

Vision Zero and Safe Speeds: Our journey 2017 - 2021



Let's go there

Purpose and outline

An update on Auckland
Transport's Vision
Zero and road safety
performance.

Discuss and seek
guidance on the next
tranche of AT's Safe
Speeds programme.

Acknowledging our partners

Vision Zero performance update

2020 road safety key facts

Lives and serious injuries saved by Auckland Council ward

Safe Speeds so far

Aucklanders' support for speed change

Next phase

Rural roads

Schools

Rural and marae

Causes of road deaths and serious injuries in Tāmaki Makaurau

Looking ahead on Vision Zero

Key Vision Zero actions delivered 2018-2020

Working in partnership

Acknowledging partner actions

Auckland Regional Public Health Service supporting public conversation on safe speeds . Sharing best practice from health sector to transport safety system change.



Restraints, impairment, distraction and speed enforcement aligned with education campaigns. Key partner on home free to reduce impaired driving near Christmas.



ACC \$5M partnership agreement funding Te Ara Haepapa, safe school streets, mobile phone detection trial, walking business case, micro-mobility risk assessment.



Tāmaki Makaurau Transport Safety Partners

Chair Tāmaki Makaurau Road Safety Governance Group.



Road to Zero Strategy Tackling Unsafe Speeds Programme. Financial penalties review.



Safe Networks Programme. Shared forward programme pipeline tool. Enhanced funding rate for road safety.

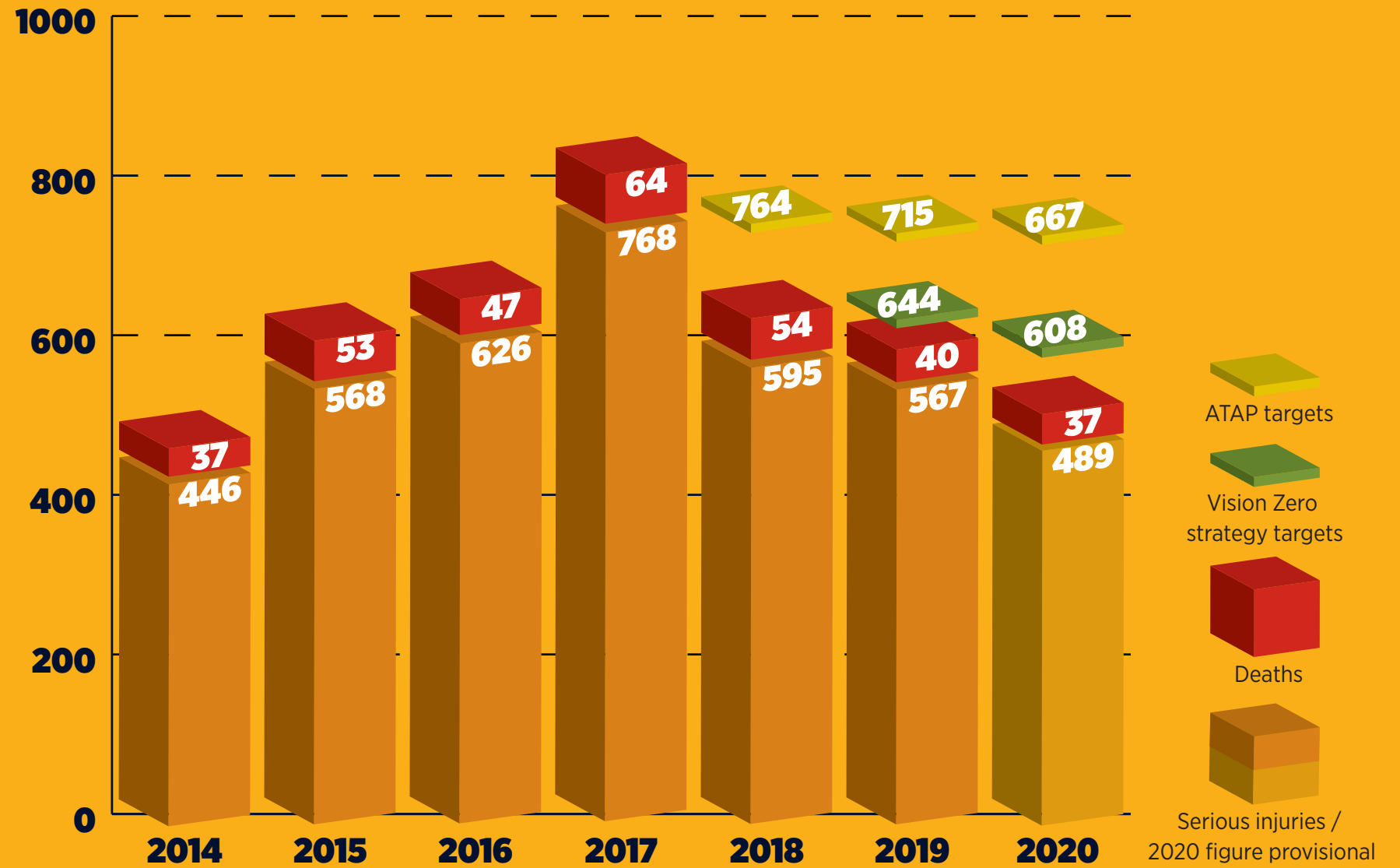


Hosting Safety Collective Tāmaki Makaurau which is successfully working to include transport safety in local board plans. Auckland Plan Vision Zero 2050 goal.



Vision Zero performance update

Overall road deaths and serious injuries are reducing and we're meeting our targets



2020 road safety key facts

Speeding¹ was a factor in 51% of road deaths in 2020



51%



Alcohol/impairment suspected, confirmed or blood results pending in 35% deaths



35%



57% deaths were people travelling outside a vehicle



57%



2020 compared to 2019

11% increase in deaths and serious injuries where speeding was a factor



11% Increase



16% increase in deaths and serious injuries involving young drivers aged 15-24 on restricted or learner licences



16% Increase



24% decrease in deaths and serious injuries involving people on motorbikes or mopeds



24% Decrease



¹ Speeding: This means the police officer completing the traffic crash report selected the category 'Inappropriate speed.'







Lives and serious injuries saved by Auckland Council ward: 2020 compared to 2017

		2014	2015	2016	2017	2018	2019	2020
Albany Ward	Fatal	4	2	1	6	8	1	2
	Serious Injuries	22	46	38	45	44	46	37
Franklin Ward	Fatal	3	14	8	8	8	4	6
	Serious Injuries	37	52	60	69	63	64	44
Howick Ward	Fatal	4	2	3	5	6	3	0
	Serious Injuries	20	32	22	40	32	38	23
Manukau Ward	Fatal	5	2	5	11	4	4	4
	Serious Injuries	49	65	74	98	68	60	67
Manurewa-Papakura Ward	Fatal	2	1	5	0	3	6	3
	Serious Injuries	32	54	45	88	56	62	52
North Shore Ward	Fatal	3	2	2	3	1	1	1
	Serious Injuries	27	32	54	55	38	30	24
Rodney Ward	Fatal	8	11	12	14	13	4	5
	Serious Injuries	60	60	82	86	70	49	55
Waitākere Ward	Fatal	3	7	2	2	5	4	4
	Serious Injuries	35	46	48	78	38	34	56
Whau Ward	Fatal	2	2	2	1	2	0	0
	Serious Injuries	27	12	24	30	19	23	17
Albert-Eden-Puketāpapa Ward	Fatal	2	3	3	6	1	1	1
	Serious Injuries	50	58	63	67	38	65	35
Ōrākei Ward	Fatal	0	1	2	2	1	5	0
	Serious Injuries	19	32	30	30	44	31	22
Waitematā And Gulf Ward	Fatal	1	2	0	2	1	2	3
	Serious Injuries	32	49	33	38	44	36	28
Maungakiekie-Tāmaki Ward	Fatal	0	4	2	4	0	5	1
	Serious Injuries	34	24	45	41	35	26	28



Road Safety Programme Business Case preferred programme 2018-2028

Estimated to reduce annual deaths and serious injuries on Auckland's roads by 63%*, preventing more than 1,760 deaths and serious injuries over 10 years.

Component	Preferred investment** (21/22-27/28)	Output	Eligible for part funding from Regional Fuel Tax
Speed management	\$193M	1,900 km	
High risk intersections	\$120M	60 intersections	
High risk corridors	\$68M	Transforms 34 km	
Vulnerable road user and TDM	\$35M	Targeted pedestrian, cyclist and motorcyclist infrastructure	
Enforcement	\$45M	Additional road policing and safety cameras	 Red light cameras only
Education	\$22M	Additional co-ordinated education and awareness campaigns	
Policy	\$8.5M	Co-ordinated policy and regulatory interventions with partners	
Other supporting costs	\$113M	Includes land acquisition, design/engineering fees, monitoring, maintenance	 Opex directly supporting capex only

*Compared to 2017 deaths and serious injuries total.

**Road Safety PBC preferred investment programme was issued in September 2019 and does not take into account Covid-19 impacts.

Safe Speeds so far

Achievement

Winner

Highly commended

Bronze



2020



2020



2020



2020

City and town centres	
1.	City centre
8.	Orewa town centre
9.	Torbay town centre
10.	Mairangi Bay town centre
11.	Ōtāhuhu town centre
Rural roads	
2.	Whitford / Maraetai
3.	Glenbrook/Kingseat/Patumohe/Karaka
4.	Helensville/Riverhead/Waimauku
5.	Pakiri / Leigh
6.	Sandspit
7.	Mahurangi West
Residential areas	
12.	Rosehill / Papakura
13.	Te Atatū
14.	Manurewa
Urban roads	
15.	Albionvale road
16.	Huia Road
17.	Pukaki Road
18.	Highbrook Drive

- Speed limit
- Raised crossings
- Area wide speed calming

Map only shows selected highlights of more than 600 roads (around 800 km) implemented in 2020

Aucklanders' support for speed changes

Overall support for 2020 speed changes

61%

Pasifika and South Auckland residents significantly more likely to support lower speed limits

Near schools and kindergartens

86%

In local town centres or shopping streets

72%

On rural roads with high crash rates

71%

In urban areas with high numbers of pedestrians, cyclists and motorcyclists

69%

Area wide speed calming makes residential areas safer*

79%

*Feedback from residents of Te Atatū South and Rosehill, Papakura following installation of area wide speed humps and tables.

Sources: Customer feedback to Speed Limit Changes Market Insights and Voice of Customer, July 2020. Attitudes towards speed limits on Auckland roads, Kantar, July 2019. Auckland Transport Road Safety Perceptions Survey Research Report, Gravitas, 2020.

Small changes in average speed change many lives

‘Only a little bit over matters’ exceeding the speed limit by 3km/h is associated with a 25% increase in crash risk.

Almost half of seriously injured drivers failed to brake pre-crash.

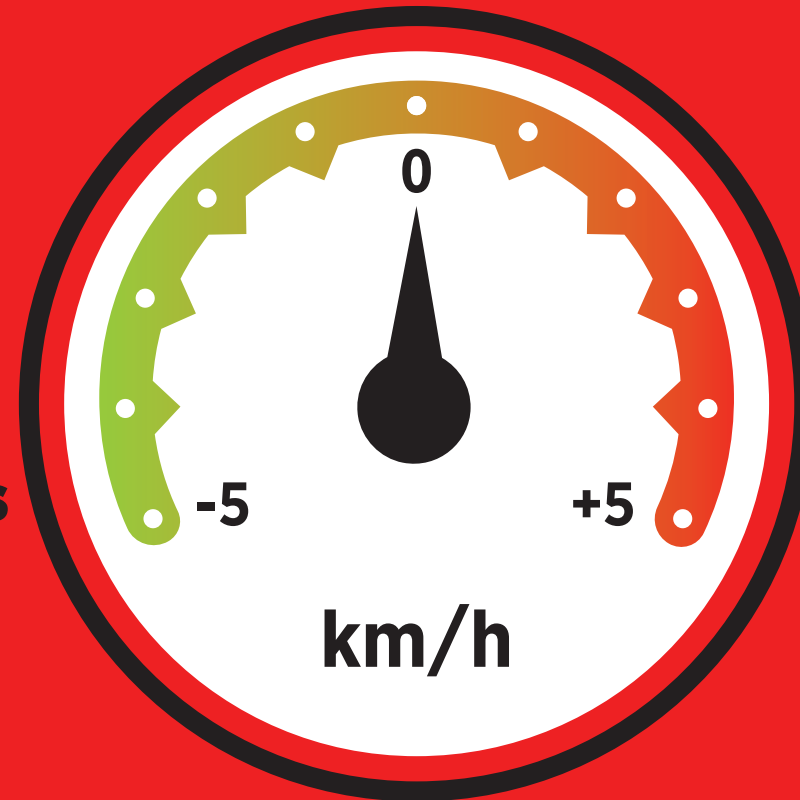
Estimated impact of changes in average speed on number of deaths and serious injuries in Tāmaki Makaurau

-5 km/h



50+ lives and serious injuries saved/year (10%)

To achieve similar reductions through engineering improvements would cost more than \$500M



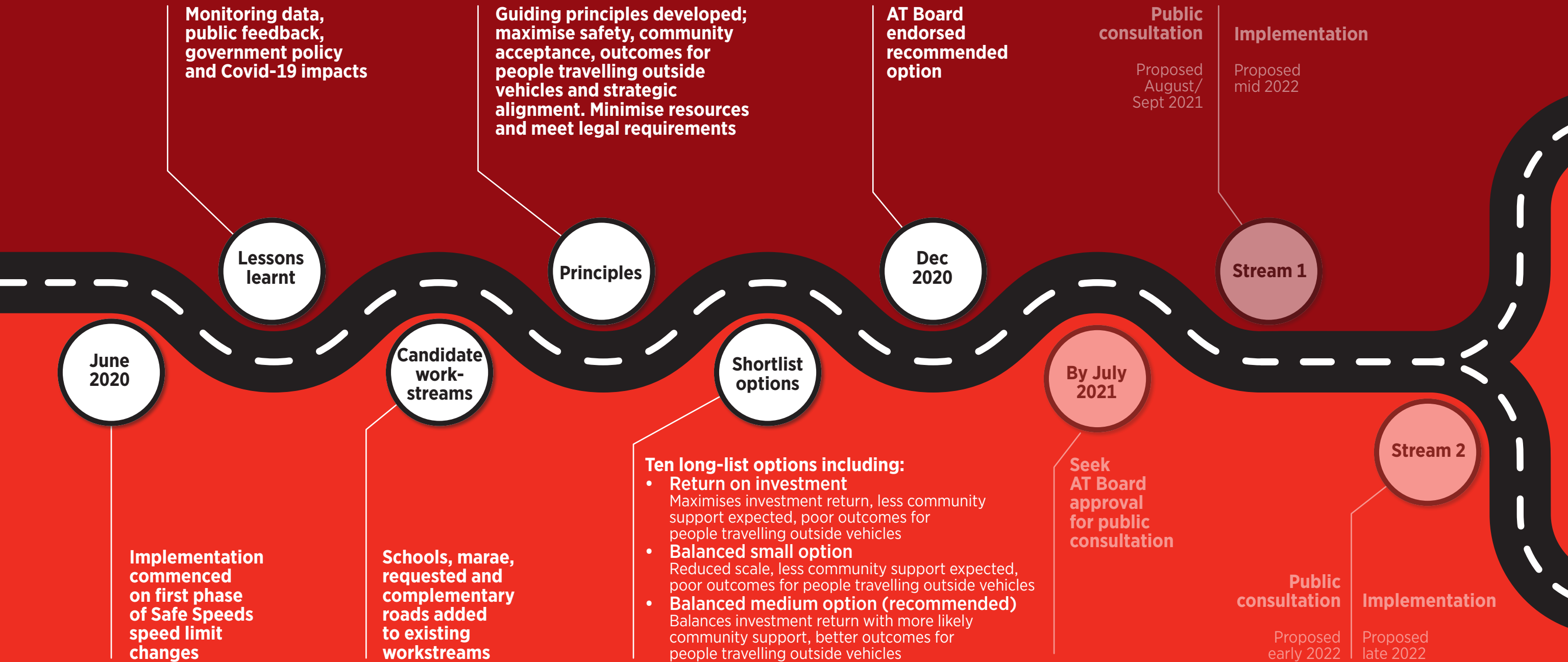
+5 km/h



50+ deaths and serious injuries/year (10%)

Source: Estimated impact of average speed changes based on advice from Colin Brodie Consulting 2019. Original calculation assumed 120 rural DSI and 560 urban DSI with existing average speeds of 85 km/h rural and 55 km/h urban. Applied Elvik 2009 fatality and serious injury coefficients (10%/90%) to have rural coefficient of 0.036 and urban 0.021. Based on above, 5 km/hr reduction in operating speeds across the network would result in an overall reduction of 76 DSI (11%) and similar reductions through engineering improvements estimated to cost around \$700-800M. Given DSI in Auckland has decreased since the original calculation, this has been conservatively applied to reach a lower minimum level of DSI change of 50. Facts on left hand side from Monash University, 2020, Enhanced Crash Investigation Study. Estimate of cost of engineering improvements is based on delivering 10 DSI/\$100M.

Preparing for the next phase



Next phase of Safe Speeds

Potential options being considered for review

Approximately:

- 800 km (10%) of roads delivered
- **1,000 km (13%) of roads proposed**
- **\$47M**
- **75 DSI savings over 5 years**



Town centres

- 3 delivered
- 2 in progress
- 4 proposed
 - Devonport
 - Takapuna
 - Ōtara
 - Glen Innes



Residential areas

- 2 delivered
- 2 proposed in Manurewa in next phase



Rural roads

- 70-80% of around 800 km delivered
- 60-70% of around 1000 km proposed in next phase



Requested and complementary roads

Complementary speeds to physical works, projects and/or development or requested by public



Urban roads

- 20-30% of around 800 km delivered
- 30-40% of around 1000 km proposed in next phase



Schools

Ministry of Transport mandate



Rural marae

Request from Mana Whenua

Potential options being considered for review

Rural roads

High risk roads

- Franklin East
- Henderson-Massey/Hibiscus & Bays/Waitākere Ranges
- Waiheke Island

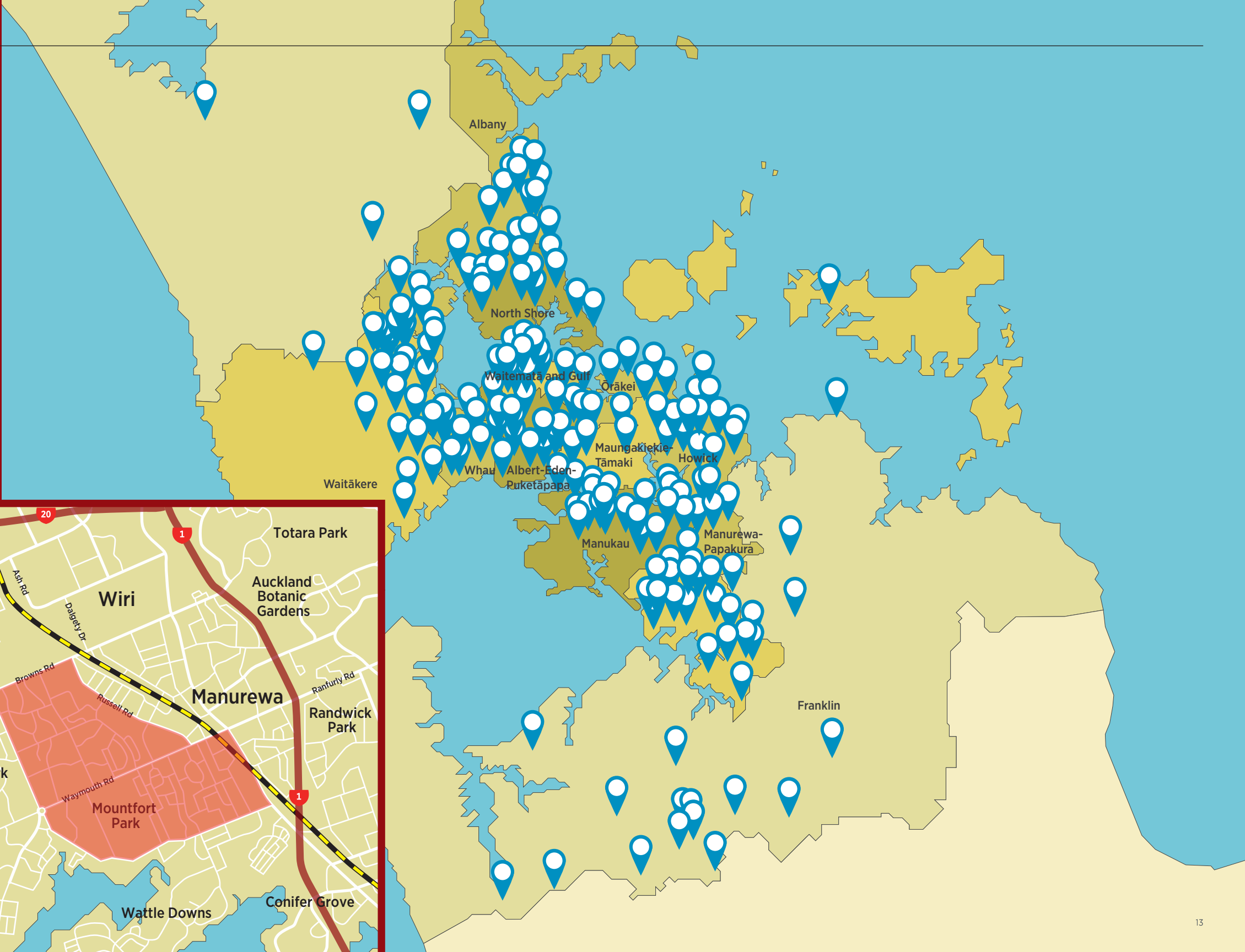
20 rural roads from first phase



Potential options being considered for review

Schools

- 236 schools (42%)
- Focus on schools with existing variable speed signs



Residential areas

- Manurewa Wordsworth quadrant
- Manurewa Coxhead quadrant



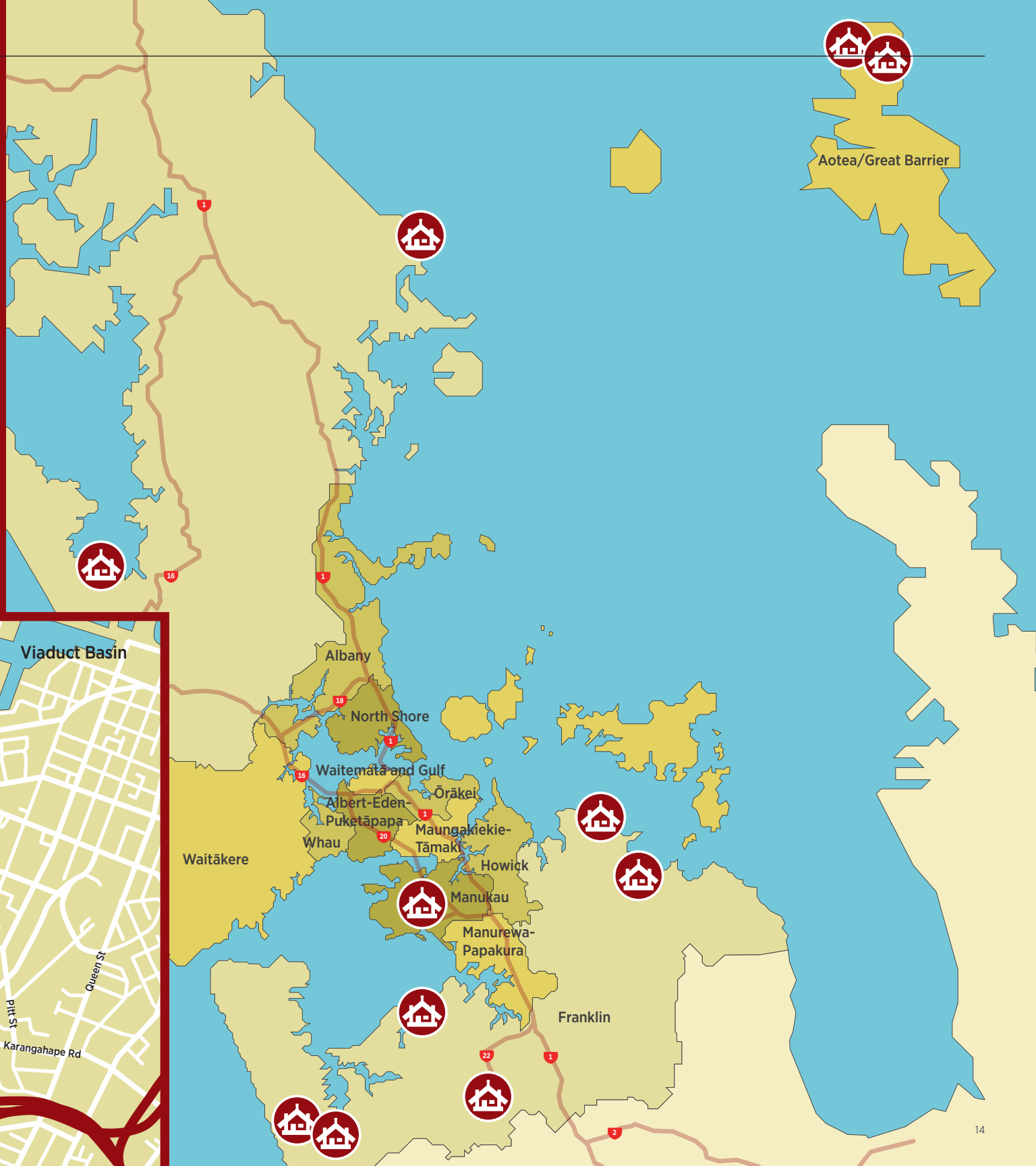
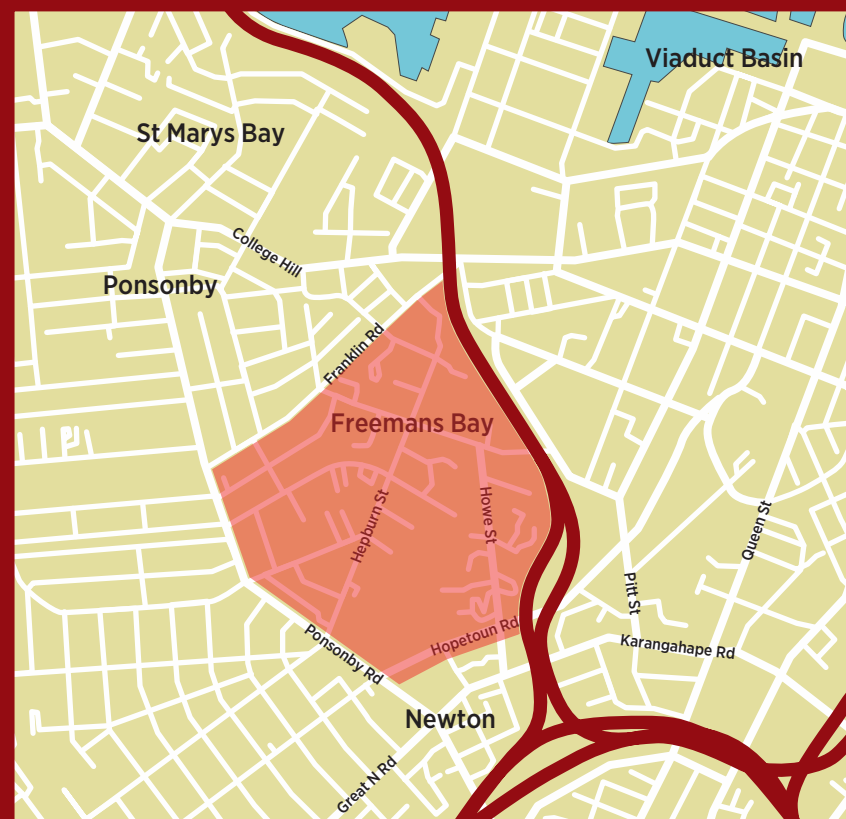
Potential options being considered for review

Rural marae

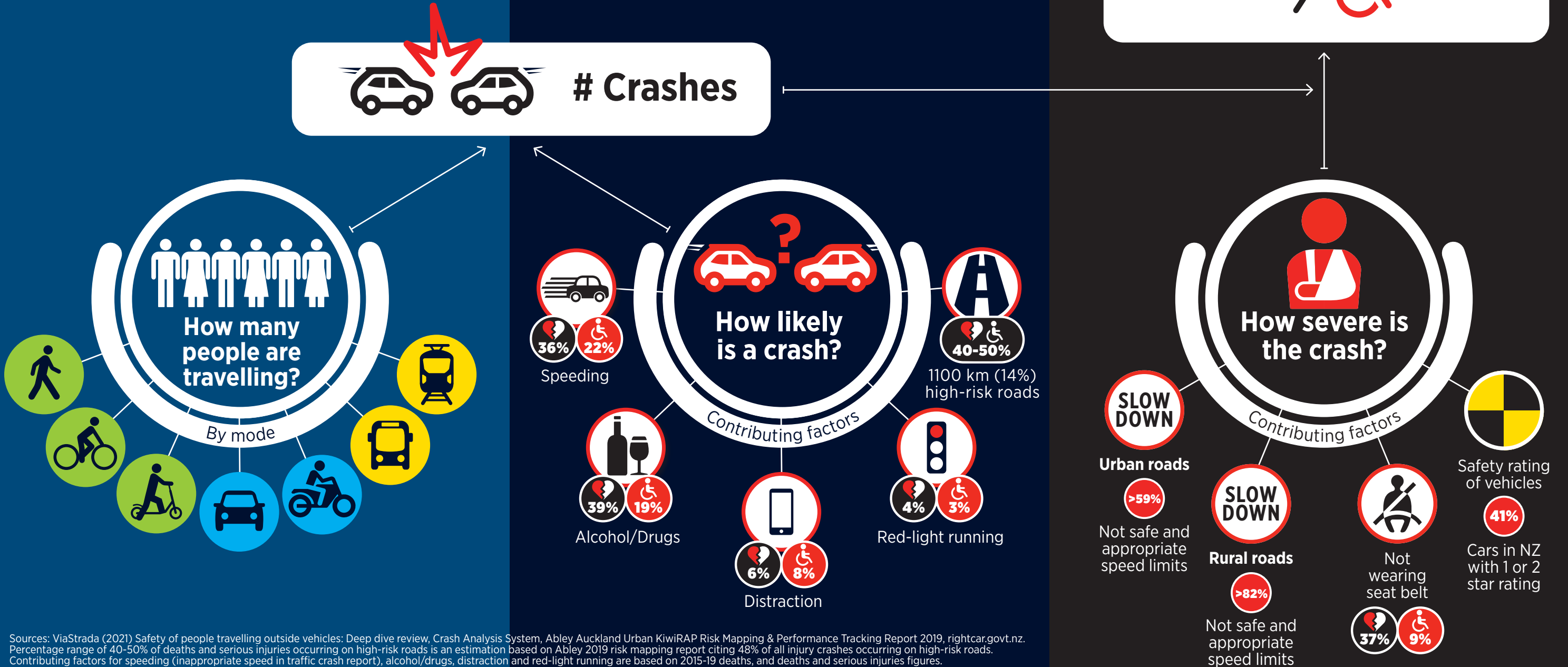
To be confirmed following engagement with Mana Whenua

Requested and complementary roads

Freemans Bay South: Community request and ongoing speed issues



Causes of road deaths and serious injuries in Tāmaki Makaurau



Sources: ViaStrada (2021) Safety of people travelling outside vehicles: Deep dive review, Crash Analysis System, Abley Auckland Urban KiwiRAP Risk Mapping & Performance Tracking Report 2019, rightcar.govt.nz. Percentage range of 40-50% of deaths and serious injuries occurring on high-risk roads is an estimation based on Abley 2019 risk mapping report citing 48% of all injury crashes occurring on high-risk roads. Contributing factors for speeding (inappropriate speed in traffic crash report), alcohol/drugs, distraction and red-light running are based on 2015-19 deaths, and deaths and serious injuries figures. Not wearing seat belt figures are for deaths and serious injuries separately and the percentage is out of in-vehicle DSI not total DSI. Note percentages do not add up to 100 as a crash may have a number of factors.

Looking ahead on Vision Zero

Policy and regulatory settings

The current fine for going up to 10km over the speed limit is \$30.

Demerit points are currently only able to be issued on officer issued speed infringements. This means less than 1 in 8 speed infringements in Auckland in the past five years has included demerit points.

What Aucklanders say



74%

Support much **higher fines for using a mobile phone** while driving (Currently \$80)



75%

Support **compulsory roadside testing** of drivers for drug use



44%

Agree the **penalties for drinking and driving are not very severe** even if you are caught (Currently \$200 and 50 demerit points for low level penalty)



44%

Agree the **penalties for not wearing a seat belt are not very severe** even if you are caught (Currently \$150)



81%

Agree **compulsory breath testing** helps lower the road toll



89%

Agree **enforcing the use of seat belts** helps lower the road toll

Sources: Waka Kotahi, Public Attitudes to Road Safety, 2020. Road policing driver offence data, police.govt.nz

Key Vision Zero actions delivered 2018-2020

Treated 17 high-risk intersections and 12 high-risk corridors



28 red light cameras installed

Installed automatic pedestrian crossing gates at rail level crossings at 23 locations



Raised more than 45 pedestrian crossings

Filter right turn turned off at 29 sites



20 Safe Schools Streets projects

Key Vision Zero actions delivered 2018-2020

Wire rope median barrier



780 km of Rural Delineation Programme to provide a consistent approach to hazard identification



Motorcycle safety trial to improve visibility of motorcycles to turning vehicles



Around 100 km of Self Explaining Rural Road corridor level upgrades to lower speeds and reduce head on crashes



Te Ara Haepapa engage, co-design and collaborate with marae, hapū, kura, kohanga reo, hāpori Māori and Pasifika around seven kaupapa to achieve Vision Zero



Around 1400 community road safety interventions on eight high risk themes

Key Vision Zero actions delivered 2018-2020

Safe speeds on more than 600 roads (around 800 km)

More than 2,000 adults and 18,000 children received cycle skills training



Safer community programme for safer walking

Almost 400 schools in Travelwise Programme to promote safe active travel to school

More than 17 km cycling infrastructure delivered (18/19 and 19/20) with 7 km planned for 20/21

Thank
you

