GLOBAL
ROAD SAFETY
PARTNERSHIP

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Fabian Marsh
Senior Manager Road Safety
Safety, Health & Environment
Email: fabian.marsh@nzta.govt.nz

Review of Speed Management Guide – Road to Zero Edition

I have reviewed the Guide and make the following observations.

While noting that your request was for high level comment, I thought it may be helpful to include specific comment on relevant parts of the guide, particularly with respect to alignment with accepted safe system speed limits and international recommendations.

With respect to your specific request for comments:

- Does the information provided in the Guide align with your international experience of best practice for speed management?

The Guide is consistent with good practice and explains 'safe system' speed limit setting principles. It sets the scene by explaining where New Zealand's road safety performance is falling short and makes important connections to the sustainability agenda. For example, it clearly explains that speed reduction results in lower emissions.

There are good descriptions of the ways in which impact speed contributes to road trauma and the need to set limits that work toward the Road to Zero strategy.

The inclusion of Table 1 (Page 9) which highlights survivable impact speeds for different collision scenarios is a fundamentally important reference and provides the principle by which speed limits should be set.

These principles are clear and describe the desired end state for speed limits across New Zealand. Once introduced, they will make major positive contributions to reductions in road trauma as well as having significant and immediate impact on reducing green house gas emissions and contributing to sustainability targets.

- Commentary on the Principles adopted that guide Safe and Appropriate Speed limits

The 'principles' are correctly stated and set time bound objectives for achieving 'safe' and 'appropriate' speed limits. Similar to the situation in a number of countries, highly engineered motorways and expressways that meet certain design criteria currently have speed limits above 100 km/hour. While the safety infrastructure, road management systems and speed enforcement programmes operating on these roads can make speeds above 100 km/hour safe, there is increasing acknowledgement that higher speeds are no longer environmentally appropriate. The importance of reducing fuel use, CO2 and other emissions is acknowledged as essential to address immediate sustainability demands. Putting in place expressway speed limits above 100 km/hour is not recommended.

- Commentary on the alignment of the Setting of Speed Limits Framework with Safe System principles

As above, the guide is consistent with safe system principles acknowledging that time is being provided during which road controlling authorities will be able to adjust speed limits to those that are consistent with the principles as outlined in the Guide.

- Commentary on the alignment of the Setting of Speed Limits Framework with Road to Zero (NZ road safety strategy)

The overarching requirement of the strategy is consistent with the safe system philosophy of no crash death or serious injury being acceptable. Given the volume of trauma that occurs on the non-divided rural part of the network, which is not capable of safe operating speeds above 80 km/h, the aim of reducing speed limits on this part of the network is clearly explained.

The urban speed limit setting approach is consistent with safe system principles and a rapid reduction in speed limits in the vicinity of schools for the protection of children sends a powerful message about the inescapable link between travel speeds and pedestrian trauma rates.

- Any further commentary to further support the above which could include comments on the end-state versus transition framework, insights into similar setting of speed limits frameworks from other best-performing countries, alignment to UN Global Plan for the Decade of Action on Road Safety, etc

International context relevant to speed limit setting processes

Figure 1 on Page 4 of the Guide sets out the international context in which this Guide is positioned to ensure New Zealand recognises and demonstrates international commitments to reducing road deaths and serious injuries.

There is a clear description provided of why New Zealand is a global outlier in terms of its road safety performance and how current speed limits do not align with internationally recognised good practice. Including references to international commitments ensures that transitioning to evidence-based speed management in New Zealand is entirely consistent with what has already occurred in many countries. Progressive changes to speed limits that this Guide will produce will ensure that trauma rates in New Zealand will also reduce.

This Guide will ensure that New Zealand contributes to the following:

Sustainable Development Goals (2015) (Reference: https://sustainabledevelopment.un.org/content/documents/11803Official-List-of-Proposed-SDG-Indicators.pdf

The Sustainable Development Goals (SDGs) or Global Goals are a collection of 17 interlinked global goals designed to be a "blueprint to achieve a better and more sustainable future for all". The SDGs were set up in 2015 by the United Nations General Assembly and are intended to be achieved by 2030.

The directly relevant targets include:

- *Target 3.6: By 2030 halve global deaths from road traffic collisions*
- *Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons*

There are 'indirectly' relevant SDG targets. As examples:

- Target 8.8*: Protect labour rights and providing safe and secure working environments for all workers, including migrant workers, in particular woman migrants, and those in precarious employment*

At a global level, a high proportion of those killed and injured in collisions are working (their vehicle is their workplace) at the time of the collision or travelling to or from a workplace. Safe system consistent speed limits secure working environments by making them safer and thereby reduce work related serious crash risk which contributes to Target 8.8.

- Target 13.2: *Integrate climate change measures into national policies, strategies and planning*

This target is also indirectly relevant, as this Guide will contribute to reducing climate change impacts. Lower speeds will reduce CO2 emissions (which is well explained in the Guide) thereby contributing to reducing greenhouse gas emissions and lowering climate impacts. In simple terms, reducing speed limits decreases CO2 emissions (meeting the target) and increasing speed limits increases CO2 emission (works against meeting the target).

Voluntary Global Road Safety Performance Targets (2017) Reference: https://www.grsproadsafety.org/wp-content/uploads/Towards-the-12-Voluntary-Global-Targets-for-Road-Safety.pdf

In May 2016, the World Health Assembly (WHA) requested the World Health Organization (WHO), in collaboration with other United Nations agencies, the United Nations regional commissions and the UNRSC, to facilitate a process with all stakeholders to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.

Following this request, in 2016-2017 the WHO led a process of developing a set of such global performance targets, involving WHO Member States and key stakeholders. This process culminated in a set of 12 voluntary Global Road Safety Performance Targets and service delivery mechanisms, on which consensus was reached during a meeting of WHO Member States held from 20 to 21 November 2017 in Geneva. These targets include a specific target related to speed as follows: United Nations Voluntary Target 6, Speeding:

> *By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.*

Reducing speed limits to those consistent with 'safe system' principles and effectively enforcing speed limits both directly contribute to achieving this target.

Second Decade of Action for Road Safety 2011 – 2030 Reference:
https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030

UN General Assembly Resolution 74/299 declared a 2nd Decade of Action for Road Safety from 2011 to 2030 with the target to reduce road traffic deaths and injuries by at least 50% by 2030.

Effective speed management will directly contribute to New Zealand's contribution to this global target.

Global Plan – 2nd Decade of Action for Road Safety 2011 – 2030 Reference:
https://www.who.int/publications/m/item/global-plan-for-the-decade-of-action-for-road-safety-2021-2030

The Global Plan was developed by the World Health Organization and the United Nations Regional Commissions, in cooperation with partners in the United Nations Road Safety Collaboration and other stakeholders, as a guiding document to support the implementation of the Decade of Action 2021–2030 and its objectives. The Global Plan describes what is needed to achieve the target, and calls on governments and partners to implement an integrated 'safe system' approach.

The Global Plan provides a set of globally relevant 'recommended actions', with those relevant to the Guide as follows:

- **Recommended actions related to multimodal transport and land-use planning (Box 1, Page 11):**
  Implement policies that lower speeds, and prioritise the needs of pedestrians, cyclists, and public transport users .

- **Recommended actions to improve the safety of road infrastructure include (Box 2, Page 12):**

Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment (e.g. 30 km/h urban centres; ≤ 80 km/h undivided rural roads; 100 km/h expressways).

- **Recommended actions to ensure vehicle safety include: (Box 3, Page 13)**

  Require high-quality harmonized safety standards for new and used motor vehicles including intelligent speed assistance systems to help drivers keep to speed limits.

- **Recommended actions to ensure safe road use include: (Box 4, Page 15)**

  Enacting and enforcing road safety legislation including setting maximum speed limits considering the type and function of roads.

Summary

The Guide provides strong direction to road controlling authorities on the steps required to adjust speed limits to those that are consistent with safe system speed limit setting principles. The Guide Aligns with international recommendations and good practice.

The Guide recognises that many roads and streets do not currently have speed limits that represent good practice and highlights the important part that speed limit reduction can play in not only achieving road trauma reduction, but also contribute to sustainability targets.

Yours sincerely

Dave Cliff ONZM MStJ
Chief Executive