

A new approach to speed management in Aotearoa

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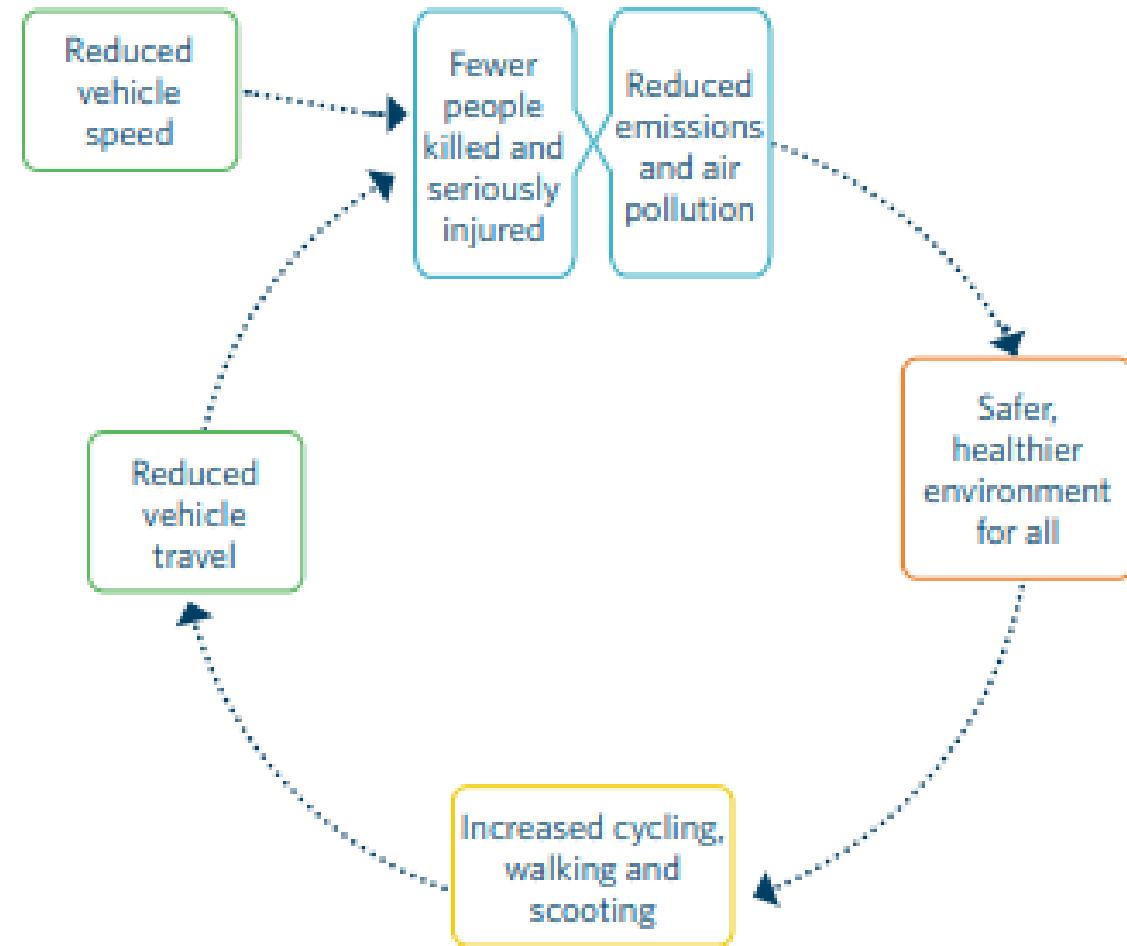
Putting whānau at the heart of transport

- People's safety must come first when planning our transport system.
- We're making changes to put people, and the diverse ways we use our roads and streets, at the heart of how we jointly plan.
- Our new approach to speed management planning, and movement and place street categorisation, will help deliver Road to Zero.
- **Our vision is an Aotearoa where no one is killed or seriously injured on our roads.**



To achieve our vision, we need safe speeds

- Speed affects the severity of all crashes. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed.
- People should be able get where they're going safely no matter how they're travelling.
- **Our understanding of safe and appropriate speeds has changed**, so adjusting speed limits accordingly will help everybody get home safely.



Land Transport Rule: Setting of Speed Limits 2022

Key messages for today

The rule introduces a new approach to planning and consulting on speed limit changes

- One network-based speed management plan for each local authority or region
- Sets a 10-year vision (principles) and a 3-year implementation plan

The rule disconnects speed limit setting from infrastructure changes

- This means that speed limits can be set first, impacts monitored, and infrastructure implemented where it will have the best impact on safety and operating speeds on the network

The rule sets targets for safe speeds around all schools

- RCAs must make best efforts for 40% of schools by 2024 and all schools by end of 2027
- Permanent school speed limits are now enabled

The rule establishes expectations for partnership with Maori

- Engagement with Maori is required during the development of speed management plans
- Fostering capacity for Maori to contribute to this is required
- Variable speed limits outside marae do not require Waka Kotahi approval

Speed Management Guide: Road to Zero Edition

Introduction

This section provides an overview of the purpose and audience for the guide and a brief summary of the Land Transport Rule: Setting of Speed Limits 2022.

Principles

The **Guiding Principles for Speed Management** are designed to sum up key concepts to help guide the speed management plan process and understand the rationale behind advice about speed limits from Waka Kotahi.

Speed Limits

This section outlines the **Setting of Speed Limits Framework** which provides the rationale for assessing and confirming the safe and appropriate speed limits for all streets and roads.

Speed Management Plans

This section provides detailed information on the concept, content, process, and roles and responsibilities for **developing a speed management plan**.

Speed management guide

Road to Zero edition



WAKA KOTAHI
Kaitiaki Takekōwhiri

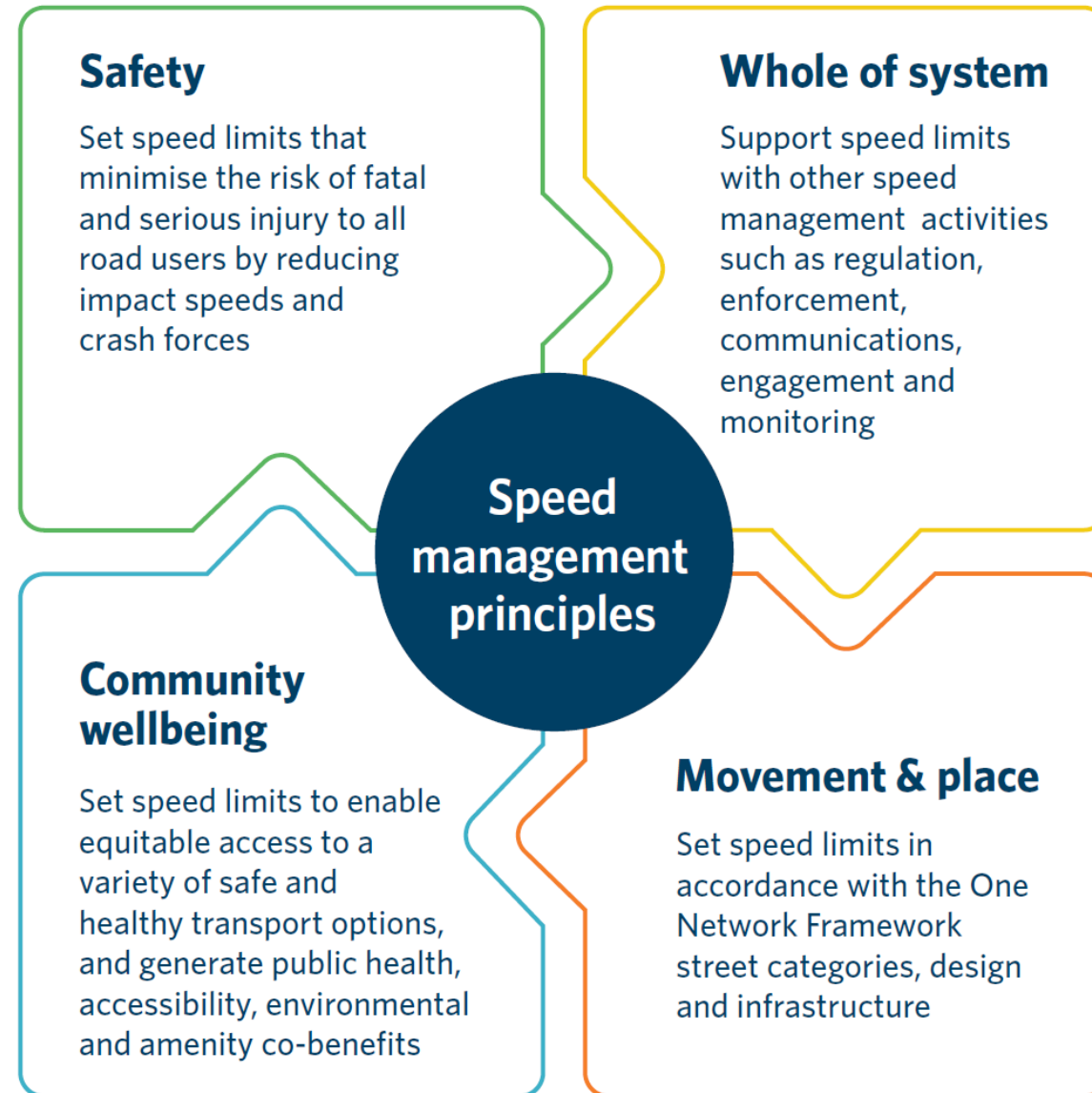


Appendices

Speed management guide:
Road to Zero edition



Part 1. Guiding principles for speed management



Part 2. Safe & appropriate speed limits framework

The guidance introduces *movement and place* to speed limit setting

- The One Network Framework replaces the One Network Road Classification (movement only)
- Safe and appropriate speed limits (SAAS) are more clearly linked to adjacent land use and types of road users

The guidance follows proven Safe System thresholds more closely

- This means the guidance shifts more towards 30km/h SAAS in areas with presence of vulnerable users, and towards 80km/h SAAS on undivided rural roads and highways

The guidance takes into account infrastructure, such as

- The infrastructure risk rating (IRR)
- The presence of safety infrastructure to manage speeds or avoid certain crash types

The expectation is for incremental change over time towards safe and appropriate speed limits across the network

Part 3. Speed Management Plan Development



Discussion

As a leader, what do you need for your organisation to be a champion for safe speed, and what does success look like for your community?



A group of approximately 15 people and a dog are posed on a gravel shoulder of a winding road. The group includes individuals in various attire: some in high-visibility safety vests, others in casual clothing, and one in a racing suit. A silver car with its trunk open is parked to the left. The background features a deep blue fjord, steep rocky cliffs, and distant mountains under a clear sky. The text "IT TAKES" is overlaid in large white letters on the left side of the image.

IT TAKES

TO GET TO NO ONE.

