

REGIONAL SPEED MANAGEMENT PLAN

2024



Introduction

From the busy streets of our capital city to the expanses of rural roads in the Wairarapa, our roading network in the Wellington region is diverse and dynamic.

This Regional Speed Management Plan (RSMP) is about finding ways to make every road in our region as safe as possible, reflecting road function, design, and use, while maintaining efficiencies across the network.

The RSMP includes a series of principles and objectives, designed to guide the region's road controlling authorities¹ speed management approaches.

¹ The major road controlling authorities in Wellington region include Waka Kotahi NZ Transport Agency (state highways), Wellington City Council, Porirua City Council, Hutt City Council, Kāpiti Coast District Council, Upper Hutt City Council, South Wairarapa District Council, Carterton District Council, and Masterton District Council. Conversations have also taken place with the Department of Conservation and Greater Wellington Regional Council.



Speed Management – what is it and why does it matter?

‘Imagine an Aotearoa where everyone can get to where they’re going safely. Where it’s safe to drive to work and home again or visit whānau and friends. Where it’s safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing, creating liveable places for our communities.’

(Road to Zero Strategy)



The provision of a safer transport system for everyone who travels around Wellington region has been a key regional priority for many years. This safety focus has been strengthened through the Government's Road to Zero safety strategy, which sets a clear vision where no one is killed or seriously injured in road crashes.

Road to Zero

Between 2000 and 2013 New Zealand saw a decrease in the number of deaths from road crashes. However since 2013, this number has steadily increased. Per 100,000 people, New Zealand had 7.1 deaths from road crashes in 2019. This is compared to 4.7 in Australia and 2.0 in Norway.²

New Zealand's Road to Zero road safety strategy was adopted in 2019, outlining a strategy to guide improvements in road safety on our roads, streets, footpaths, cycleways, bus lanes and state highways by looking at five key focus areas:

- infrastructure and speed
- vehicle safety
- work-related road safety
- road user choices
- system management.

The Road to Zero action plan sets a target of achieving a 40 percent reduction in deaths and serious injuries by 2030.

Land Transport Rule: Setting of Speed Limits 2022

In May 2022, the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The new Rule is designed to form a more consistent approach to applying speed management within the region, with consideration of speed limits alongside investment in infrastructure by Road Controlling Authorities (RCAs).

² International Transport Forum. (2020) Road Safety Data Annual Report 2020. Available at: <https://www.itf-oecd.org/road-safety-annual-report-2020>

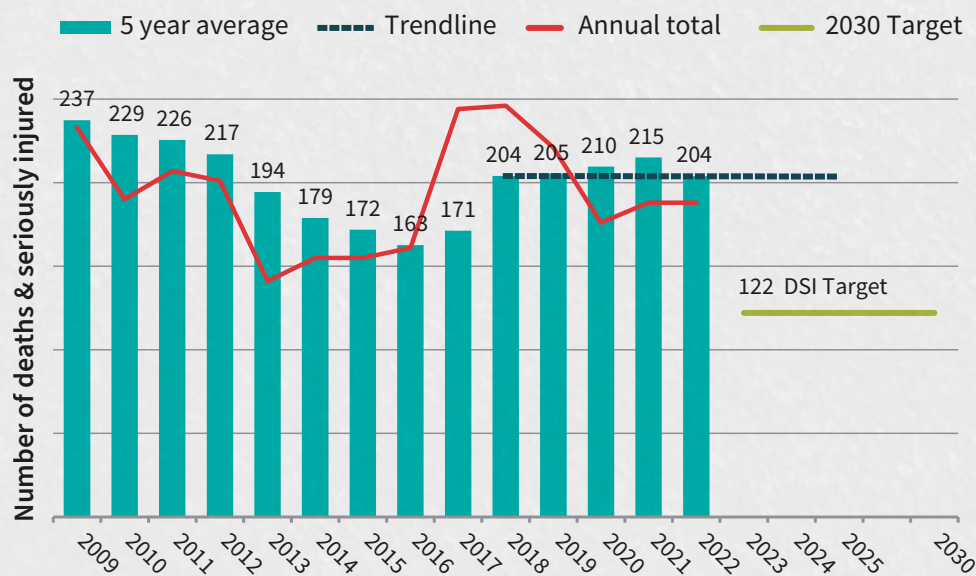
Our Wellington Region

The Wellington Regional Land Transport Plan 2021 (RLTP) is the key strategic document for land transport that outlines the region’s vision, objectives and intended investment programme. It reflects the national target to achieve a 40 percent reduction in deaths and serious injuries on our roads by 2030.

As at 30 June 2022, the five-year rolling annual average for deaths and serious injuries on Wellington roads was 204. Extensive research has been undertaken to understand the relationship between speed and the risk of crashes. According to police reports, speed contributed to 26% of deaths from crashes in New Zealand, and almost 2,000 crashes causing injury. It is estimated, combining evidence from multiple sources to account for under-reporting, that speed contributed to approximately 60% of fatal road crashes in New Zealand. Approximately 71% of injury crashes involved speeds in excess of New Zealand safe and appropriate speed limits.³

While there are many factors that contribute to an incident, for example visibility and conditions, or driver impairment, the severity of the event can be directly attributed to the speed at which a vehicle is travelling.

Figure 1: Deaths and serious injuries on region’s roads



Data source: CAS, Waka Kotahi

The draft Wellington Regional Speed Management Plan 2024 has been developed through a series of workshops with Waka Kotahi NZ Transport Agency and the territorial authorities, as the RCAs and technical experts in the region. We have a commitment that local speed management plans will be developed based on these agreed principles.

³ Job RFS, Brodie C. Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand. Journal of Road Safety 2022. 33(1), 5-25 DOI: <https://doi.org/10.33492/JRS-D-21-00069>

Vision, Principles, Objective, Policies, Measures

As per the Rule, the regional speed management plan requires a vision, principles, objectives and measures. These are outlined in this section.

Vision

Our vision for Wellington is a connected region, with safe, accessible and liveable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably (RLTP 2021 vision).

Principles

There are a range of speed management tools and techniques that can be applied dependent on the type and use of the road. The following principles will be considered when making decisions about appropriate speed management approaches:

- Liveable and safe neighbourhoods, school areas, and other cultural or community areas of significance
- Designed with and for the community
- Ensuring safety of all transport users
- Design and build for safety, accessibility and with local context

Objective

People can move around the Wellington Region safely (RLTP 2021)

Policies

- Ensure speed limits are appropriate to the movement and place function of the transport network
- Ensure safe speed limits around schools/kura, marae and other areas of local significance

Measures

Implementation and monitoring of speed management plans will be undertaken by RCAs. This will include the monitoring of deaths and serious injuries, which is also measured through the RLTP monitoring framework.

Variations

Road Controlling Authorities may wish to prepare a variation to their speed management plan outside of the three-year planning cycle, with the approval of the Director of Land Transport.

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