DRAFT - NOT GOVERNMENT POLICY

PROPOSED APPROACH TO SPEED MANAGEMENT IN NEW ZEALAND

Road to Zero Strategy

sets long-term outcomes and measures relating to safety, health and access, and incorporates longterm outcomes and measures for speed management

Action Plan

outlines Government action to change the speed limit setting process, transition to lower speed limits around schools and adopt a new approach to the safety camera network

Government Policy Statement on Land Transport (GPS)

reflects long-term Road to Zero strategy outcomes and short-term actions to ensure funding supports RCAs implementing speed management changes



CHANGES TO the Land Transport Act, the Land Transport Management Act and the Land Transport Setting of Speed Limits Rule:

establishes a new process for setting speed limits, and removes the current bylaw making requriements

SPEED MANAGEMENT PLANS:

enables RCAs to set speed limits, propose safety infrastructure treatments and plan for safer speed limits around schools

National Speed Management Plan (for State highways)

- developed by the NZ Transport Agency (as an RCA)
- reviewed by a new *Speed Management Committee* (made up of individuals with appropriate skills and knowledge including road safety and an understanding of impacts on, for example, local government, motorists, vulnerable users etc.)

Regional Speed Management Plan (for local roads)

- developed by RCAs, pulled together by Regional Transport Committees
- reviewed by the NZ Transport Agency



SPEED LIMITS:

implemented by RCAs, in line with the final speed management plans and included on a public register



A NEW APPROACH TO SAFETY CAMERAS:

adopting a Swedish-type model to reduce death and serious injuries

Current approach – Anytime, anywhere	New approach – No surprises, highly visible
Based primarily on the idea that speeding is a deliberate	Recognises that the main problem is that travel speeds exceed
	the safe level on a large proportion of the road network, and can
comfortable with and moderate behaviour to the extent	sometimes be due to road design, lack of information and
they perceive there to be a threat of being caught	inattention (rather than deliberate action by the road user)
Posted mainly in urban areas, largely concealed, and not	Well sign-posted, advanced warning, focus on the highest risk
sign-posted	roads, which tend to be in rural areas
Emotional messaging about road safety	Explains purpose of the cameras in the context of the broader
	safety system discouraging unsafe speeds
Relatively small coverage of the network – but cameras	Greater coverage of the network, but cameras could only be
are always switched on	switched on a proportion of the time
NZ Police set threshold at its discretion, often at 10	A lower threshold could be considered once the new approach is
km/h but can be lower	established
NZ Police – making it an enforcement function	NZ Transport Agency – allowing for better alignment with other
	speed management tools available to the Agency
	Based primarily on the idea that speeding is a deliberate offence; people choose to travel at speeds they're comfortable with and moderate behaviour to the extent they perceive there to be a threat of being caught Posted mainly in urban areas, largely concealed, and not sign-posted Emotional messaging about road safety Relatively small coverage of the network – but cameras are always switched on NZ Police set threshold at its discretion, often at 10 km/h but can be lower

WHAT ARE SPEED MANAGEMENT PLANS?

Speed management plans are 10 year plans, to be developed and published every 6 years, with allowance for variation every 3 years in line with the development of regional land transport plans. There would be processes in place to allow for out-of-cycle speed limit changes and minor variations to the plans in intervening periods if required. Speed management plans would be reviewed against the criteria set out below.

Speed management plans must:

- take a whole of network approach, consider speed limits and engineering changes in the relevant region, outlining:
 - o speed limit changes and safety infrastructure treatments proposed for the region over the relevant time period
 - o where roads will be engineered up on strategically important routes
 - o how speed limit changes and engineering changes will operate in tandem to manage safety risks, while maintaining network efficiency
 - o consideration of connecting roads or surrounding areas where a particular priority road or area is being reviewed
- address Government outcomes outlined in the Road to Zero strategy, Action Plan and GPS
- align with the safe and appropriate travel speed (SAAS), unless there is a good rationale not to, such as:
 - o adjustments to the boundaries of the application of a speed limit to support network management or safety
 - o where land use or local circumstances have changed
 - where speed limits may need to be smoothed or take a network-based approach to support network management or safety (that is not accounted for in the SAAS)
 - o where consultation identifies an effect on road users (that is not accounted for in the SAAS)
 - where, due to the function of the road, it is more appropriate to make engineering improvements to retain current speed limits
 - o where the SAAS is considerably different from current mean travel speeds, incremental/transitional reductions in the speed limit could be considered
- **be consulted on by Regional Transport Committees/RCAs** to ensure robust analysis and local knowledge is accounted for (especially any effects on road users or communities not included in the analysis that went into the plan)
- outline how they will be implemented (e.g. sequence, time period, and costs), as well as proposed approaches to engineering changes, signage and information campaigns, and how affected users would be notified.

In addition:

- the **National Speed Management Plan** should cover how speed limits, safety infrastructure, enforcement and safety camera placements will work together to address speed management risks; and the interactions with regional speed management plans
- Regional Speed Management Plans should cover interactions with the National Speed Management Plan and the Regional Speed Management Plans of adjacent regions.

THE NZ TRANSPORT AGENCY WILL HAVE NEW REGULATORY FUNCTIONS:

- Reviewing Regional Speed Management Plans against criteria specified in the new rule, including ensuring RCAs have followed proper process, addressed required speed management priorities, conducted adequate consultation and provided an implementation plan
- Keeping the safe and appropriate travel speeds analysis up-to-date and making it publicly available
- · Providing a public register of speed limits that is kept up-to-date and performing Registrar functions
- Providing advice and recommendations to the Speed Management Committee