

Attachment B - National Speed Management Context

1. Speed Management in New Zealand has recently undergone a step change. Since 2019, the national operating environment for Road Safety and speed limits has changed. The process for recommending new speed changes for community consultation has become linked with an assessment of roads to focus on where these changes could make the biggest difference in preventing deaths and serious injuries, and where communities were calling for change. Speed limits now reflect the risk on each road and the recognition that speed increases both the likelihood of crashes and the severity of crash outcomes, regardless of what causes a crash.
2. The key national changes are set out below:
 - The **Road to Zero Road Safety Strategy**, commits to a vision of an Aotearoa New Zealand where no one is killed or seriously injured in road crashes. It sets a target for reducing deaths and serious injuries by 40 percent (from 2018 levels) by 2030. The Strategy establishes the international Safe System approach which takes a holistic view of the land transport system and designing and managing that system so it protects everyone using it from road trauma. A more forgiving road system takes human fallibility and vulnerability into account.
 - **The One Network Framework (ONF)** enables a people focused, land use approach to road classification. Many of our roads are constrained by existing infrastructure, QLDC need to consider how these roads can meet growing demand. The ONF is a new approach to classify our transport networks to enable better design, planning and delivery of a modern transport system to meets the increasing needs of people, businesses, communities and our climate. The ONF recognises that streets not only keep people and goods moving, but they're also places for people to live, work and enjoy. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities. It recognises the function of a place may impact what is a safe and appropriate speed for that environment. This enables consideration of how roads and surrounding environments are used so that they can be designed and managed in a safe and appropriate way. More work at a local, regional, and national level is being undertaken to refine the ONF to support the principle that shared, integrated planning approaches between transport and land-use planners will result in better outcomes. This also applies to speed management planning.
 - The Development of the **Speed Management Framework for New Zealand**, and supporting guidance on identifying and treating High-Risk Rural Roads, High-Risk Intersections, and the Safe and Appropriate Speed concepts which includes the Setting of Speed Limits Rule 2022, and the Speed Management Guide. It supports greater consistency in speed limits through:
 - a. Considering the role streets and roads play as places, as well as movement corridors
 - b. Shifting the emphasis to the movement of people and goods, rather than vehicles, through every stage of our journeys on the transport network
 - c. [Speed management guide: Road to Zero edition 2022 \(nzta.govt.nz\)](https://www.nzta.govt.nz/speed-management-guide/)