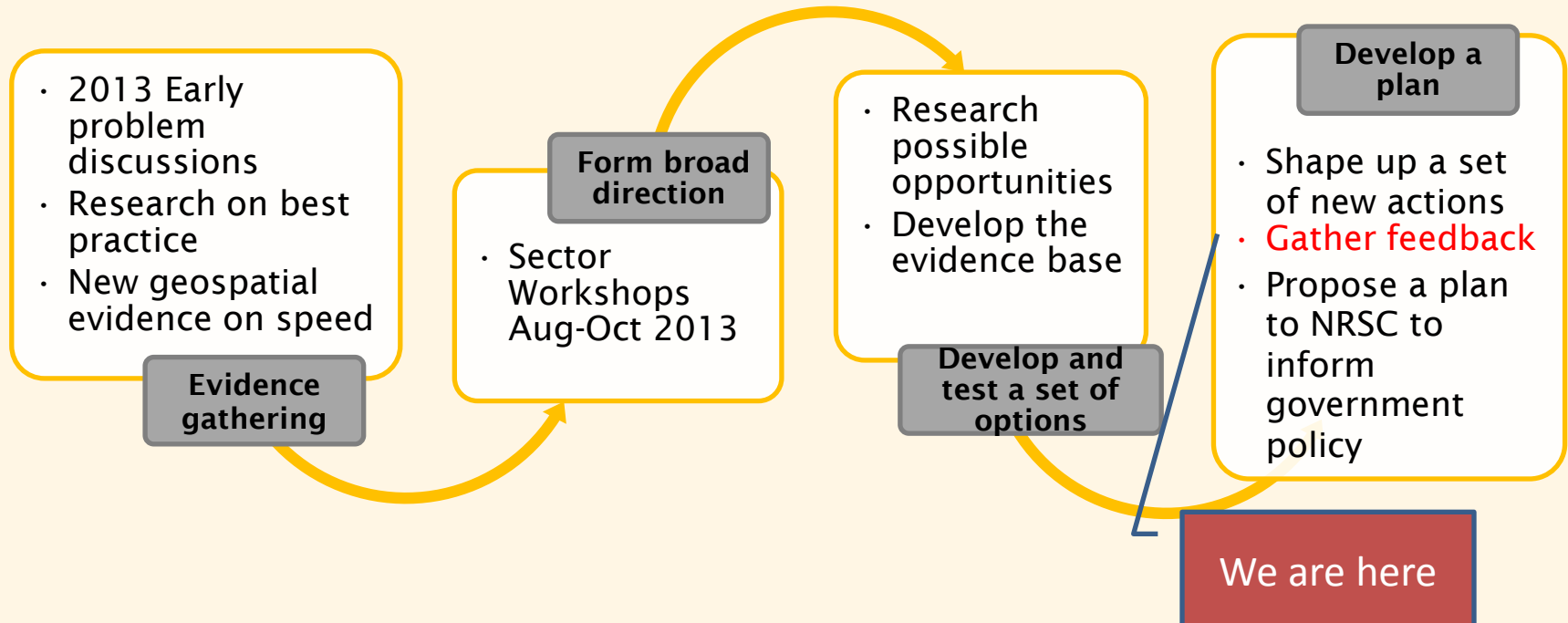


# THE SAFER SPEED PROGRAMME

UPDATE  
April 2014



# SAFER SPEED PROGRAMME DEVELOPMENT



# SAFER JOURNEYS: WHY SPEED MATTERS

*“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

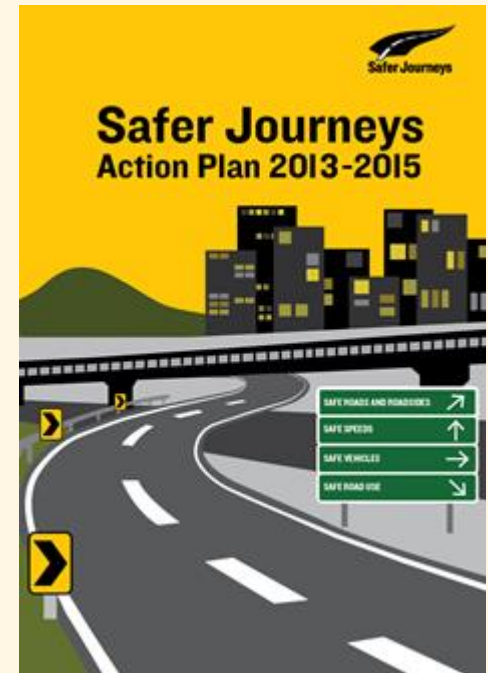
# SAFER JOURNEYS SPEED OBJECTIVES

## Long term

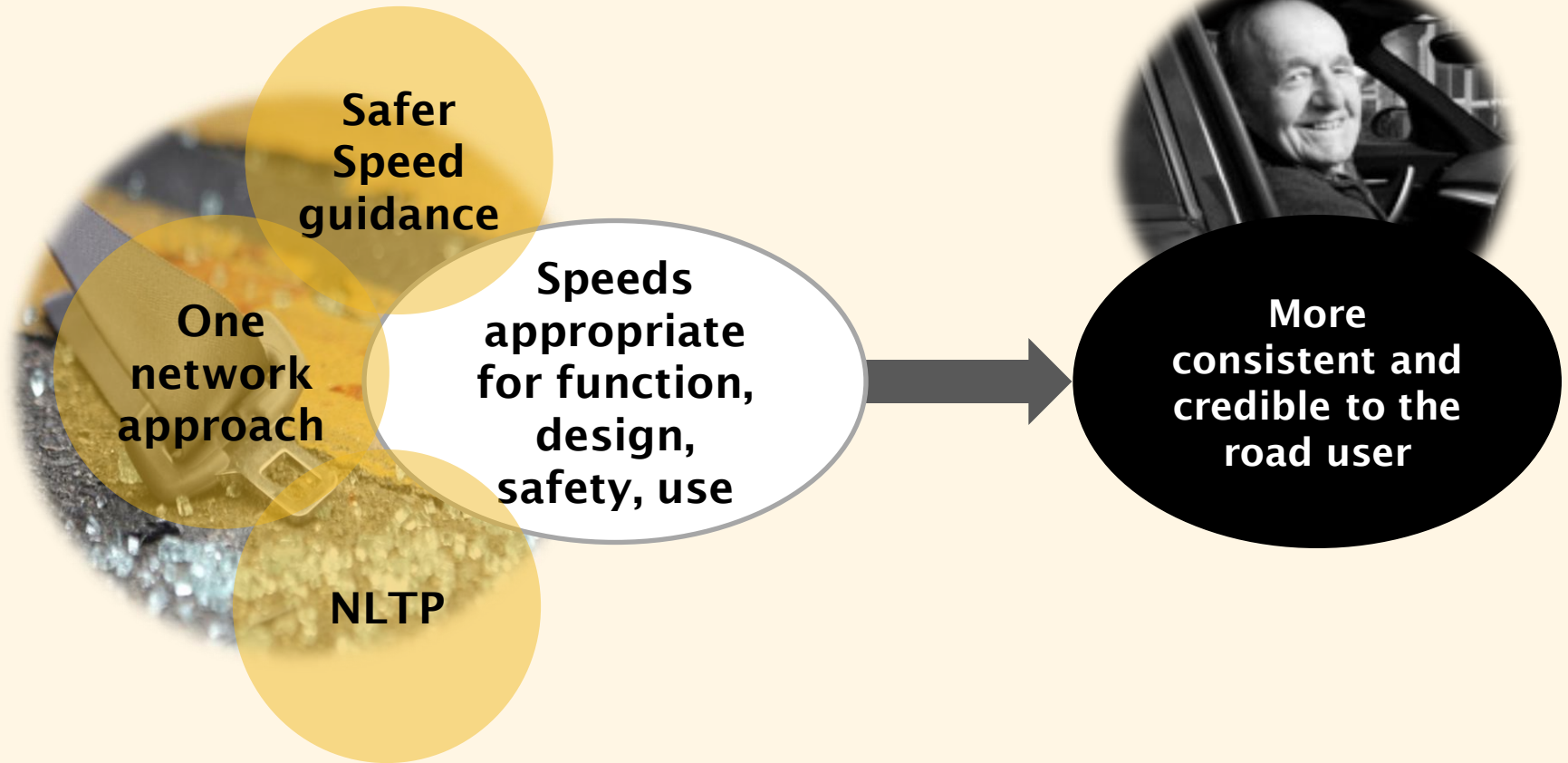
- Travel speeds will support both safety and economic productivity
- Speed limits better reflect the use, function and safety of the network
- People will increasingly understand what travelling at safe speeds means

## By 2016

A joined-up approach to achieving speeds appropriate for road function, design, safety and use

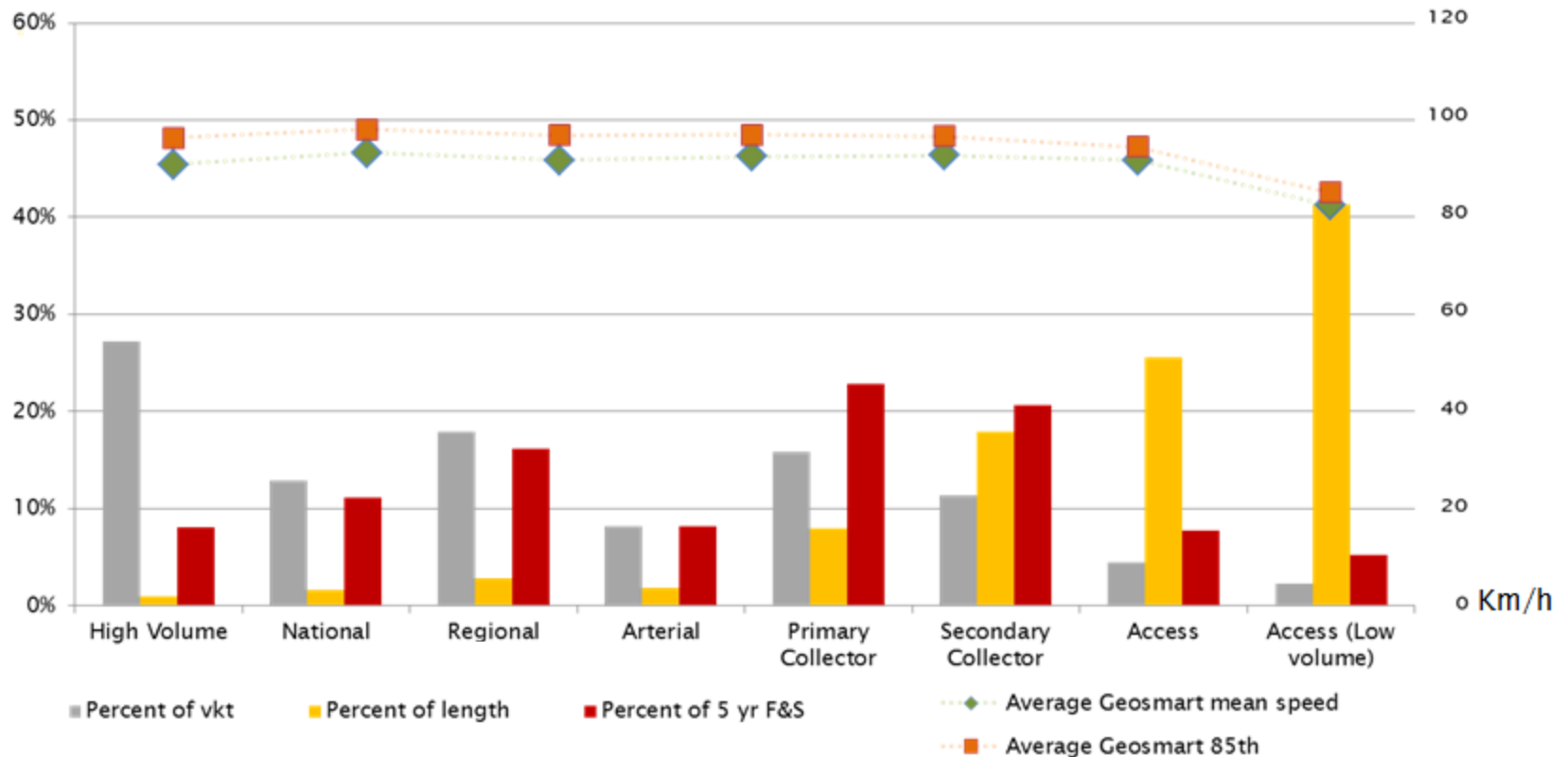


# A JOINED UP APPROACH TO SAFER SPEED



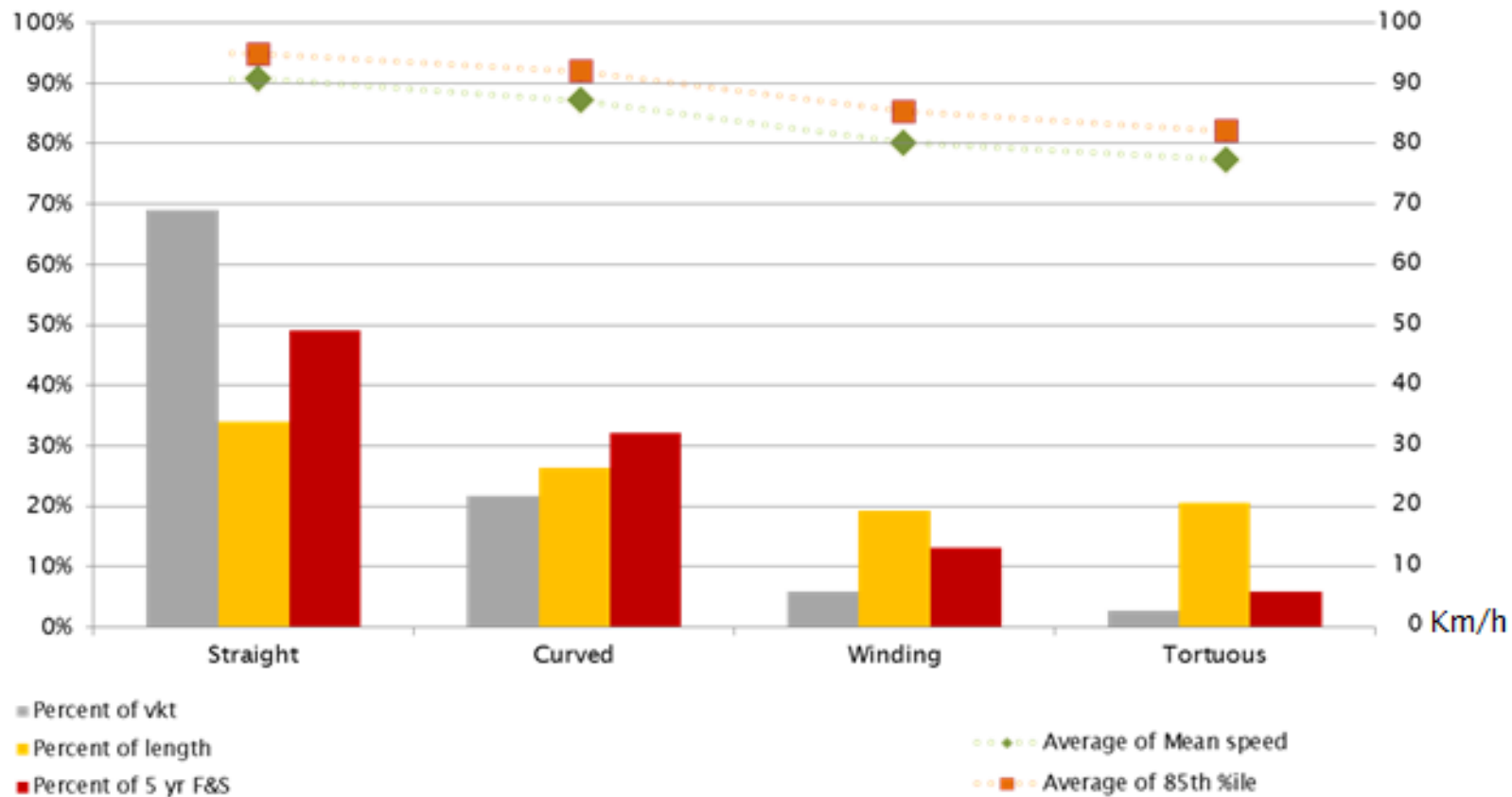
# HOW WELL DOES OPEN ROAD SPEED MATCH ROAD FUNCTION?

Road classification - length, % of vkt and % of F&S crashes paired with Geosmart open road speed data



# HOW WELL DOES OPEN ROAD SPEED MATCH GEOMETRY?

## Key facts about safety and road geometry



# 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

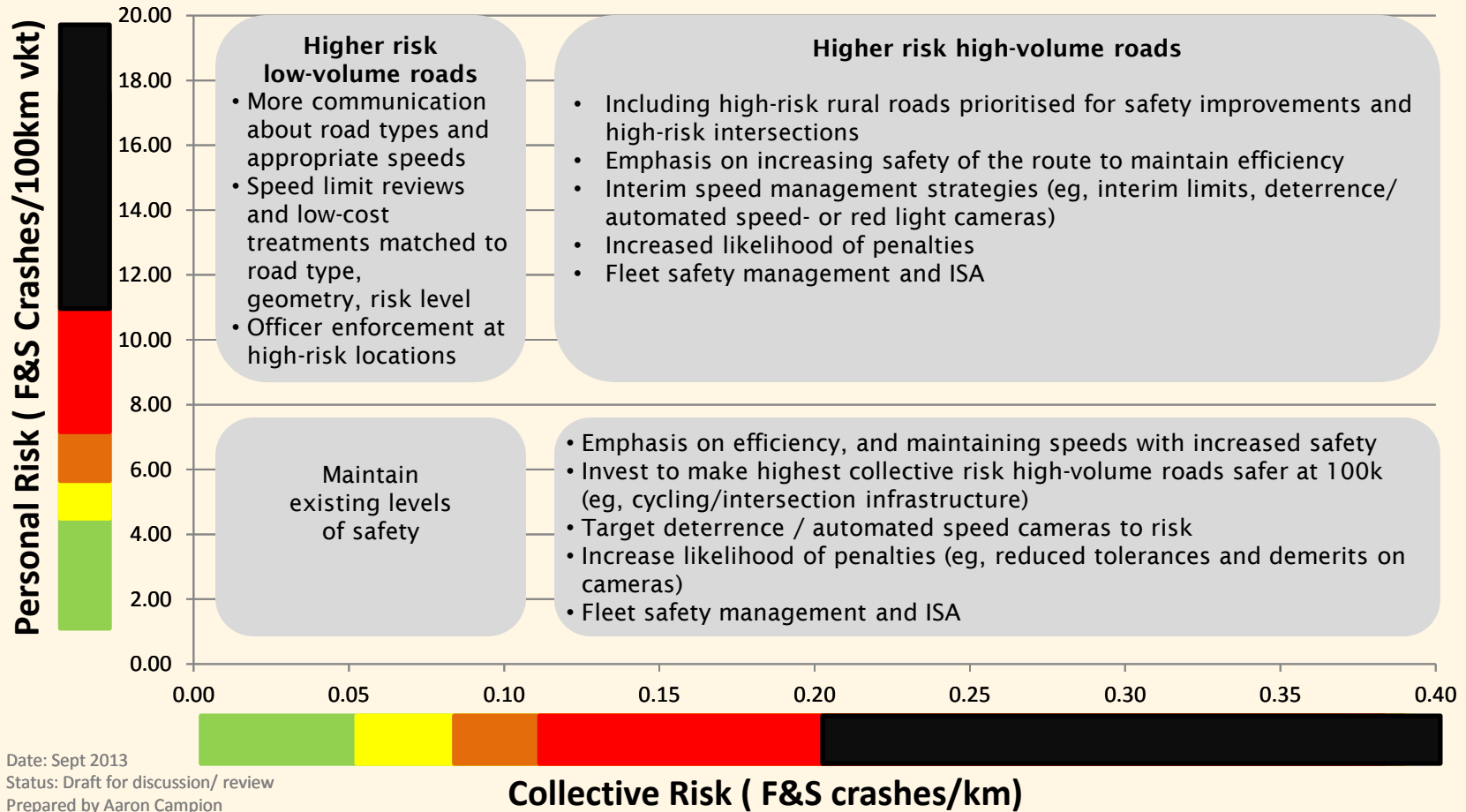
The Safer Speed Programme is likely to comprise:

- 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



# FOCUS EXISTING WORK: A WHOLE-OF-SYSTEM APPROACH TO RISK

## A proposed speed management strategy



# 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 Champion ([aaronc@hdc.govt.nz](mailto:aaronc@hdc.govt.nz))

Helen.Climo@nzta.govt.nz or

C.Foley@transport.govt.nz

