

## Appendix E – Content for Safe Network Programme Webpage

Update to the Safe Network Programme webpage: [www.nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/projects/](http://www.nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/projects/)  
(maps will also be updated with review locations)

### Speed management reviews

As part of the Safe Network Programme, the NZ Transport Agency is investing in speed management with a focus on treating the top 10 percent of the network where speed management can have the biggest impact and will result in the greatest reduction in deaths and serious injuries. This is a prioritised, evidence-based programme.

Speed limits need to better reflect the risk on a road. It's basic physics – speed increases both the likelihood of crashes and the severity of crash outcomes, regardless of what causes a crash.

A small change in speed makes a big difference. Most crashes are caused by a number of contributing factors, but even when speed doesn't cause the crash, it is most likely to determine whether anyone is killed, injured, or walks away unharmed. More information is here: [www.nzta.govt.nz/safety/driving-safely/speed/](http://www.nzta.govt.nz/safety/driving-safely/speed/)

Higher speeds increase the risk of making mistakes (for example because the driver's field of vision is narrower), reduce time available to react, increase braking time, and so make severe crashes more likely.

### How will decisions on speed limits be made?

As well as the technical analysis on what is the safe and appropriate speed for a road, we will engage with stakeholders and communities to better understand how people use the road and what other factors might ultimately influence the speed limits.

Following this engagement, formal consultation about a proposed new speed limit and to seek specific feedback will take place, to make sure we understand everything we need to take into account when making the final decision and ensure we get it right.

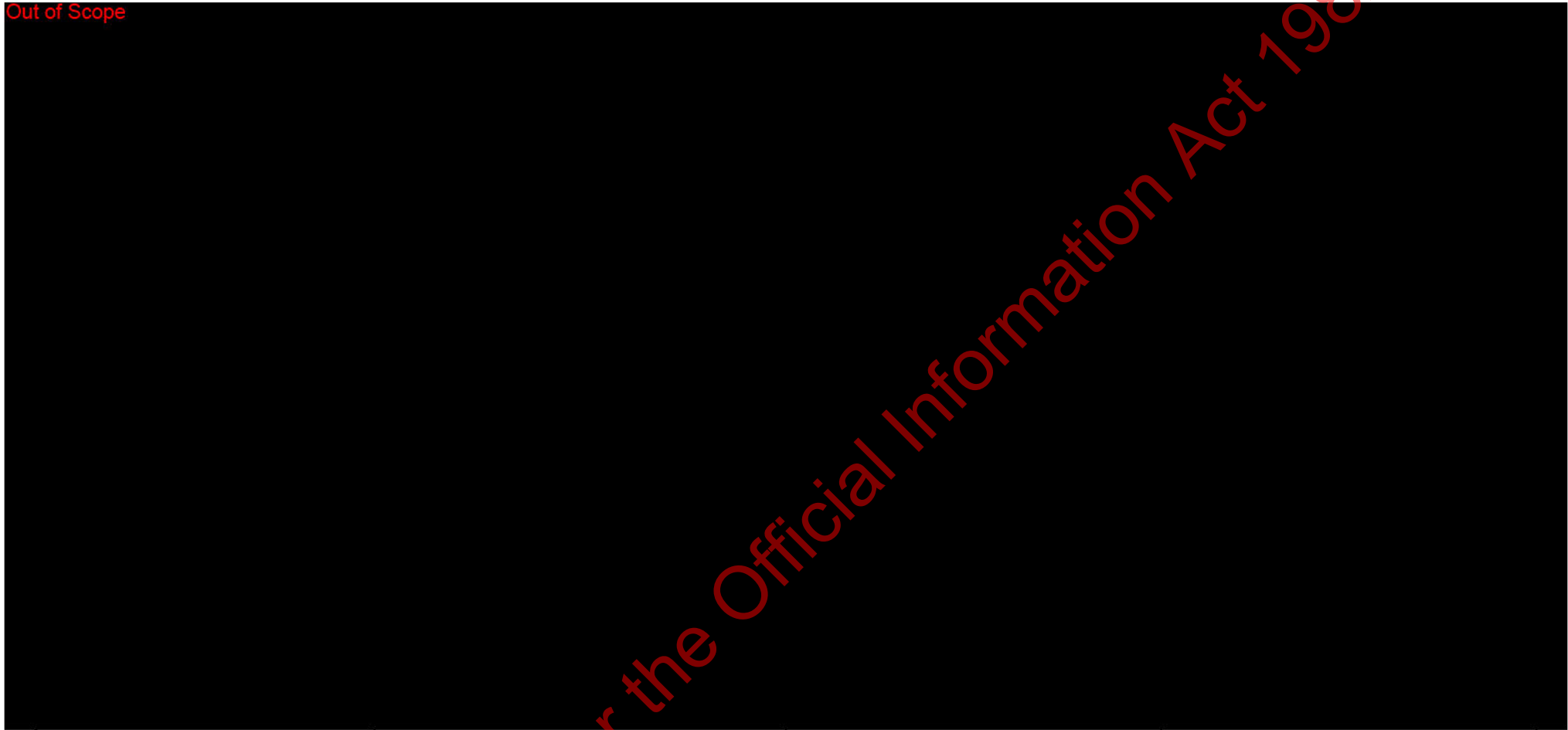
Current speed review locations (as at 6 June 2019)

Region	Speed review	Scale (kms)	Crash History DSI Casualties (2009–2018)
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Out of Scope

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Out of Scope



Marlborough / Nelson	SH6 Blenheim to Nelson	75.8 km	71 DSI
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Out of Scope



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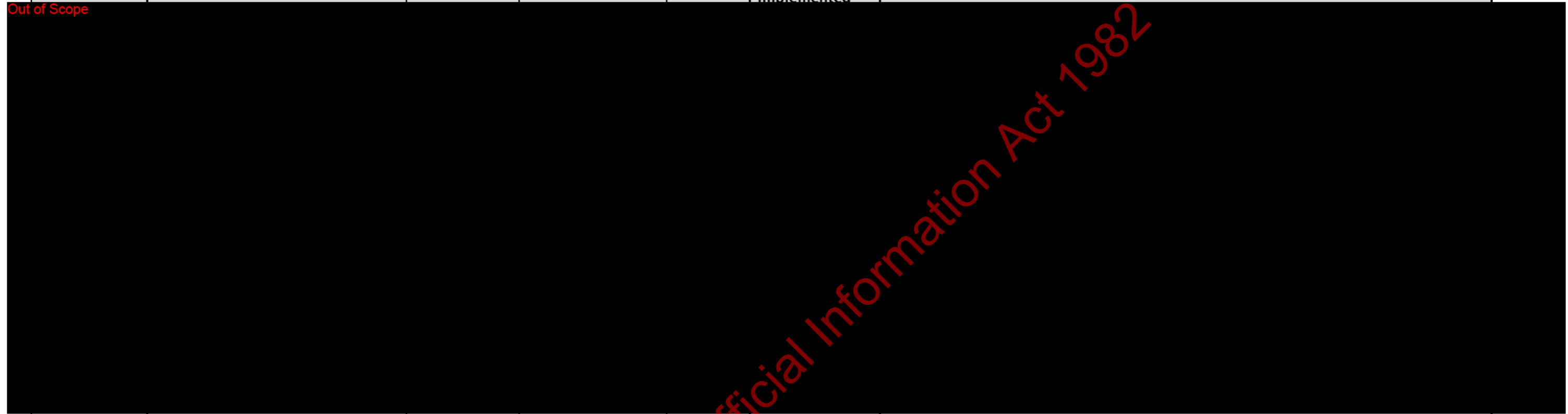
## Appendix F – Statistics Supporting Targeted Roads

The values provided are indicative only and provide a level of magnitude for the travel time difference between the current operating speed along the length of highway and the proposed speed limit change. The actual difference in travel time depends on a number of factors such as: whether it is a rural or urban corridor; the length of the speed limit change; the time of day of travel; and levels of congestion whilst travelling.

Region	Speed review	Scale (kms)	Road type and current speed limit	Ten Year (2009 - 2018) historical DSI	Predicted future DSI equivalent savings per ten years if implemented	Reasons for review prioritization - local narrative, history - If/when speed last reviewed on this road
<p>Out of Scope</p> <p style="color: red; font-size: 2em; transform: rotate(-45deg); opacity: 0.5;">Released under the Official Information Act 1982</p>						

Region	Speed review	Scale (kms)	Road type and current speed limit	Ten Year (2009 - 2018) historical DSI	Predicted future DSI equivalent savings per ten years if implemented	Reasons for review prioritization
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Out of Scope



Marlborough / Nelson	SH6 Blenheim to Nelson	Speed Limit Review Length: 75.8km  Top 10% DSI Saving Network Section Length: 65.2km	Rural Corridor, Rural Town Centre Change  Current speed limit: Blenheim to Nelson Rural Corridor - 100km/h, Blenheim - 50km/h, Renwick East - 80km/h, Renwick - 50km/h, Havelock South - 70km/h, Havelock - 50km/h, Marybank - 80km/h  Technical Assessment of safe and appropriate speed (if done): To be completed  Top 10%: Yes	71 DSI	11.0 DSI equivalents saved	The Safe Roads Alliance Project - SH6 Blenheim to Nelson has recognised Speed Management as a valuable tool in reducing DSIs on this 109km corridor. Project engagement with the community commenced in Early 2017. Communities along the route have been consistently in favour of seeing speeds being reduced.  In August 2017, Safe Roads ran a series of five open days to gauge community sentiment. In March 2019, Safe Roads ran a series of five open days to discuss the preferred option for the project. At both open day rounds, and during wider stakeholder engagement, as well as on the Social Pinpoint online feedback tool, the community repeatedly asked for speed management to be part of the SH6 B2N programme. Both Marlborough District and Nelson City Councils have asked that Safe Roads / NZTA be part of planned district and city-wide speed reviews.
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Out of Scope

