Te Poari Kaitohutohu mō te Pokapū o te Tāone Nui o Tāmaki Makaurau /
Auckland City Centre Advisory Board
OPEN MINUTE ITEM ATTACHMENTS

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Road Safety in the City Centre

Kathryn King, Walking, Cycling and Road Safety

27 September 2018
Auckland faces a road safety crisis

AKLD deaths 78%
AKLD serious injuries 68%
Rest of NZ serious injuries 28%
Rest of NZ deaths 23%
AKLD travel growth est. 15%
Auckland road deaths and serious injuries have increased for all road users.
Vulnerable road users make up most of the City Centre DSI

City Centre Death and Serious Injuries by Travel Mode

- Car/Station Wagon: 46%
- Cyclist: 14%
- Moped: 17%
- Motor Cyclist: 6%
- Pedestrian: 0%
- SUV: 0%
- Taxi: 0%
- Truck: 0%
- Van or Utility: 16%
If one part of the system fails, other parts must still protect people involved in crashes.
Attachment A

Speed influences whether someone lives or dies

Survivable Speeds

- 60 mph: 0% risk of death
- 50 mph: 80% risk of death
- 40 mph: 10% risk of death
- 30 mph: 10% risk of death
- 20 mph: 0% survival probability
**Strong evidence for speed management**

<table>
<thead>
<tr>
<th>Location of speed change</th>
<th>Degree of speed change</th>
<th>Crash reduction observed</th>
</tr>
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<tbody>
<tr>
<td>Christchurch</td>
<td>50kph to 30kph</td>
<td>22% reduction in injuries (after one year)</td>
</tr>
<tr>
<td>Victoria, Australia</td>
<td>60kph to 50kph</td>
<td>24% fewer crashes which resulted in a serious injury</td>
</tr>
<tr>
<td>Graz, Austria</td>
<td>30kph zone</td>
<td>12% reduction in crashes which resulted in a minor injury and 24% fewer crashes which resulted in a serious injury</td>
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<tr>
<td>South Australia - urban</td>
<td>From 60kph to 50kph default urban speed limit</td>
<td>Large reduction in fatal crashes (37%), and a 20% reduction in serious crashes. The estimated cost savings over the first three years was $129 million.</td>
</tr>
<tr>
<td>South Australia - rural</td>
<td>100 km/h speed limit along 1,100 km of rural roads (formally 110 km/h), introduced July 2003</td>
<td>29% reduction in fatal crashes 28% reduction in admitted to hospital severity crashes 27% reduction in all casualty crashes</td>
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<tr>
<td>Queensland</td>
<td>60kph to 50kph</td>
<td>24.9% reduction in the number of crashes resulting in death or serious injuries. Similarly, mean speed changes of around 2kph were achieved on roads that received posted speed limit changes and those that did not.</td>
</tr>
<tr>
<td>London</td>
<td>30mph to 20 mph</td>
<td>6% reduction in vulnerable road user trauma</td>
</tr>
<tr>
<td>Israel</td>
<td>INCREASED speed limit from 90 to 100kph in 1988</td>
<td>In the six years following, an average of 347 more people died than what would have been expected based on previous trends. “The increases in deaths and case-fatality rates persisted six years after the speed limit change despite major countermeasures and increasing congestion throughout the period of follow-up.” [3]</td>
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Investment to deliver 60% reduction in DSI

Over the next 10 years, the RFT will directly and indirectly contribute to more than half a billion dollars being spent keeping people safe on Auckland’s roads.

$210 million of the total $700m capex in safety engineering will come from the RFT.

- $5m for rural high risk roads
- 10 high risk locations
- Speed management, city centre, 10 town centres, 2 pedestrian zones, on 700km of rural roads & lowering 70km/hr urban roads
- Additional active spaces
- Red light cameras

AT ROAD SAFETY CAPITAL EXPENDITURE PAST AND FUTURE

<table>
<thead>
<tr>
<th>Year</th>
<th>Million $</th>
<th>2017/18</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
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<tr>
<td>Safety communities</td>
<td>10</td>
<td>10</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Speed management</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>High risk rural</td>
<td>35</td>
<td>30</td>
<td>30</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>High risk urban</td>
<td>45</td>
<td>50</td>
<td>50</td>
<td>45</td>
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DRAFT RESPONSE

- Agree with, and support, Auckland Council’s position that - “homelessness should be rare, brief and non-recurring”.
- Support initiatives that provide sustainable, long-term solutions, such as Housing First and the City Mission’s HomeGround project. Temporary initiatives may be required while housing is secured.
- Accept Auckland Council’s chosen role in homelessness as being the development of a regional, cross-sectoral homelessness plan.
- Differentiate between homelessness overall and rough sleepers as it is the latter that impacts the most on the city centre environment.
- Liaise with council on a central city specific response to rough sleeping.
- Endorse that the provision of social housing and related support services is a central government responsibility and funded from income taxes.
- Expect that central government will provide the resources necessary to ensure that everyone who lives in NZ has an appropriate home to live in along with the associated support services for those who need them.
- CCTR has previously recommended the allocation of $2m of CCTR to the Liston House project. Any further requests for funding would need to fit with the new assessment criteria and be considered as part of the TR8 review.