

## Fatal Crashes involving people walking and cycling briefing

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Note the briefing on fatal crashes involving people walking and cycling provided as Attachment 1 to this report.

### Te whakarāpopototanga matua / Executive summary

1. Vulnerable road users made up over 50% of fatalities on Auckland's roading network in the 2020 calendar year. This included high numbers of people walking and people on motorbikes in particular with a lesser number of people on bikes. The disproportionate number of people on foot and on bikes is counter to Auckland Transport's (AT) priority of increasing the number of trips on foot and on bikes around our region.
2. Noting the above situation the board requested a 'deep dive' into the deaths and serious injury data to consider how this situation might be further addressed noting long term trends of growing population, growing intensification, increased trips on foot and on bikes and the strategic imperative to tackle climate change.
3. The attached briefing provides an overview of fatal crashes involving people walking and cycling across the region in the period between 2014 and 2020. 72 people were killed in Auckland on foot or on bikes over the period. The incidents were investigated by AT, the New Zealand Police and coroners to identify strategies that can be implemented in direct response to the crashes. AT has a range of proactive, safety focussed system improvement projects and initiatives in planning or underway with the objective of reducing DSI on the road network.

### Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
7 September 2021 Safety Committee	Pedestrian and Cyclist Fatalities Briefing.	The briefing was noted by the Committee with members requesting that it be presented to the board at its 28 October 2021 meeting.

### Te horopaki me te tīaroaro rautaki / Context and strategic alignment

4. Safety is the number one priority of AT and is key priority in the Government Policy Statement on Land Transport and the Auckland Plan.

5. The increase in DSI across the road network in the Auckland region remains of utmost concern to both board and management of AT and a broad suite of activity is being executed, consistent with the 2021 Road Safety Business Improvement Review to address the alarming upswing in fatalities and serious injuries on the network which commenced in the last quarter of 2020 calendar year.
6. The board has sought additional information from management on:
  - a. The number of people killed while walking and cycling in Auckland in recent years and the location of these crashes;
  - b. The process of investigation where these crashes occur; and
  - c. What system improvement work is being undertaken to reduce the occurrence of crashes involving people walking and cycling.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Number and location of fatal crashes involving people walking and cycling

7. 57 pedestrian and 15 cyclist fatalities have occurred on Auckland roads in the period 2014 to 2020. There is no downward trend in the number of fatalities.
8. Attachment 1 includes maps showing the locations of fatal and serious crashes involving people walking and cycling in Auckland. This highlights that there are no specific areas in Auckland where these crashes occur and that they are spread right across the region.

### Vision zero and a proactive system response

9. The traditional approach to road safety is reactive and based on historical crash locations. Vision Zero is a proactive approach, based on risk, and recognises that DSI are preventable. We note that the current risk ratings we use are still based on historical crash data and that there is still a requirement under the existing funding process to show reductions in DSI.
10. Currently, 61% of fatal and serious injury crashes occur at locations where there has been no other injury crash in the past. This highlights the need for a proactive approach to road safety.

### Process of fatal crash investigation

11. Police investigate fatal crashes when they are called to the scene. Police officers undertake initial site investigations, notify AT, then following further investigation, complete an incident report.
12. After being notified of the fatal crash, AT confirm the crash occurred whilst using an AT asset, undertake an investigation and prepare a report outlining any recommendations to address safety deficiencies. Once approved internally, this engineering report is sent to the New Zealand Police. Recommendations are recorded and progress on implementation of these is tracked by the Road Safety Engineering team.

13. Coroners review the New Zealand Police reports and the investigation undertaken by AT and make recommendations based on the findings. Currently the timeframe for the coronial investigation to be completed is up to two years.
14. Fatal crashes are reported to the board via email and through a safety business report. Recommendations often relate to the crash site only and the immediate surrounding area. The fatal crash reporting process is currently under review and will potentially be modified so it focuses on both immediate changes and wider system failures.

### **How we are creating a Safe System**

15. Examples of system improvements are outlined below:
  - a. The Road Safety, Walking, and Cycle and Micromobility Programme Business Cases all include objectives to reduce DSI on the network
  - b. The Safe System Assessment Framework (SSAF) is a tool used to compare project options and identify those that align best with Safe System principles. Work is currently underway to embed this into the AT project life cycle.
  - c. Social media/communication campaigns are used to educate and increase awareness of road safety in Auckland. The Auckland Safe Speeds campaign is a good example of this and has won awards.
  - d. The Safe Speeds Programme is progressing with further roads approved for consultation in June 2021. Proposals to accelerate safe speed limit setting are being progressed. The Speed Management Plan is also in development, which will set our vision and principles around speed management for next decade and sets our 3-year programme.
  - e. New speed and drink driving deterrence models are being trialled which will increase the perceived intensity, randomness and spread of enforcement.
  - f. The Minor Cycling Improvements Programme 2021/24 will improve the attractiveness and safety of existing facilities across Auckland.

### **Ngā tūraru matua / Key risks and mitigations**

16. There is a significant proportion of the Auckland's roading network that needs to be improved to make it safer for Aucklanders to walk and cycle due to historical approaches to roading design. A significant risk is that more fatalities and serious injuries will occur without availability of sufficient funding and noting the capacity to undertake remedial works.

### **Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts**

17. Not applicable.

## Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

18. Providing a safe environment on our roading corridors for people to walk or cycle will be a catalyst for further growth in trips made on more sustainable modes helping tackle carbon emissions and climate change. Insufficient safe cycling infrastructure across Auckland has been identified as the key barrier to more people cycling.

## Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

### Mana whenua

19. Not applicable.

### Ngā mema pōti / Elected members

20. Not applicable.

### Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

21. Not applicable.

### Ngā kiritaki / Customers

22. Not applicable.

## Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

23. This paper is focussed on the health, safety and wellbeing of Aucklanders as they walk and cycle around our region.

## Ā muri ake nei / Next steps



24. The board and Safety Committee will continue to be kept updated on progress in reducing DSI across the road network.

25. The Walking Programme Business Case (PBC) and a refresh of the Cycling PBC are scheduled to come to the board over the coming months.

## Te whakapiringa / Attachment

Attachment number	Description
1	Fatal crashes involving people walking and cycling

## Te pou whenua tuhinga / Document ownership

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