



How we're going to do it

**Partnership
with
councils**

**Risk-based
approach**

**Fast-
tracked
delivery**

Standard Safety Intervention Toolkit

- › For both state highways and local roads
- › A 'living' document that will be updated regularly
- › Provides guidance for road practitioners, including road safety and transport engineers, asset managers, town planners, civil designers and community road safety officers
- › Find it here: www.nzta.govt.nz/safe-network-programme





What is it and what it's not?

- › Proven road safety countermeasures that deliver beneficial safety outcomes by improving the existing road infrastructure
- › Not intended for offline or new road corridors
- › Each standard safety intervention has a photographic example, supporting technical information, and web links to relevant technical guidance documents
- › Breaks down assessed economics of interventions – cost range, assumed DSI savings, BCRs



Managing speed



Why managing speed is important

Speed is at the heart of a forgiving road transport system. It transcends all aspects of safety: without speed there can be no movement, but with speed comes kinetic energy and with kinetic energy and human error comes crashes, injury and even death.

ITF/OECD 2016



Improve infrastructure or reduce speed limits?

**Engineer
up**

**Reduce
speeds**

Do both



Safe and appropriate speeds

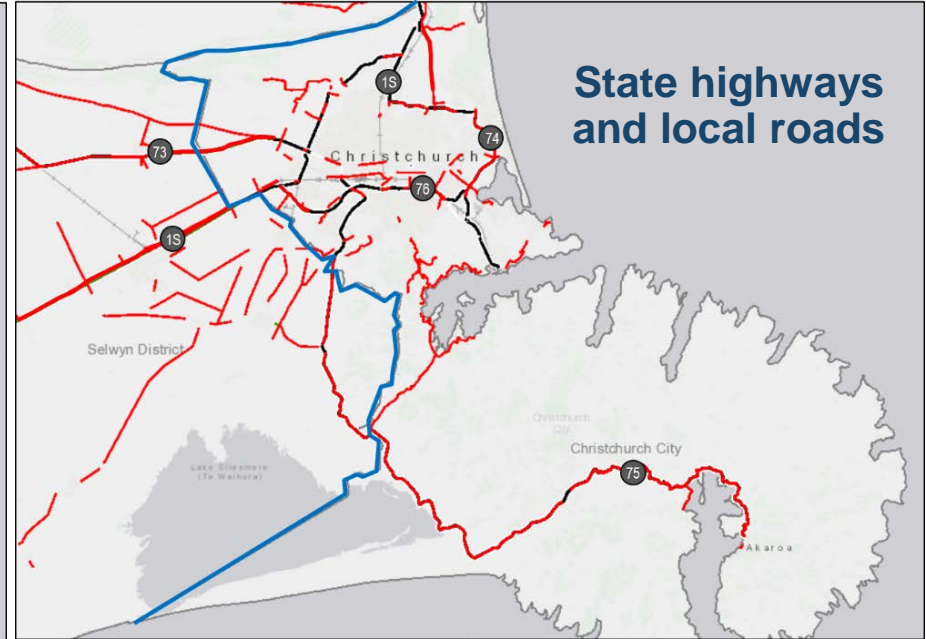
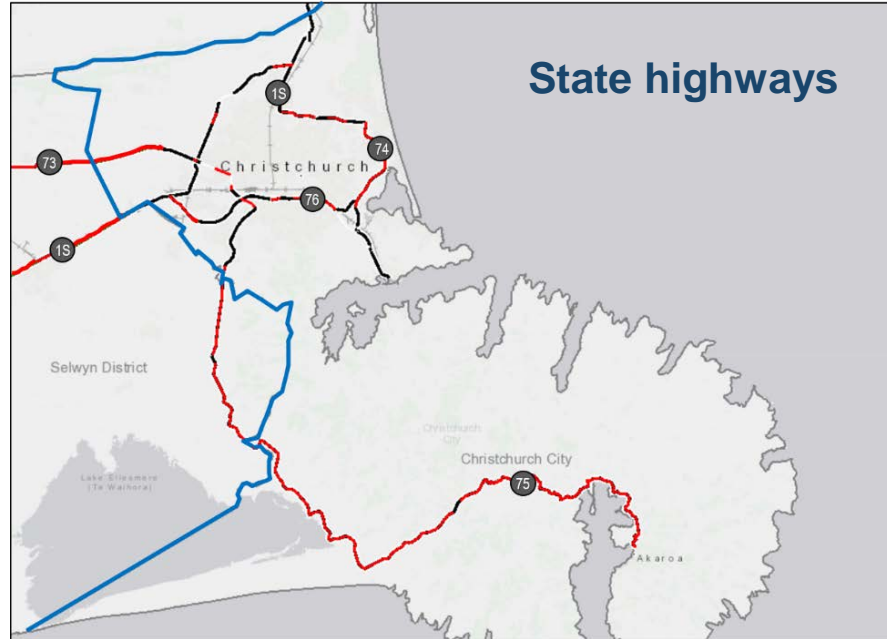
- › Map-based programme development
- › 9,750km of road network classified as top 10% highest benefit for reducing risk:
 - 6,360km (65%) is state highways
 - 3,400km (35%) is local roads
- › High benefit intervention have identified three categories for responses:
 1. Engineer up – reflect function and make safe at current speed or higher
 2. Challenging conversations – engineer up or set safe and appropriate speeds
 3. Self explaining – setting speed limits to current journey speeds



Regional approach

Financial year	Priority regions	Progress expected by the end of 2021
2018/19	Auckland Waikato Canterbury	95% of speed management changes implemented
2019/20	Northland Manawatu-Wanganui Bay of Plenty Otago	50% of speed management changes implemented
2020/21	Wellington Taranaki Southland Hawke's Bay Top of the South West Coast Gisborne	25% of speed management changes implemented

Christchurch City - example of regional map for speed management





Is this the
future of
our roads?

