
Auckland Transport's Road Safety and Speed Management programme for Albert-Eden Local Board 2018-21

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Te take mō te pūrongo / Purpose of the report

1. To update the Albert-Eden 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 our roads and an additional 749 were seriously injured.
3. Road Safety performance in the Albert-Eden 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 road network, and growth in vulnerable road users. Vulnerable road users are people walking, people on bikes, people on motorcycles, and children (people not in cars).
4. The Tāmaki Makaurau Road Safety Governance Group (TMRSG) has been established to provide leadership for improving safety and reducing the high number of death and serious injuries (DSi) on the Auckland road network. This group has a strong national and regional mandate to drive safety outcomes and the partners include AT, NZ Police, NZ Transport Agency (NZTA), Accident Compensation Corporation (ACC), Auckland Council (AC), Auckland Regional Public Health (ARPH) and Ministry of Transport (MoT).
5. As AT moves to the Vision Zero approach, it is also proposing an ambitious safety infrastructure acceleration programme estimated to reduce DSi by up to 18% over an initial three year period. It will work closely with its partners to deliver on the Vision Zero goal for Auckland. 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.
6. There is a strong focus on safety at AT. The 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 Albert-Eden Local Board area. The Auckland Road Safety Capital Programme 2018-28 is a systemic response to improve road safety outcomes and create a more forgiving road network. Investment will be lifted by an additional \$550 million over ten years. The Regional Fuel Tax will allow AT to improve a larger number of high-risk intersections and routes by installing roundabouts, red-light cameras, and segregated facilities. The combined impact of these accelerated programmes is estimated to reduce DSI by 60% over ten years from the 2017 baseline, as well as contribute towards additional congestion reduction benefits and increased health and environment benefits. Our aspiration is to move towards zero deaths or serious injuries on Auckland's roads.
7. 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 become legally enforceable.

8. The primary road safety focus areas in the Albert-Eden Local Board area for the next three years include safe intersections and roads, safe speeds, vulnerable road user safety, and sober driving. 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.
9. A senior AT representative will present a PowerPoint presentation at a workshop with the local board.

Ngā tūtohunga / Recommendation/s

That the Albert-Eden Local Board:

- a) Receives the report entitled 'Auckland Transport's Safety and Speed Management programme for Albert-Eden Local Board 2018-21.

Horopaki / Context

10. Auckland's rapid growth has resulted in a number of 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. More importantly, the after-effects of road trauma on the victims' whānau, friends and community are devastating.
11. AT's long-term goal of Vision Zero is about being more people-centered and emphasises that no loss of life on our road network is acceptable. It is a proven approach from jurisdictions where road designers and operators take greater responsibility in creating forgiving infrastructure that prevents 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. These are the four pillars of the Vision Zero / Safe System approach.
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. For individuals, the risks of a severe crash might seem small, but from a societal point of view there are substantial safety gains from reducing average speeds on streets.
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. Speed is currently responsible for 30% of all road deaths and serious injuries, and small reductions in average speeds of 1% or a few kilometres per hour can reduce the risk and severity of crashes by up to 4% (Speed and Crash Risk, ITF, 2018).
15. Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether someone walks away or is carried away will depend on the speed vehicles are travelling. For example if hit by a vehicle travelling at 30km/hr, a person has a 90% chance of surviving when compared with only a 20% chance of surviving when hit at 50km/hr. Speed also determines the braking or stopping distance and the time it takes for the driver to react to take evasive measures. A small increase in travel speed corresponds to a relatively large change in stopping distance. The higher the speed the longer the braking or stopping time.
16. 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 Albert-Eden Local Board area (see table in paragraph 20), including speed management. The RSAP is developed collaboratively by AT, NZ Police, Accident Compensation Corporation and 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.

- 17. 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

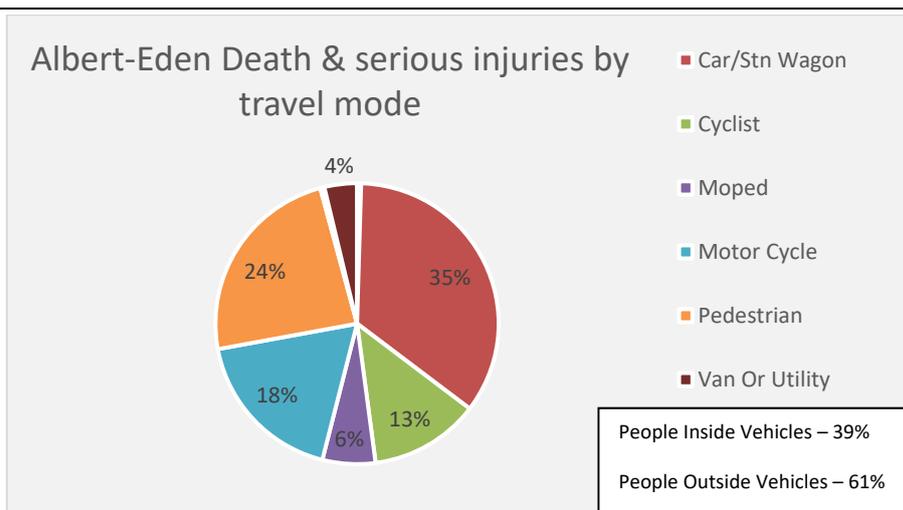
- 18. Auckland's DSi rates have increased between 2013 and 2017 as outlined in the table below.

Auckland Region	2013	2014	2015	2016	2017
Deaths	48	36	52	46	64
Serious injuries	438	447	568	618	749

- 19. The Albert-Eden Local Board area DSi made up 7% of all Auckland DSi in 2017, increasing 53% from 36 in 2013 to 55 in 2017. The Albert-Eden Local Board area experienced the second highest level of DSi among urban local boards in 2017 and the 14th highest rate of serious road injuries per capita, out of the 16 urban local boards in 2016.



- 20. Within the Albert-Eden Local Board area 61% of all DSi involved vulnerable road users.

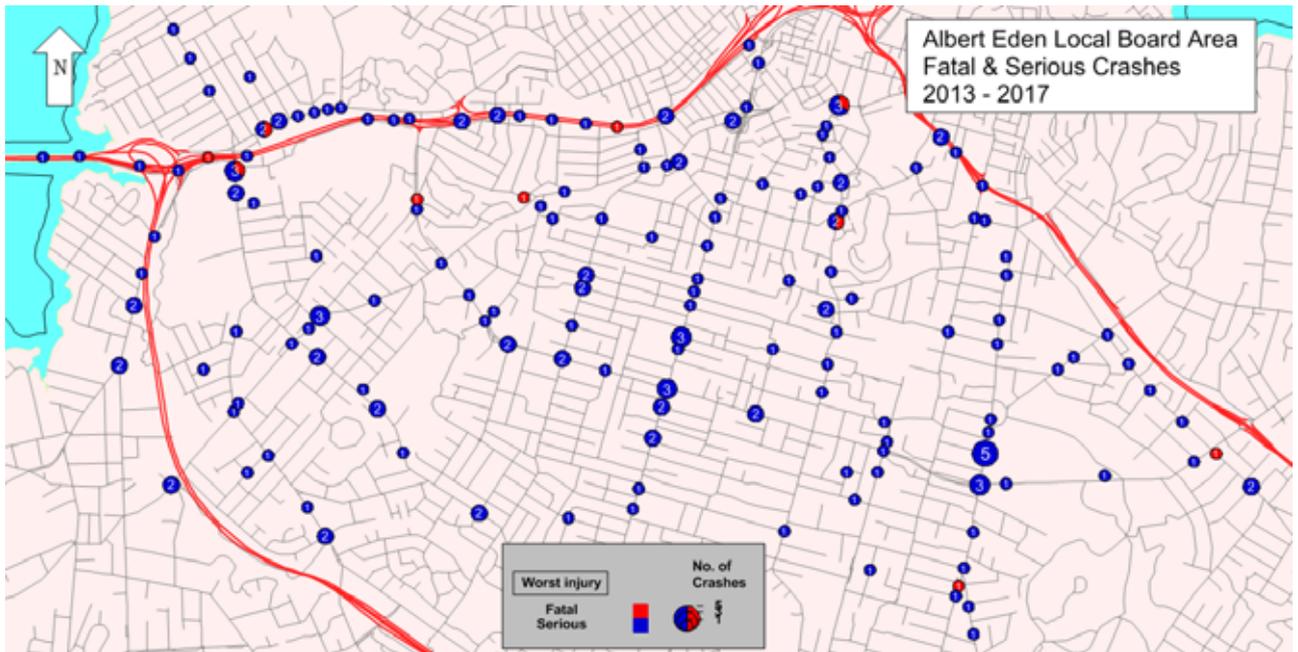


21. AT's Road Safety Action Plan for 2018-19 covers the Albert-Eden Local Board area. Below is an excerpt from the action plan showing five year DSI trends from 2013 to 2017 for the Albert-Eden Local Board area. The primary safety intervention measures include aspects from the Safe Systems approach: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

Road Safety Focus Areas for Albert Eden 2018-19								
Focus areas		Five year Road Death & Serious Injury (DSI) trend					Interventions	
Increase Focus	Safe System Management	2013	2014	2015	2016	2017	Total	Auckland City Road Safety Action Plan
	Safe Intersections	19	23	27	13	24	106	Safety Engineering, Enforcement & Campaigns
	Safe Roads	34	35	41	37	46	193	Safety Engineering, Enforcement & Campaigns
	Pedestrian Safety	7	11	11	7	15	51	Travelwise Schools, Walking School Bus routes, Safe Crossings & Safer Communities
	Motorcycle Safety	6	9	12	13	12	52	Safety Engineering, Enforcement & Campaigns
	Safe Speed	2	4	10	7	13	36	Speed Management Changes, Education & Enforcement Campaigns
Maintain Focus	Alcohol/Drugged Driving	8	3	6	4	13	34	Education & Enforcement Campaigns
	Young Drivers	5	1	2	2	3	13	Young Driver Training, Education and Enforcement
	Cycle Safety	4	8	5	4	6	27	Cycle Training & Infrastructure
Emerging Focus	Restraints	1	2	0	2	5	10	Restraint Education & Enforcement, including Child Restraints
	Older Road Users	3	4	5	1	5	18	Monitor
	Distraction & Fatigue	4	6	6	2	3	21	Education and Enforcement Campaigns
	Pacific	7	0	6	7	3	23	Learner Licensing workshops

22. 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.
23. Road crashes are investigated by NZ Police and then mapped by NZTA across the Albert-Eden Local Board. The map highlights Albert-Eden fatal and serious crashes from 2013 to

2017 where a slightly higher number were midblock (not at intersections) crashes.



- 24. 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.
- 25. Within the Albert-Eden Local Board boundaries there are 13 high-risk intersections and 9 high-risk routes (based on 2012 to 2016 data). Eight of the high-risk routes are also high-risk for motorcycles.

High risk routes in the Albert-Eden Local Board area				
Ranked in the top 100 high risk routes in the Auckland Region (2012-2016 data)				
Regional Ranking	Route Name	Collective Crash Risk	Active Road User Collective Crash Risk	Motorcycle Collective Crash Risk
23	Manukau Road (Alpers Ave – Green Lane West)	High	High	High
26	Manukau Road (Alpers Avenue – Mt Smart Road)	High	Medium High	High
33	Carrington Road	High	Medium High	High
47	Mt Albert Road (New North Road – Mt Eden Road)	Medium High	Medium	High
59	Sandringham Road	Medium High	Medium	High
64	Ian McKinnon Drive	Medium High	Medium	Medium
72	Richardson Road	Medium High	Medium	High

76	Gillies Avenue	Medium High	Low Medium	High
100	Green Lane West	Medium High	Medium	High

High risk intersections in the Albert-Eden Local Board area Ranked in the top 100 high risk intersections in the Auckland Region (2012-2016 data)				
Regional Ranking	Location	¹ Collective Crash Risk	² Active Road User Collective Crash Risk	Motorcycle Collective Crash Risk
11	New North Road / Asquith Avenue	Actual High	Medium High	High
19	Balmoral Road / Dominion Road	High	High	Medium
37	Bollard Road / New North Road	High	Low Medium	Medium High
41	Mt Albert Road / New North Road	High	Medium High	Low Medium
60	Balmoral Road / Sandringham Road	High	Medium High	Low
61	Great South Road / Atarangi Road	High	Low Medium	High
62	Walters Road / Sandringham Road	High	High	Medium High
67	Great South Road / Manukau Road	High	Low Medium	Medium High
71	Mt Eden Road / Normanby Road	High	Medium High	Low
73	Green Lane West / Manukau Road	Actual High	Medium High	Medium
78	Great South Road / Matai Road	Medium High	Low Medium	High
88	Bond Street / Sandringham Road	Medium High	Low Medium	Medium High
89	Dexter Avenue / Dominion Road	Medium High	Low	High

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 Albert-Eden Local Board area in 2018-19 as part of the 2018-21 AT programme.

Safety engineering at high-risk intersections 2018-19

New North Road / Asquith Avenue

Intersection improvement

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

² Active Road Users (ARU) = Pedestrians and Cyclists

Other safety improvement projects 2018-19

Mountain View Road	Speed humps either side of bend to treat the crash problem.
Dominion Road, Mount Albert Road, New North Road, Mt Eden Road	Loss of control site investigation for mass action treatment ³ .

Pedestrian safety and shared path network expansion 2018-19

Manukau Road / King Edward Avenue	Pedestrian crossing facilities from Green Lane to Campbell Crescent.
Sandringham Road, St Lukes Road, Mt Eden Road, Market Road, Sherbourne Road, Great South Road	Zebra crossing upgrades.
Between Malven Road and Amandale Avenue	Pedestrian link.
Parrish Road	Installation of pedestrian crossing facility (side islands).

Speed management investigations 2018-19

Investigation into safe and appropriate speeds on local roads

Road safety and school travel behaviour activities 2018-19

25 active Travelwise school programmes and 34 active walking school buses, along with re-engaging inactive Travelwise schools and walking school buses.

Cycle training.

Young driver licensing programme , social media campaign, road safety presentations to parents of teen drivers.

Ready for the road intervention programme for high risk young drivers.

Train the trainer learner licence programme for community leaders wanting to teach learners in their community.

Driver distraction campaign and checkpoints with NZ Police.

Motorcycle and scooter safety campaign and workshops.

Safe speed awareness campaign and events.

Red light running campaign and Checkpoints with NZ Police.

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

Sober driver presentation at CRC Speedshow.

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.

³ 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.

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.
32. Speeds over 50km/h dramatically increases 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 50km/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.
35. Many people fear that reducing the speed limit in urban areas 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 10km/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, at 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. Albert-Eden Local Board Māori communities will be engaged with through the Te Ara Haepapa Road Safety programme.

Ngā ritenga ā-pūtea / Financial implications

41. There are no financial implications for the local board.

Ngā raru tūpono / Risks

42. Risks for the Local Board include reputation and continuing road trauma in the Albert-Eden Local Board area. If the accelerated road safety programme and speed management programme are not championed or supported by the Albert-Eden Local Board it may be challenging to implement unpopular safety and speed management projects that could otherwise reduce community road trauma.

Ngā koringa ā-muri / Next steps

43. AT welcomes input from the Albert-Eden Local Board to help address the road safety challenge that is generating such a significant burden on road users and their families.
44. Getting aligned with our partners and stakeholders (Local Boards, Councillors, Ministers, MoT, 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 Albert-Eden Local Board area.

45. Aucklanders and Local Boards have indicated their support for an increased road safety and speed management programme in the recent Regional Land Transport Programme (RLTP) consultation, to help address Aucklands concerning increase in road trauma.
46. The RLTP has committed to investing in an accelerated speed management programme, of which the first year will include treatment on approximately 800 km of the network. This will require expedient delivery by AT and a more efficient process for changing speed limits.
47. Reducing speed limits is a 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.
48. 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.
49. This will include running a publicity awareness campaign followed by a consultation process on the Speed Limit Bylaw. AT looks forward to working closely with local boards to empower them to be our advocates in the communities they serve. The campaign will aim to change the road safety conversation by educating Aucklanders that lower speeds provide survivable crash outcomes as well as enabling our kids to walk and cycle to school, a more liveable streets environment, and many health and environmental benefits.
50. Before and during the awareness campaign, AT will engage with our key stakeholders (NZTA, NZ Police, AA) to identify roads that will be affected by the speed limit changes.
51. 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.
52. Once the bylaw has been approved by AT's Board, then the speed limits become legally enforceable. AT will continue to discuss in partnership with local boards on all safety and speed limit changes in their area.

Ngā tāpirihanga / Attachments

There are no attachments to this report.

Ngā kaihaina / Signatories

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