

# Auckland Transport's Road Safety and Speed Management programme for Franklin Local Board area 2018-21

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## Te take mō te pūrongo / Purpose of the report

1. To update the Franklin Local Board on Auckland Transport's (AT) Road Safety and Speed Management Programme.

## Whakarāpopototanga matua / Executive summary

2. Auckland has a serious problem with people needlessly dying and being seriously injured on our roads and streets. In 2017, 64 people died on Auckland roads and an additional 749 were seriously injured.
3. Road Safety performance in the Franklin Local Board area has also worsened over the last five years due to various factors. These include economic and population growth, new demands on the unforgiving high-speed rural road network, and growth in vulnerable road users. Vulnerable road users are people walking, people on bikes, people on motorcycles, children and older road users.
4. There is a renewed focus among the Tāmaki Makaurau Road Safety partners including AT, NZ Police, the NZ Transport Agency (NZTA) and the Accident Compensation Corporation (ACC) on improving safety and reducing the high number of death and serious injuries (DSi) on the Auckland road network.
5. To meet its long-term goal of Vision Zero, AT is also proposing an ambitious safety infrastructure acceleration programme estimated to reduce DSi by around 20% over an initial three-year period. It will work closely with its partners to deliver on the Vision Zero goal for Auckland.
6. This follows the New Zealand's Government's commitment to deliver a new road safety strategy as outlined in the Government Policy Statement on Land Transport.
7. The AT Board and Executive Leadership Team have recently endorsed an increased three-year investment in road safety engineering, a Speed Management Plan and behaviour change activities to reduce road trauma, including in the Franklin Local Board area.
8. One of the fastest and most cost effective ways to reduce road trauma is to implement speed reduction measures. AT is currently working to identify areas and roads around the Auckland region to set lower speed limits. These roads will be added to the Schedule of Speed Limits and drafted into the bylaw. The bylaw will be consulted on Auckland-wide (consultation on the entire programme of works for the Auckland region at a strategic level). Post-consultation, the bylaw will need to be approved by AT's Board, after which the new lower speed limits will be implemented and become legally enforceable.
9. The primary road safety focus areas in the Franklin Local Board area for the next three years include safe intersections and roads, safe speeds, motorcycle safety, sober driving, young drivers, distraction and Maori. These areas will be addressed through a combined annual programme of investment in safety engineering, speed management, education and training of road users and enforcement of safe road user behaviour with NZ Police.

## Horopaki / Context

10. Auckland's rapid growth has resulted in a number challenges including housing, transport and public health. The recent increase in road trauma is both a transport and public health issue for the region with significant economic costs.
11. AT's long-term Vision Zero goal emphasises that no loss of life on Auckland's road network is acceptable, and that road designers and operators need to take greater responsibility for preventing road trauma.
12. The Vision Zero approach also accepts that road users are people who make mistakes and therefore all parts of the transport system need to be strengthened through a safe road environment, safe speeds, safe vehicles and safe road use, so that when mistakes occur, it does not lead to people dying or being seriously injured.
13. Speed management is a central part of the Vision Zero approach for reducing speeds to survivable levels for road users, particularly on unforgiving rural roads and in urban streets where there are large numbers of vulnerable road users.
14. Speed management is a low-cost area-wide treatment that will deliver substantial savings including reduced deaths and serious injuries, increased walking, cycling and public transport use, and increased public health benefits.
15. AT and its partners have a Road Safety Action Plan (RSAP) in place that identifies key actions from partners for addressing Road Safety Focus Areas in the Franklin Local Board area, including speed management. The RSAP is developed collaboratively by AT, NZ Police, ACC and the NZTA. It covers the NZ Police districts of Auckland City, Waitemata and Counties Manukau. The document is updated quarterly and a new one for the current financial year is being developed.
16. AT is investing in an ambitious road safety programme including safety engineering, speed management and behaviour change over the next ten years that will contribute towards a 60% reduction in road trauma across Auckland.

## Tātaritanga me ngā tohutohu / Analysis and advice

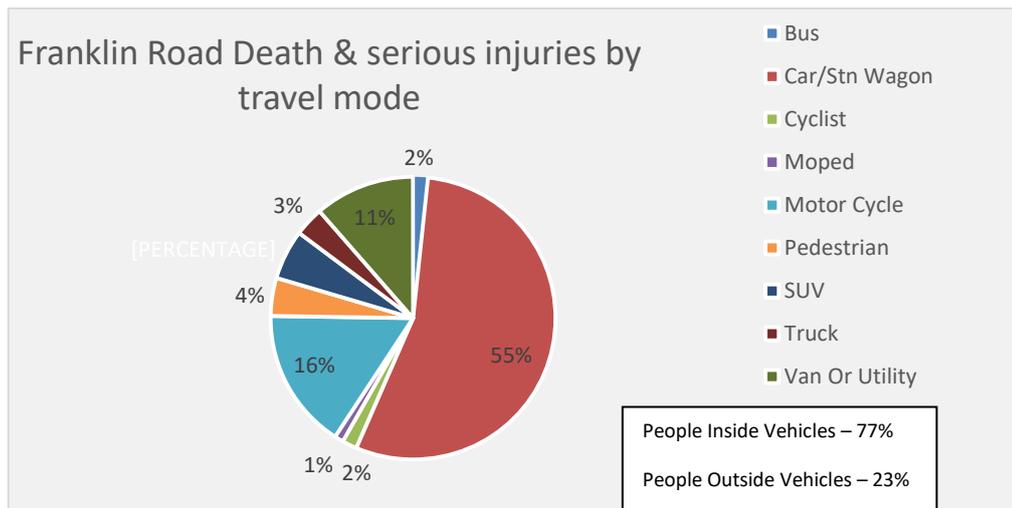
17. Auckland's DSI rates have increased between 2014 and 2017 as outlined in the table below.

Auckland Region	2014	2015	2016	2017
<b>Deaths</b>	36	52	46	64
<b>Serious injuries</b>	447	568	618	749

18. While the Franklin Local Board area DSI made up 9% of all Auckland DSI in 2017, it has increased 49% from 51 in 2013 to 76 in 2017. Franklin Local Board had the second highest level of DSI among rural local boards in 2017, and the highest rate of serious road injuries per capita, out of the three rural local boards in 2016.



19. Within the Franklin Local Board area, 23% of all DSI involved vulnerable road users.

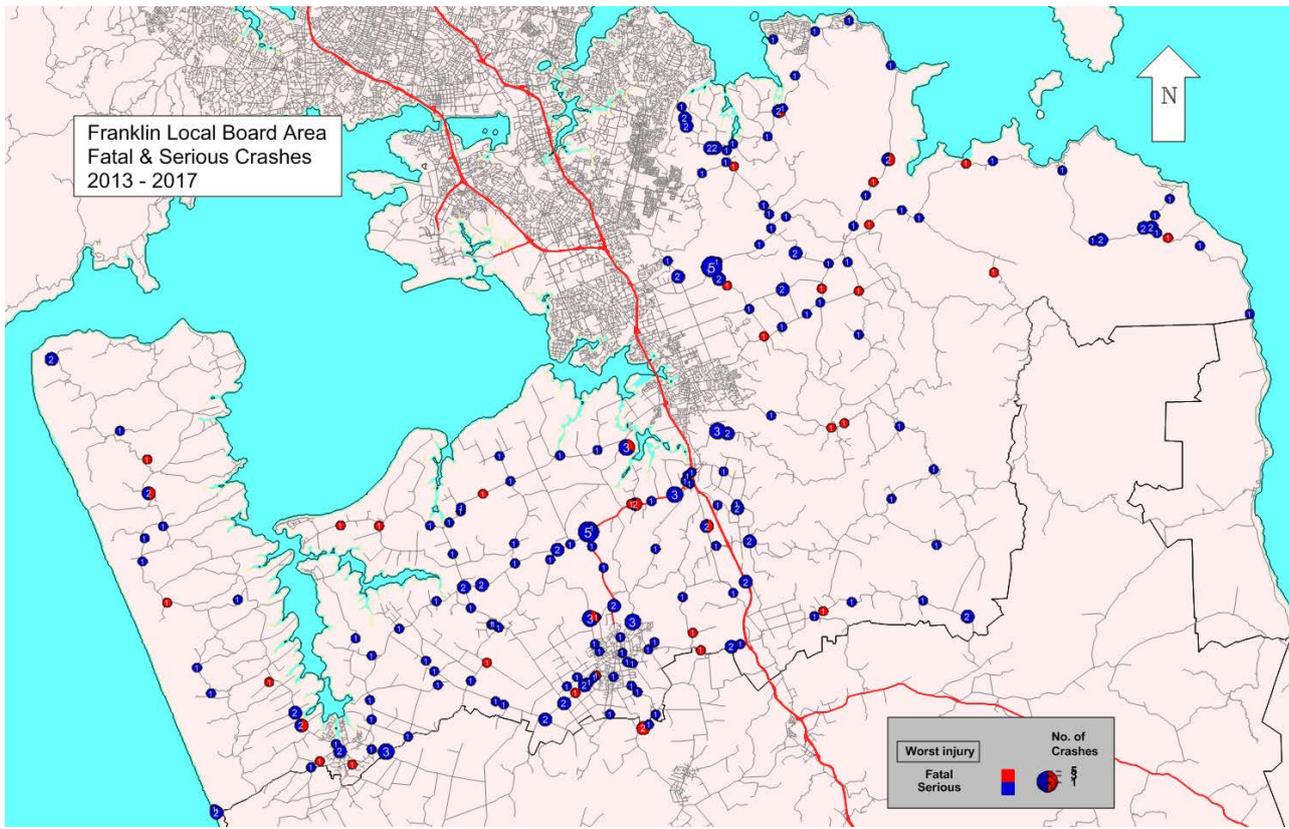


20. AT's Road Safety Action Plan for 2018-19 covers the Franklin Local Board area. Below is an excerpt from the action plan showing five-year DSI trends from 2013 to 2017 for the Franklin Local Board area. The primary safety intervention measures include aspects from the Safe Systems approach: improving the safety of the roads and intersections, improving safety for motorcycle users, speed management, alcohol/drugged driving prevention, young drivers, distraction/fatigue and Maori (shaded in red in the table below). Please note that DSI Focus Areas overlap, meaning one DSI can appear in multiple focus areas.

Road Safety Focus Areas for Franklin 2018-21								
Focus areas		Five year Road Death & Serious Injury (DSI) trend						Interventions
Increase Focus	Safe System Management	2013	2014	2015	2016	2017	Total	Counties-Manukau Road Safety Action Plan
	Safe Intersections	17	9	13	18	20	77	Safety Engineering, Enforcement & Campaigns
	Safe Roads	39	35	55	56	68	253	Safety Engineering, Enforcement & Campaigns
	Pedestrian Safety	5	2	1	1	4	13	Travelwise Schools, Walking School Bus routes, Safe Crossings
	Motorcycle Safety	4	5	14	18	10	51	Safety Engineering, Enforcement & Campaigns
	Safe Speed	16	18	20	18	18	90	Speed Management Changes, Education & Enforcement Campaigns
Maintain Focus	Alcohol/Drugged Driving	13	4	12	17	17	63	Education & Enforcement Campaigns
	Young Drivers	9	9	15	10	10	53	Young Driver Training, Enforcement & Campaigns
	Cycle Safety	3	0	0	0	2	5	Cycle Training
Emerging Focus	Restraints	1	2	6	6	12	27	Restraint Education & Enforcement, including Child Restraints
	Older Road Users	6	1	1	3	3	14	Monitor
	Distraction & Fatigue	6	5	10	6	10	37	Education and Enforcement Campaigns
	Maori	5	3	16	10	15	49	Marae-based Learner Licence workshops

21. The table also highlights how AT and its partners combine their resources and programmes to address high-risk areas and road user groups through a combination of safety engineering, speed management, education, training and enforcement activities. While a majority of these activities are planned in advance, the action plan is revised quarterly to be more responsive to emerging trends.

22. Road crashes are investigated by NZ Police and then mapped by NZTA across the Franklin Local Board area. The map highlights Franklin Local Board area's fatal and serious crashes from 2013 to 2017 where the majority were midblock (i.e. not at an intersection) loss of control on bend crashes.



23. Road death and serious injury locations are also analysed to identify high-risk intersections and routes that have a high collective crash-risk (number of DSi per km or intersection) and personal crash-risk (rate of DSi per vehicle kilometres travelled). This methodology identifies a small percentage of the network carrying a large percentage of the road trauma.
24. Within the Franklin Local Board boundaries there are three high-risk intersections and five high-risk routes (based on 2012 to 2016 data), as outlined in the two tables below. Two of the high-risk routes are also high-risk for motorcycles.

25.

<b>High risk routes in the Franklin Local Board area</b> Ranked in the top 100 high risk routes in the Auckland Region (2012-2016 data)				
<b>Regional Ranking</b>	<b>Route Name</b>	<b>Collective Crash Risk</b>	<b>Active Road User Collective Crash Risk</b>	<b>Motorcycle Collective Crash Risk</b>
10	Whitford Road	High	Low	High
36	Heights Road	High	Low	Low
45	Mill Road	Medium High	Low Medium	Medium High
60	Waiuku Road	Medium High	Low	High
98	Whitford-Maraetai Road	Medium High	Low Medium	Medium High

<b>High risk intersections in the Franklin Local Board area</b> Ranked in the top 100 high risk intersections in the Auckland Region (2012-2016 data)				
<b>Regional Ranking</b>	<b>Location</b>	<b><sup>1</sup>Collective Crash Risk</b>	<b><sup>2</sup>Active Road User Collective Crash Risk</b>	<b>Motorcycle Collective Crash Risk</b>
16	Waiuku Rd / Attewell Rd	High	Low	Low
31*	Glenbrook Rd / Kingseat Rd	High	Low	Low
65	Waihoehoe Rd / Fielding Rd	High	Low	Low

\*Glenbrook/Kingseat intersection has had no further deaths or injuries since a roundabout was installed in 2013. The collective crash-risk remains high due to historical data.

26. AT has embarked on a bold programme to reduce the incidence of death and serious injury by 60% in a 10-year period. The initial three-year target is to reduce the incidence of death and serious injury by 20% from the 2018-19 financial year.
27. The tables below highlight some of the engineering improvements, speed management changes, and behaviour change activities that will be delivered in the Franklin Local Board area in 2018-21 as part of the 2018-21 AT programme.

### Safety engineering at high-risk intersections 2018-21

Waiuku Road / Attewell Road Intersection	Installation of roundabout at the intersection.
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### Other safety improvement projects 2018-21

Brookby Road/Alfriston-Ardmore Road	Install right turn bay into Alfriston-Ardmore Road and localised road widening.
Helvetia Road/ Princes Street	Proposal to install a roundabout.
Whitford Road	Improve road surface on the s-bend by micro milling <sup>3</sup> .
Glenbrook Road	Audio tactile profile line marking, signage and delineation improvement along entire corridor.
Kingseat Road	Installation of safety barrier near #731 Kingseat Road.

<sup>1</sup> Collective Crash Risk = total number of fatal & serious crashes or estimated deaths and serious injuries within 50 metres of an intersection or within 1 kilometre of a corridor in a 5-year crash period

<sup>2</sup> Active Road Users (ARU) = Pedestrians and Cyclists

<sup>3</sup> A common technique when rehabilitating aging asphalt pavements is to mill off a portion of the existing surface before placing a fresh layer.

Mass action treatments<sup>4</sup> along roads and at intersections (list can be provided)

Signage and delineation improvement  
Proactive Intersection Improvement – to address ‘shoot through’ crash risk at crossroad intersection as part of mass treatment

### **Pedestrian safety and shared path network expansion 2018-21**

Manukau Road, Pukekohe	Zebra Crossing upgrade.
Patumahoe Road, Patumahoe	Kea crossing upgrade.
John Street	Install a raised zebra crossing outside school.
Bombay School	Install a kea crossing outside Bombay School.
Reynolds Road/Valley Road	Install pedestrian refuge island on Reynolds Road.
Beachlands Road/Bell Road	Install pedestrian refuge islands at the intersection of Beachlands Road and Bell Road.
King Street, Waiuku	Install footpath from Kitchener Road to ped crossing prior to River Lane.
Upper Queen Street, Pukekohe	Install footpath from Kitchener Road to No. 310.

### **Speed management investigations 2018-21**

Investigation into safe and appropriate speeds on local roads.

### **Road safety and school travel behaviour activities 2018-21**

20 active Travelwise school programmes and nine active walking school bus, along with re-engaging inactive Travelwise schools and walking school buses.

Bikes in schools.

Young driver licensing programme, social media campaign and road safety presentations to parents of teens.

Driver distraction checkpoints with NZ Police.

Motorcycle and scooter safety campaigns and checkpoints with NZ Police.

Safe speed awareness campaign and events, including safe travel stops on holiday weekends.

Non signalised intersection safety campaign and checkpoints with NZ Police.

Drive drink free campaign and compulsory breath testing operations with NZ Police.

Sober driver presentation at local sports clubs.

Safety belt promotion and child restraint checkpoints with NZ Police.

28. Speed has an impact on both the likelihood of a crash occurring and the severity of injury, should a crash occur.
29. Therefore, one of the fastest and most cost effective ways to reduce road trauma is to implement speed reduction measures. Research shows that there is a very strong relationship between speed and road safety. It is difficult to think of any other risk factor that has a more powerful impact on crashes or injuries than speed.
30. A Vision Zero or Safe System speed is defined as the maximum survivable speed upon impact where the chance of death is less than 10%.
31. Speeds of 30 km/h are the maximum any vulnerable or unprotected road user (pedestrians and people on bikes) can withstand without sustaining death or serious injuries. Although this speed is common on local roads in Europe, it is uncommon in New Zealand.

<sup>4</sup> Mass action treatment is an introduction of a new safety standard that is cost effective and is quickly implementable. It includes constructing engineering infrastructure like raised pedestrian crossings, signs, removal of slip lanes, etc.) across a large area that potentially reduces or removes threats to all users.

32. Speeds over 50 km/h dramatically increase the chances of death and serious injury in the event of a crash between two vehicles at an intersection.
33. Contrary to popular belief, the majority of Auckland road deaths and serious injuries occur on 50 km/h urban roads, involving vulnerable road users.
34. While a smaller percentage of speed-related crashes occur on rural roads, the ones that do happen are more likely to result in death. The Franklin Local Board area has a large network of 100 km/h roads that would benefit from a reduction to safe speeds of 80 km/h or 60 km/h.
35. Many people fear that reducing the speed limit will dramatically increase journey times. However, research shows that lower speed limits only marginally increased journey times. An NZTA study tracked travel times along six different routes in New Zealand. It found that when driving at the maximum posted speed limit wherever possible, drivers arrived at their destination as little as 1.08 minutes faster than when they drove 10 km/h slower.

### **Tauākī whakaaweawe Māori / Māori impact statement**

36. AT is committed to meeting its responsibilities under Te Tiriti o Waitangi, and its broader legal obligations in being more responsible or effective to Māori.
37. Māori residents in Auckland experience a much higher risk of road traffic injury than other ethnicities, in all age groups.
38. Māori are also over-represented in road deaths and serious injuries related to speed, making up 22% of all speed-related DSI.
39. The Te Ara Haepapa Road Safety programme is AT's response to reduce death and serious injuries involving Māori and Rangatahi Māori. The programme is intended to focus delivery through whānau, hapū, iwi, and marae, kohanga reo, kura kaupapa Māori and Māori communities.
40. The Franklin Local Board area has seen an increase in Māori-related DSI in 2017 and some Māori communities will be engaged through the Te Ara Haepapa Road Safety programme.

### **Ngā koringa ā-muri / Next steps**

41. AT welcomes input from the Franklin Local Board to help address the road safety challenge that is generating such a significant burden on road users and their families.
42. Getting aligned with our partners and stakeholders (Local Boards, Councillors, Ministers, Ministry of Transport, NZTA, NZ Police, AA, Walk Auckland, Bike Auckland, to name a few) is imperative for the success of the AT road safety and speed management programme in the Franklin Local Board area.
43. Raising awareness of the growing road safety issue is a politically charged and sensitive topic, with expectations from some stakeholders that AT should deliver rapid changes to speed limits across Auckland, while others in the community may not like the speed limit reductions and speed calming measures.
44. AT will do this by talking about the unacceptable loss of human life and focus on road safety with our communities, stakeholders and the media.
45. This will include running a publicity awareness campaign followed by a consultation process on the bylaw.
46. Before and during the awareness campaign, AT will engage with its key stakeholders (NZTA, NZ Police, and AA) to identify roads that will be affected by the speed limit changes.
47. Once those roads have been identified, they will be added to the Schedule of Speed Limits and drafted into the bylaw.
48. The bylaw will be consulted on Auckland-wide (consultation on the entire programme of works for the Auckland region at a strategic level). Due to the urgent imperative to reduce the number of deaths and serious injuries, AT will in many cases not consult on each individual element of the safety improvement plan.

49. Once the bylaw has been approved by AT's Board, then the speed limits become legally enforceable.
50. AT aims to change the road safety conversation by educating our audiences about what road safety is all about and that speed always determines the outcome of a crash. For example, it is not just about a new speed limit but also about whether our children can walk and cycle to school and how liveable our streets are, and the many health and environmental benefits that follow from this.

## Ngā kaihaina / Signatories

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