



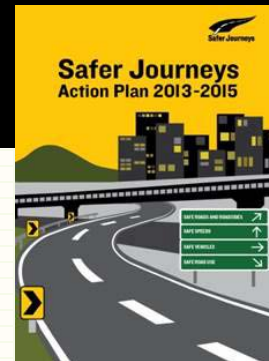
the Safer Speeds programme

TRAFINZ - 16 September 2014

Helen Climo, NZ Transport Agency



Safer Journeys Action plan 2013-15



The Safer Speeds programme

- > **A joined-up** approach to managing speed 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.

One
network
approach



More
consistent
and
credible to
the
customer

The Safer Speeds Programme

Programme goal

**Reduce death
and serious
injuries**



**Support
economic
productivity**



**Safe and appropriate speeds which suit road function,
design, safety and use.**

The problem: travel speeds are not appropriate for road function, design, safety and use

**Speed causes
some crashes**

**Speed
contributes
to the
outcome in
every crash**












**Illegal
speeding is
still common**

**Lack of
consistency
in speed
management
practice**
































**Current travel
speeds do not
always
support safety
or efficiency**

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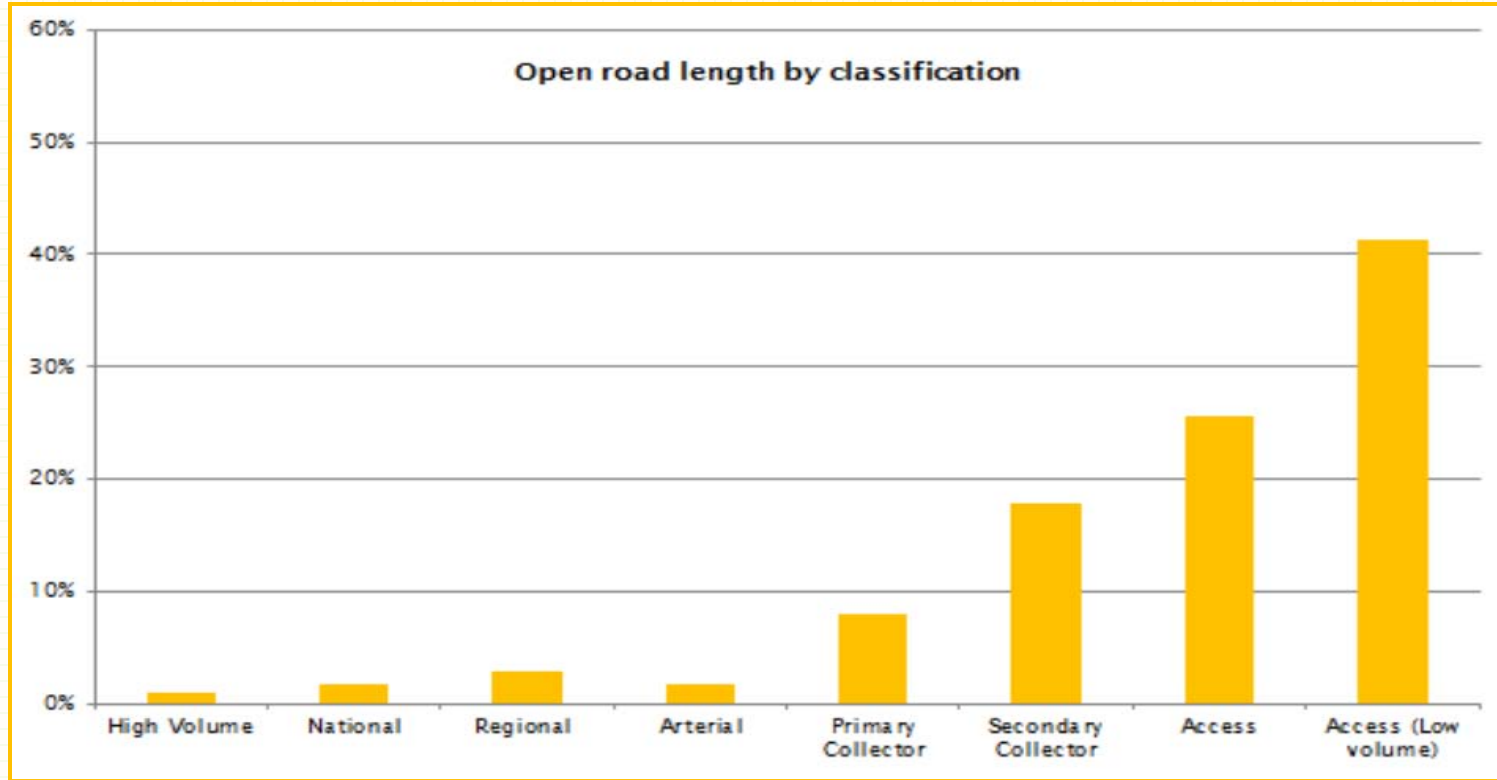
One network road classification - Rural

Function	Classification	Typical daily traffic Rural: 000s heavy vehicles 100s Peak PT 10s
Flow 	High volume	
	National	
	Regional	
	Arterial	
Connection 	Primary collector	
	Secondary collector	
Access 	Access/ Low volume access	

One network road classification - Urban

Function	Classification	Typical daily traffic Urban: 000s heavy vehicles 100s Peak PT 10s
Flow 	High volume	>                              

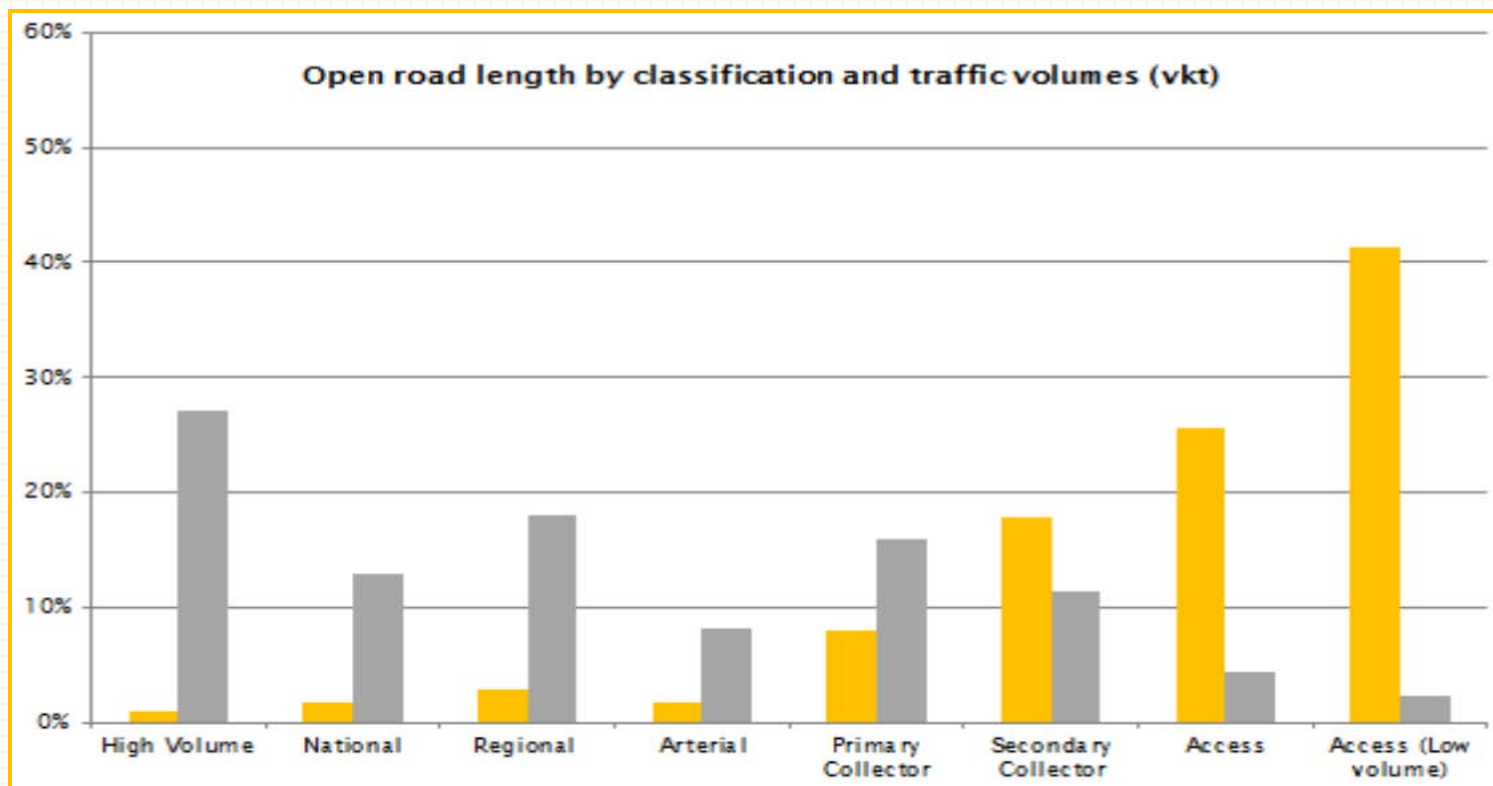
Open roads – the big picture



Total

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Most traffic is on relatively few roads



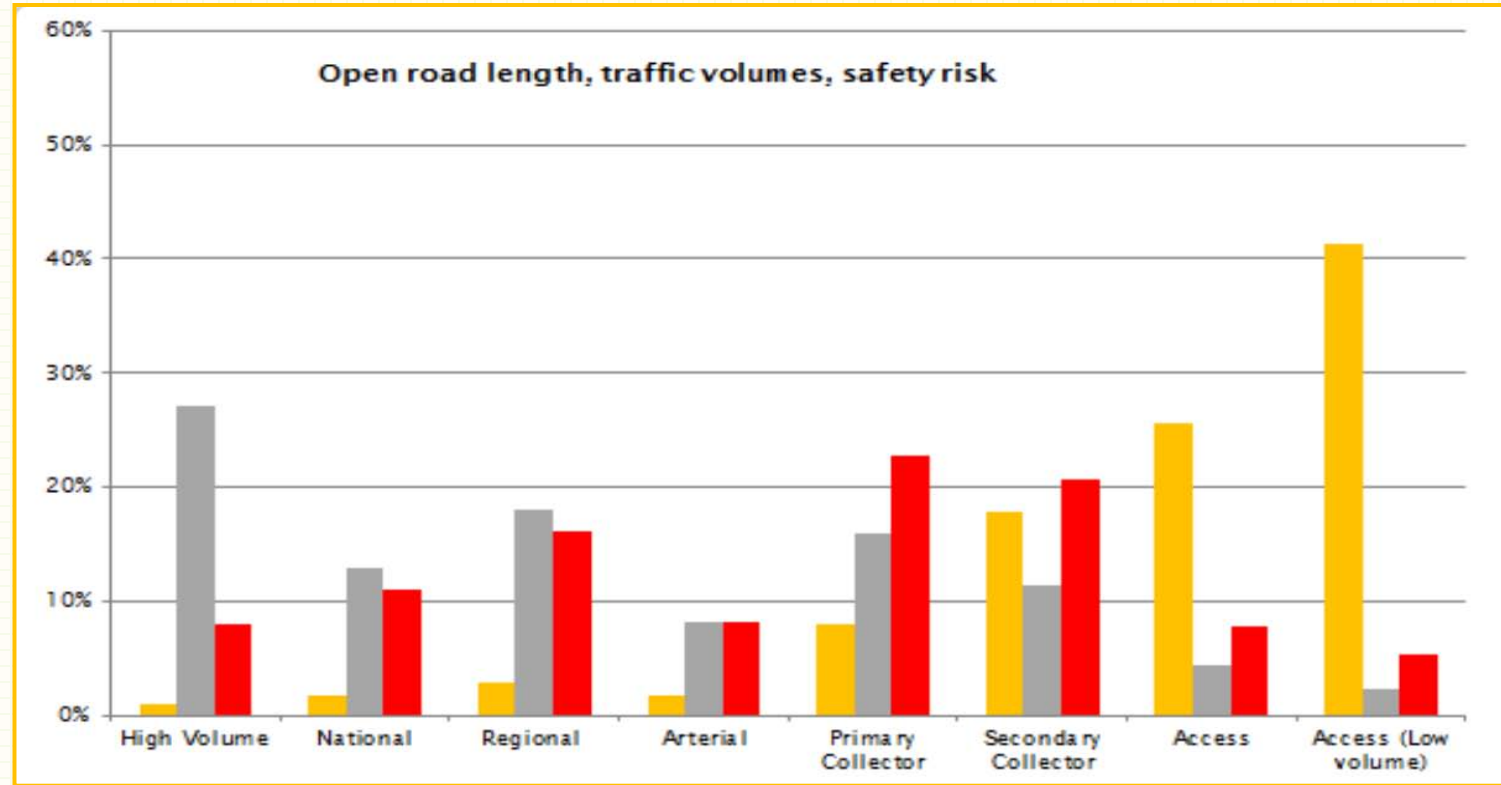
Percent of length



Percent of vkt

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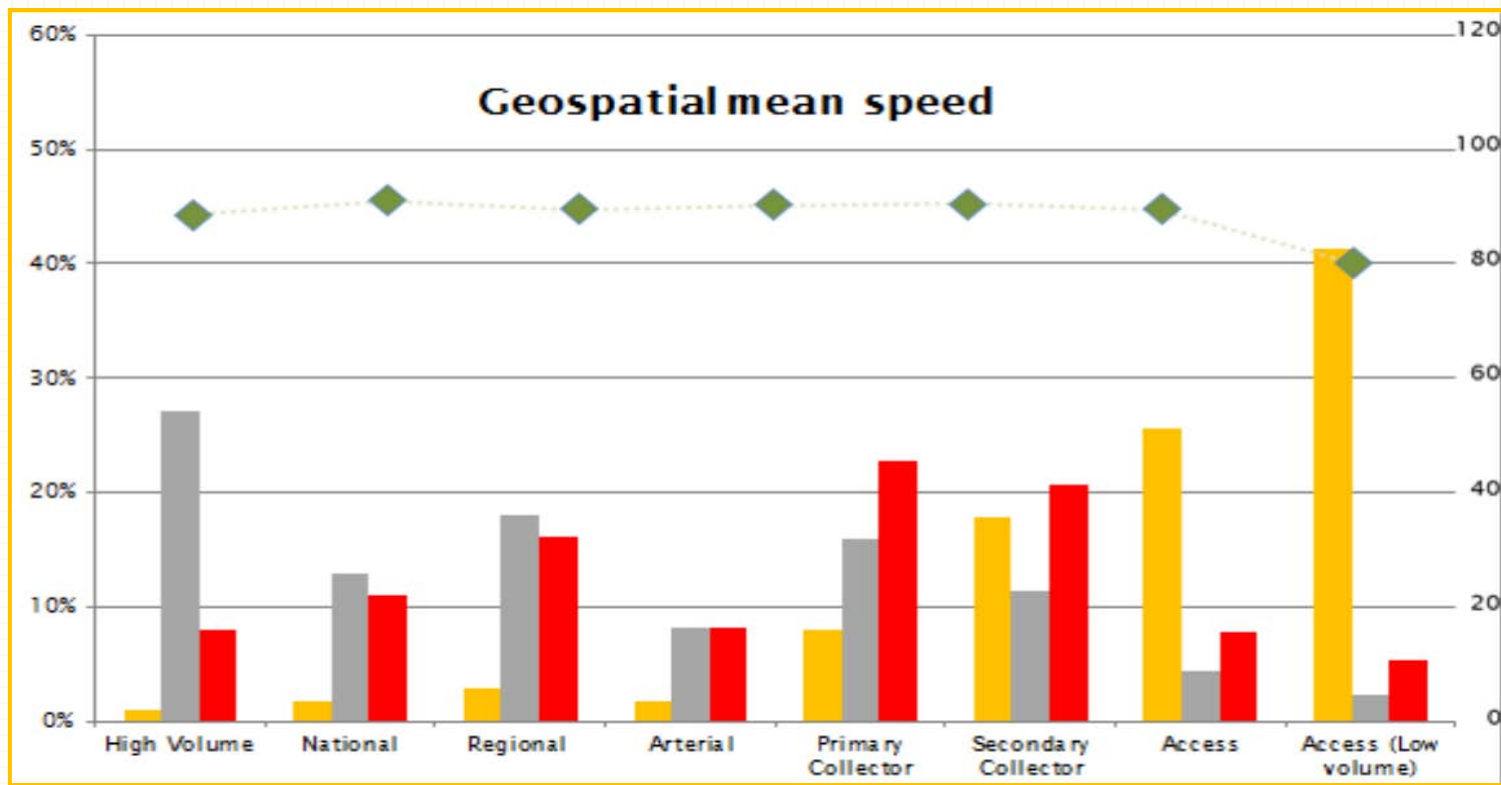
Deaths and serious injuries on open roads



■ Percent of length ■ Percent of vkt ■ Percent of F&S

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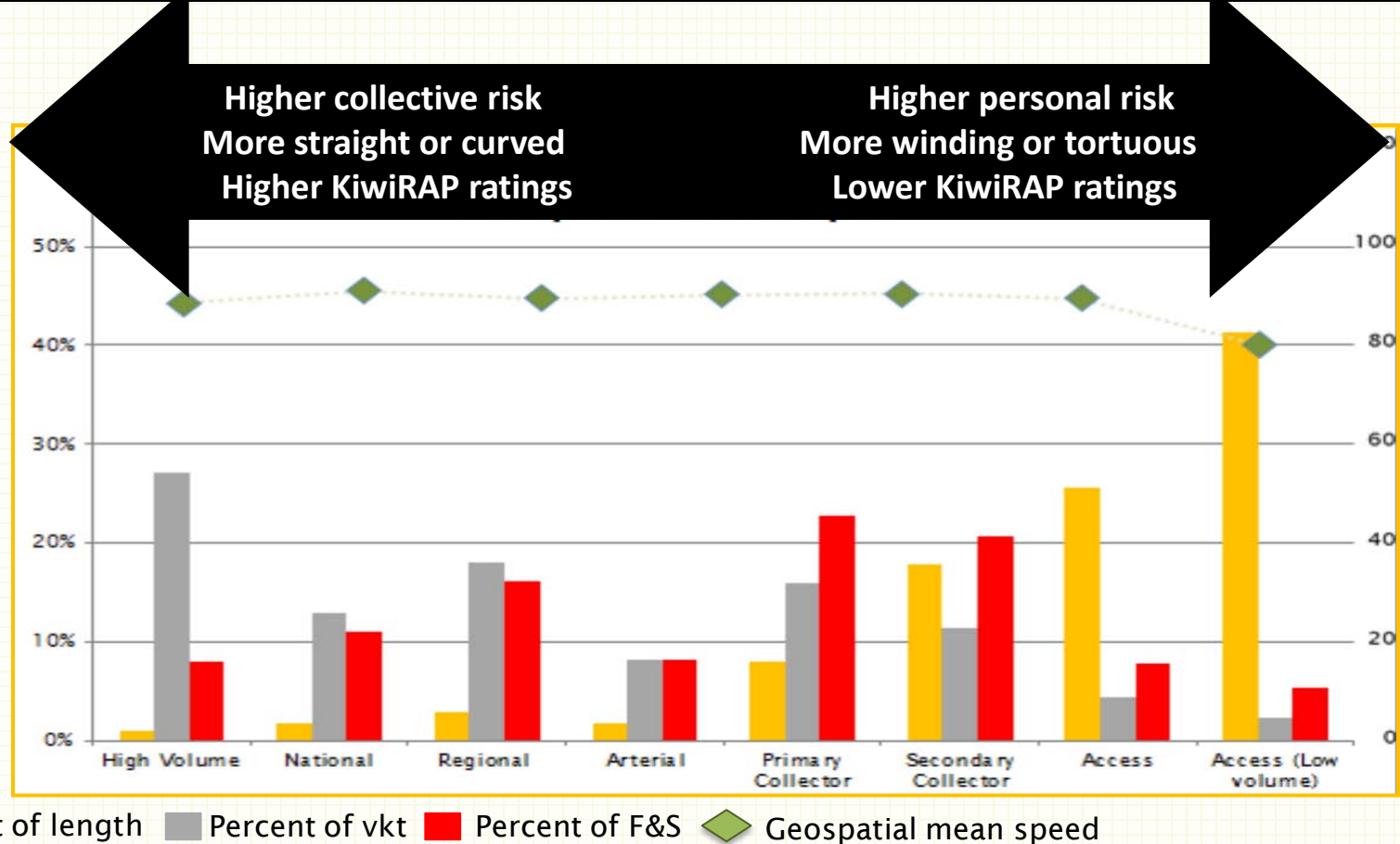
Open road speeds vary little no matter what the road



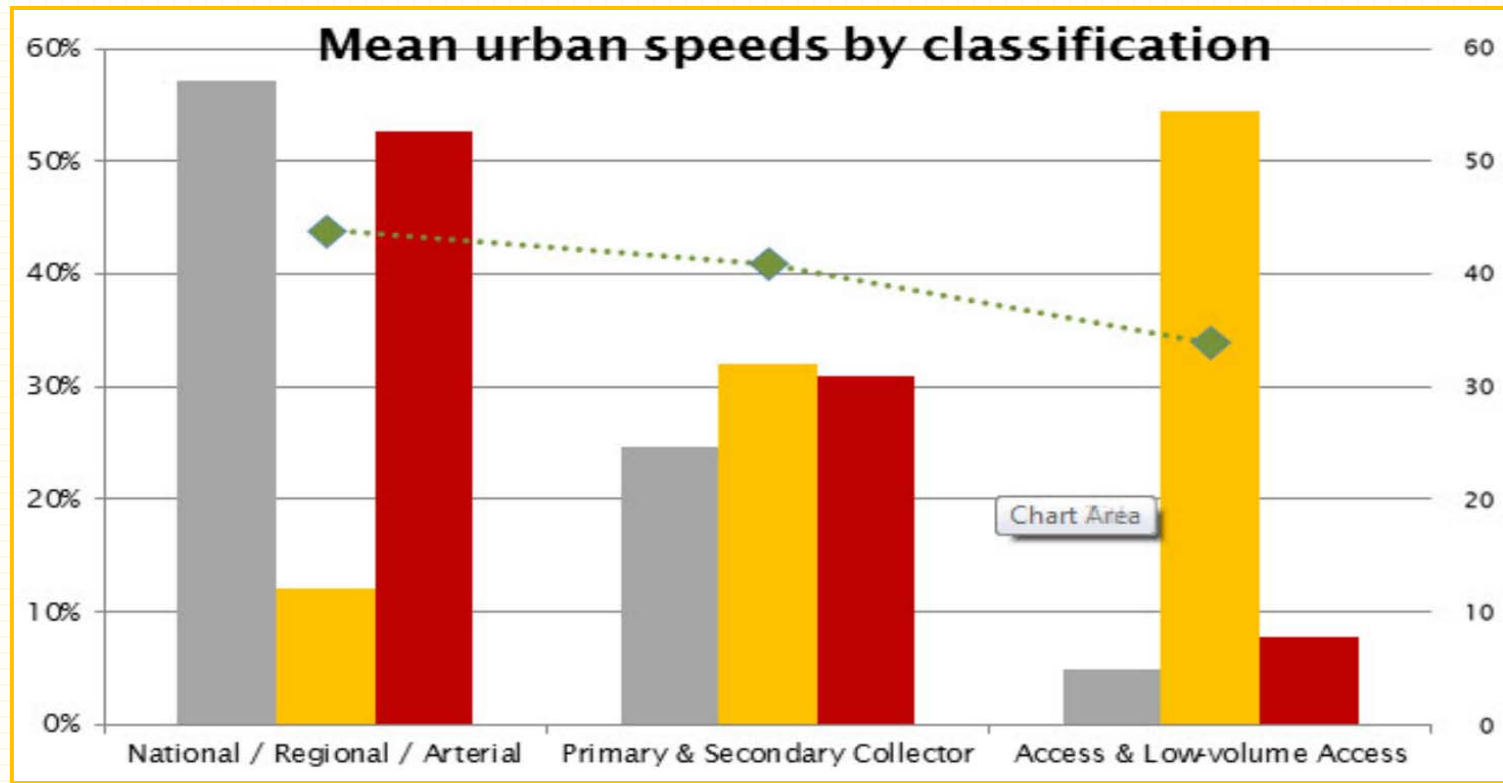
■ Percent of length ■ Percent of vkt ■ Percent of F&S
◆ Geospatial mean speed

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Not all roads are created equal - Same mistake... different result



On Urban roads, risk relates more to volumes, intersections, walking & cycling



■ Percent of vkt ■ Percent of length ■ Percent of 5 yr F&S
◆ Average Geospatial mean speed

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A brief recap

The speed management problem:

- > Current speeds don't always support safety or economic efficiency.
- > Current speeds aren't always appropriate for road function, design, safety, use.
- > There's a lack of consistency in how speed is managed and talked about.

The Safer Speeds solution:

- > **If we want people to drive at speeds that are appropriate for the road, we ourselves have to manage speeds as a way that is more appropriate for the road.**
- > **We need to build public understanding of safer speeds.**

National guidance on Speed

Based on best-practice principles

Functionality

Differentiate speeds/speed limits according to classification/function

Predictability and consistency

Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards

Credibility

Manage to the appropriate speed for a route to support the overall credibility of the limits and of enforcement

Homogeneity

Keep like with like
– encourage speeds within a narrow band



The national framework

The answer: The one network framework of travel speeds safe and appropriate for road function, design, safety and use

National direction for all speed management decisions from 2014 onwards.

● More consistency ● Targeted to risk ● Better practice ● More effective enforcement ➔ reduce death and serious injury

Open roads environments (including urban motorways)	Straight open road /urban motorways	Curved Open	Winding open	Urban (not motorway)
Class 1 High volume national	100–110 Depends on safety risk eg 4-5 star roads		60-80	50 60-80 where safety risk allows, eg fewer intersections, mode separation for cyclists 30-50 30 if high volumes of cyclists/ pedestrians
Class 2 National, Regional, Arterial	80-100 Depends on safety risk – eg whether 1, 2 or 3 star			
Class 3 Primary and secondary collector				
Class 4 Access and Low volume access All winding/ tortuous	60-80 Depending on safety risk, peri urban development, schools, whether sealed or not			

Using the framework

The one network framework of travel speeds safe and appropriate for road function, design, safety and use

- More consistency
 - Targeted to risk
 - Better practice
 - More effective enforcement
- ➔ reduce death and serious injury

Open roads environments (including urban motorways)	Straight open road /urban motorways	Urban (not motorway)
Class 1 High volume national	100 - 110 Depends on safety risk	50 where safety risk flows, intersections.
Class 2 National, Regional, Arterial	80 - 100 Depends on safety risk and traffic volumes.	30 - 50 30 if high volumes of cyclists/pedestrians, schools.
Class 3 Primary and secondary collector		
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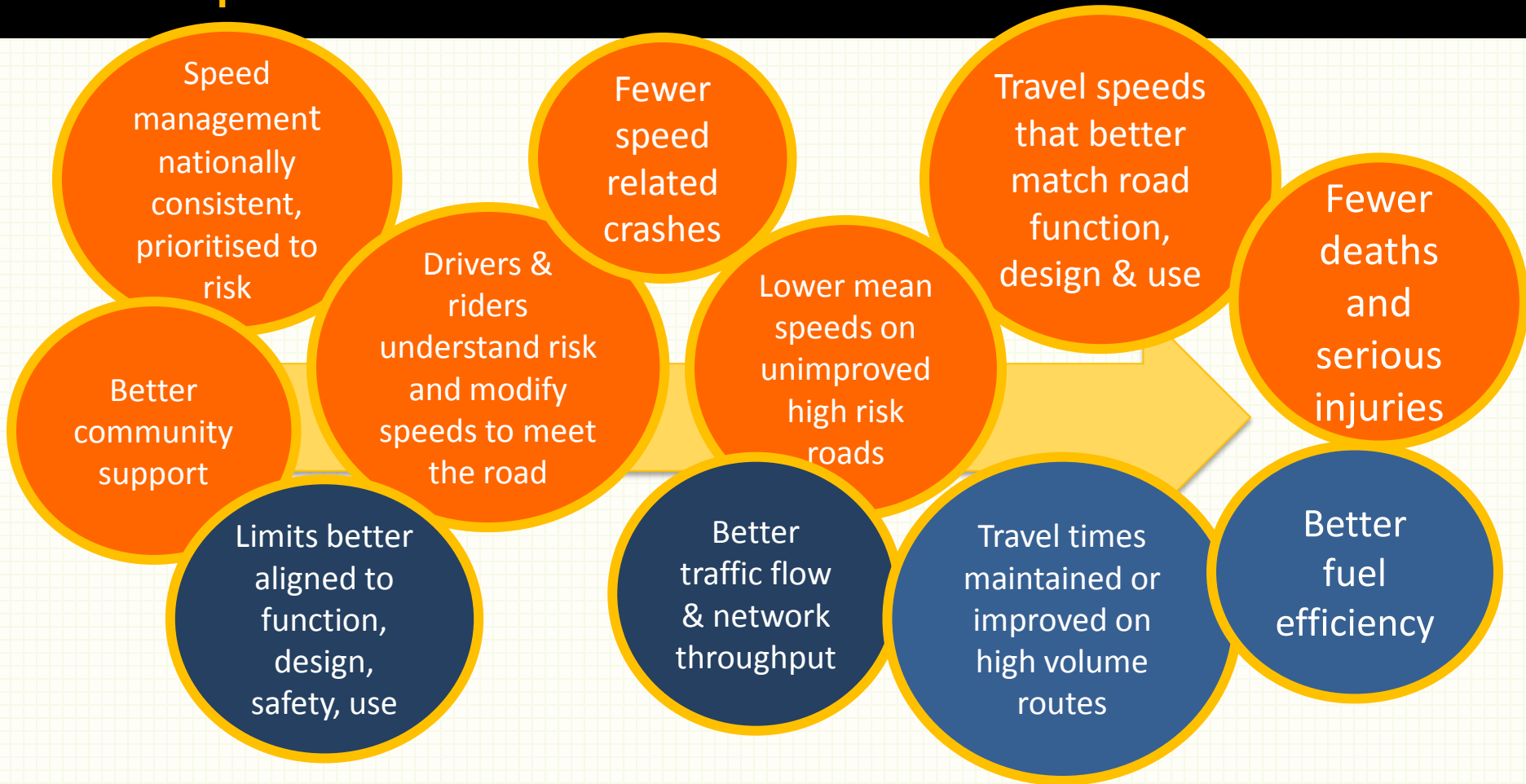
Safer
infrastructure
where cost
effective

**Risk
targeted
approach**

Manage
speeds down

Cyclists separate.

Safer Speeds Outcomes



Five actions to implement the framework by 2015-6

Deliver a
campaign to
change the
conversation
on speed

NZ
Transport
Agency

Deliver a
speed
management
guide

NZ
Transport
Agency

Align the
setting of
the Speed
Limit Rule

Ministry of
Transport

Support
review of
enforce-
ment
policies

Ministry of
Transport with
NZ Police

Better
compliance
- review
penalties

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Why communication needs to come first

Safer speeds need trust and co-operation.

With too many conflicting messages and competing voices, it's hard for the public to know who to trust.



A different conversation about speed

From blame the driver messaging	To Safe System messaging
Polarised, conflicting messages from RCAs, Police, others - no authoritative voice.	A unified set of authoritative key messages regarding speed.
"Slow down" in every situation.	Not all roads are equal. High risk roads or situations need lower speeds.
Speed means you are more likely to crash (personal risk).	The wrong speed means someone is more likely to be hurt (collective risk).
Telling people what to do, fear based.	More of a conversation, tell people why some speeds need to change.

We need a joined up conversation about speed

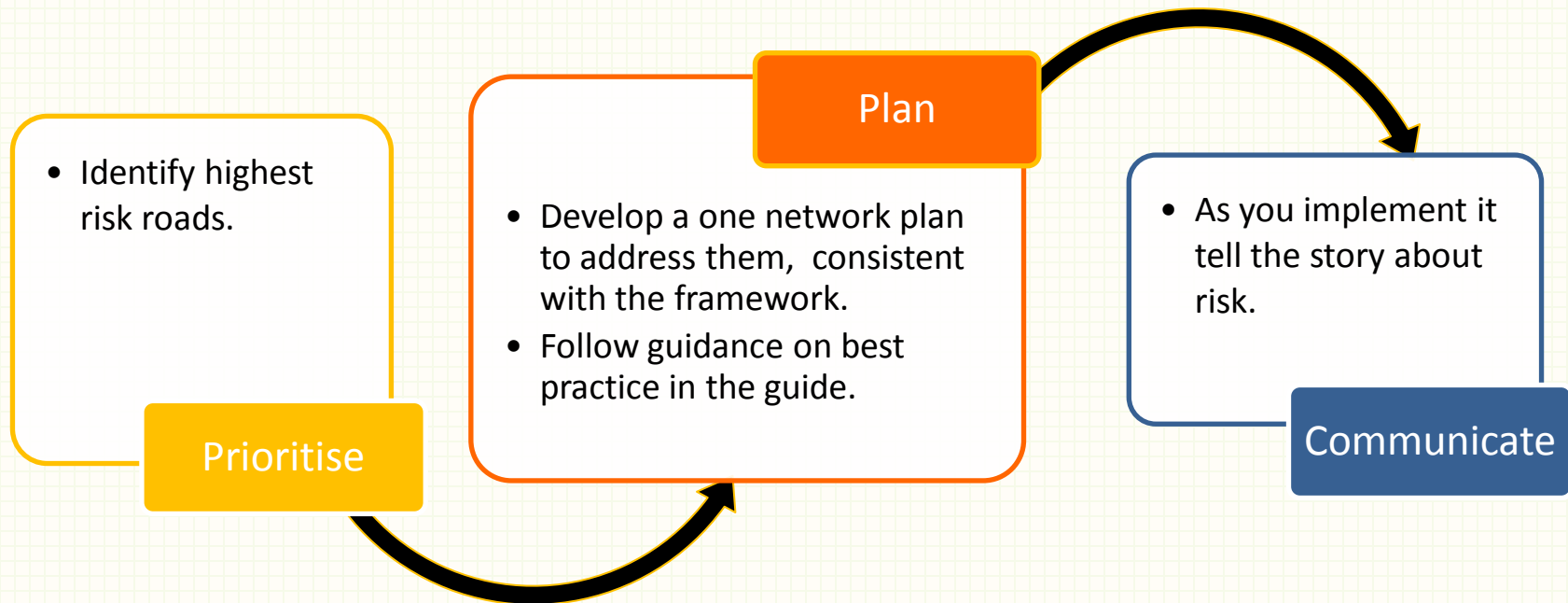
“Not all roads
are created
equal. High risk
roads and
situations need
lower speeds”

Our actions
must be
consistent
with our
words

“We will
concentrate on
making high risk
roads and
situations
safer”

So what should you do next?

“We will concentrate on making high risk roads safer”



The link to planning and investment

- > The Safer Speeds framework and the Safer Speed outcomes will link into One Network Road Classification safety and speed levels of service, and feed into investment in:
 - > The National Land Transport Programme
 - > Road policing



Summary

- > The Safer Speeds goal is speeds that support safety and efficiency
- > A new framework of safe and appropriate speeds will link speeds to road function, design, safety and use over time
- > The framework will give more consistency to speed management, focusing on highest risk roads first
- > The public conversation will be based on better awareness of risk
- > Sector guidance on speed management and a review of the Rule
- > Better compliance though better and more consistent penalties



Thank you

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