

Vision Zero Update

OUR TRANSPORT
SAFETY JOURNEY



A woman in a blue police uniform with 'POLICE' and '2082' on it is sitting in the driver's seat of a car. She is smiling and adjusting the seatbelt of a young girl with long brown hair who is sitting in the passenger seat. The girl is wearing a blue and white striped sweater. The background shows a house and palm trees. The text 'No road death or serious injury is acceptable – we value every life because people come first' is overlaid on the right side of the image.

No road death
or serious injury
is acceptable –
**we value every
life because
people come
first**

This report is an update on progress on the Vision Zero Strategy which is overseen by the Tāmaki Makaurau Road Safety Governance Group.



Becoming Vision Zero

Auckland Transport (AT) is the Auckland Council Controlled Organisation (CCO) accountable for delivering an efficient, effective and safe Tāmaki Makaurau land transport system. Auckland Council and Waka Kotahi New Zealand Transport Agency Waka Kotahi are the primary sources of funding for AT, with additional funding received from ACC, the Regional Fuel Tax and other sources.

From 2013 to 2017 Auckland tragically experienced a 65% increase in road deaths and serious injuries (DSI), and in 2017 alone there were 64 deaths and 749 serious injuries; a level of road trauma last seen twenty years ago. This far exceeded population or vehicle travel growth and was harming more people walking, cycling or motorcycling than ever before.

In response to this rising Tāmaki Makaurau road trauma crisis, the AT board commissioned an

independent Road Safety Business Improvement Review (BIR) in November 2017. This review made far-reaching recommendations on how AT could lead a partnership-based response to save lives and prevent injury.

International road safety experts, along with AT staff, helped to encourage an important change in thinking about road safety within AT and our partners – shifting the approach from a traditional focus on ‘blaming individual road users’ to instead ‘designing a more forgiving transport system where people who make common mistakes are not killed or seriously injured’. Over the next thirty years we will implement the internationally successful Vision Zero approach to road safety targeting zero deaths and serious injuries on our network by 2050.



Becoming Vision Zero continued.

A spotlight was thrown on Auckland's road safety crisis in late 2017 and Councillors, local boards, mana whenua and a wide range of stakeholders and road users have been involved in the response. In September 2018, the Auckland Council Planning Committee unanimously passed

a resolution to ask AT to explore the adoption of Vision Zero. This resolution stated that the Committee: "request Auckland Transport to accelerate the road safety and speed management programmes and seek input from partners to make Auckland a Vision Zero region."

Vision Zero Principles



Ethics

People shouldn't die or be seriously injured in transport journeys.



Responsibility

System designers are ultimately responsible for the safety level in the entire system - systems, design, maintenance and use. **Everyone** needs to show respect, good judgement and follow the rules. If injury still occurs because of lack of knowledge, acceptance or ability, then **system designers** must take further action to prevent people being killed or seriously injured.



People centered

System designers must accept that people make mistakes and people are vulnerable.



System response

We need to look at the whole system and develop combinations of solutions and all work together to ensure safe outcomes.

Our response

Identifying the scale of trauma on Auckland's roads led to a transformational cultural change in AT, to make our first priority the safety and wellbeing of every person who uses our transport network.

We immediately increased the amount of money invested in safety engineering and speed management from traditional levels of \$17M per annum to \$50+M (150+ projects) in 2018/19 and developed a wide-ranging safety engineering programme.

In 2019 we led the development and creation of *Vision Zero for Tāmaki Makaurau: A Transport Safety Strategy*, which was overseen by the Tāmaki Makaurau Road Safety Governance Group. This group includes representatives from Auckland Council, New Zealand Police, Waka Kotahi, Auckland Regional Public Health Service, ACC and Ministry of Transport.



“Auckland will be a region where people are safely connected to mobility options like public transport, walking, cycling and other personal transport devices, as well as vehicles.”

Shane Ellison, AT CEO,
Vision Zero for Tāmaki Makaurau

Vision Zero for Tāmaki Makaurau was supported by a 2018 - 2028 Road Safety Programme Business Case, which was endorsed by Waka Kotahi in late 2019. The Programme Business Case sets out how we best invest money in our transport network to achieve the goals of our strategy and recommends a \$604M investment over 10 years. This investment is in road safety engineering, speed management, policy and behaviour change initiatives.

The AT board also passed the speed management bylaw in late 2019, following extensive consultation with Aucklanders. This low-cost high-impact Vision Zero initiative, will create survivable speeds on 700kms of high-risk Tāmaki Makaurau roads.

AT has formed strong partnerships to deliver shared outcomes.



Within AT, the focus has been on improving the effectiveness and efficiency of the organisation to deliver safety outcomes.



New Position

Safety Executive General Manager



Learning Strategy

New Vision Zero learning strategy



Workshops

Vision Zero knowledge workshops for AT board and managers



Accelerated Safety Investment

Accelerated investment in urban safety engineering, rural safety engineering and speed management



Guidelines

Urban Roads and Streets Design Guide includes Vision Zero



Integrated safe system approach

Integrated safe system principles into large capital projects, public transport, maintenance and renewals



Governance

New Transport Safety Investment Portfolio Steering Group to provide strong governance of the delivery of the Road Safety Programme Business Case



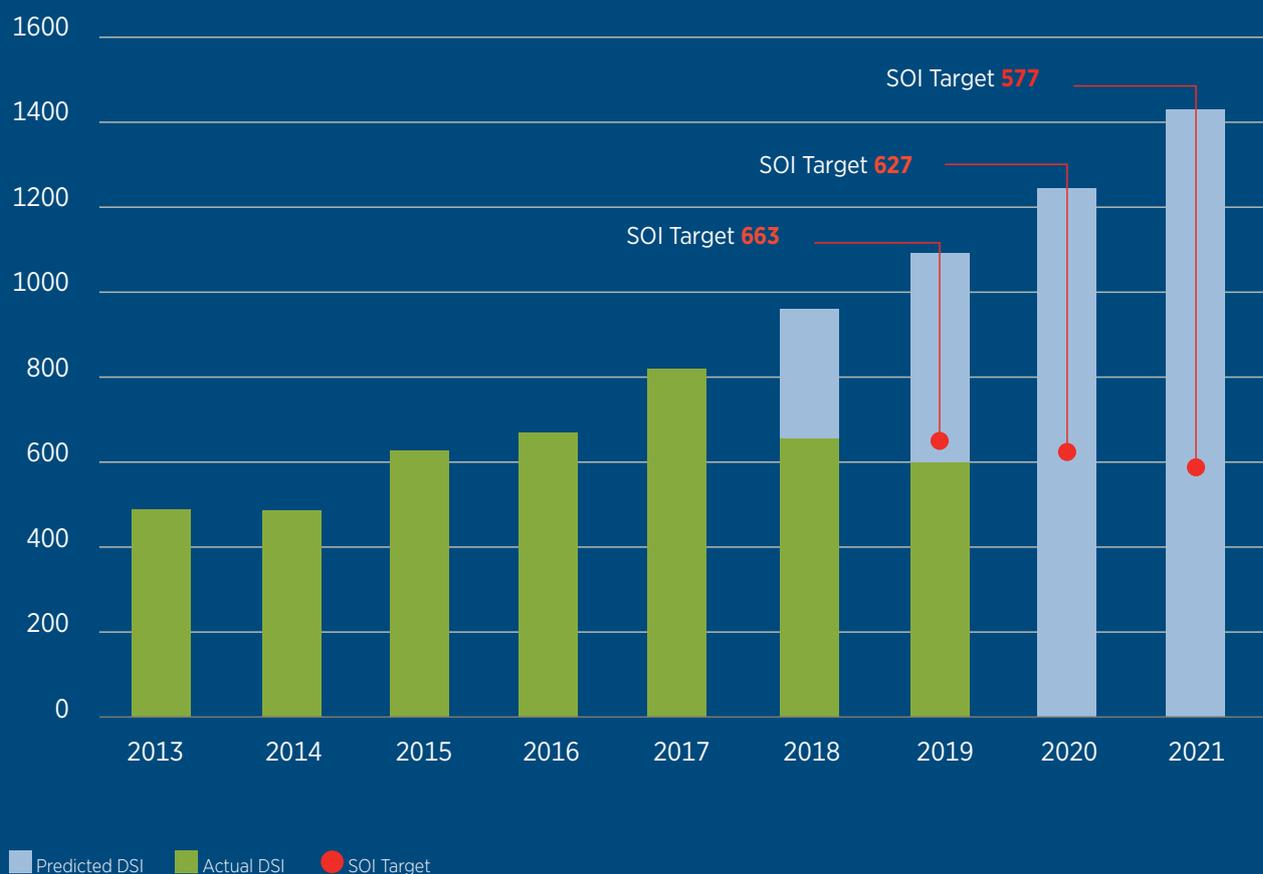
Our results

The partnership response to the road safety crisis has reduced DSI on Auckland roads by 27% (from 832 in 2017 to 607 in 2019), an actual saving of 225 road deaths and serious injuries among Aucklanders over two years. If AT and partners hadn't undertaken these interventions, DSI could

have continued its five-year upward trend to increase by 30% or 251 DSI (from 832 in 2017 to 1083 DSI in 2019).

AT and partners have also exceeded the 2019 Auckland Council Statement of Intent (SOI) Target for AT local roads of 'no more than 663 DSI' by 6%.

**Auckland Roads Actual and Predicted Road Deaths and Serious Injuries (DSI)
2013 to 2021 with AC SOI Target**



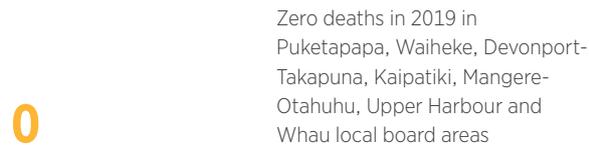
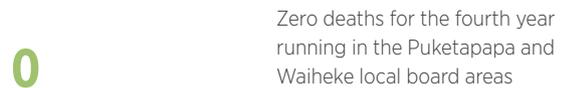
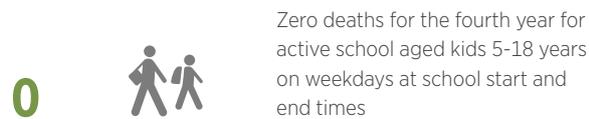
Other positive results include AT staff surveys that have shown a dramatic improvement in both Vision Zero understanding and technical practice. Public surveys have also revealed positive acceptance of safety measures and a request for greater safety. Increased walking, cycling and public transport (PT) use has also been clearly linked to our safety improvements.

Tāmaki Makaurau's growing Vision Zero success and expertise has been welcomed by other international and New Zealand cities, and been recognised with national awards. It has also strongly informed the NZ Government's newly released 'Road to Zero' Road Safety Strategy. Tāmaki Makaurau is now recognised as a leading international Vision Zero city and is regularly invited to share its learnings. The goal of developing a Safety Centre of Excellence within AT is taking shape.

Since 2017, the collaborative courage and leadership shown by AT and its partners has reduced Auckland road trauma by a significant 27%. Many Tāmaki Makaurau lives and injuries have been saved and families and whanau are much safer as a result, and with the annual social cost of Auckland DSI estimated to be over \$1 billion dollars there is an added economic imperative to reducing and eliminating DSI on our transport network.



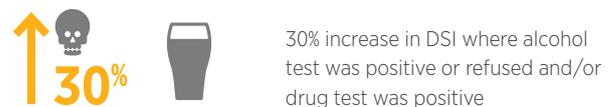
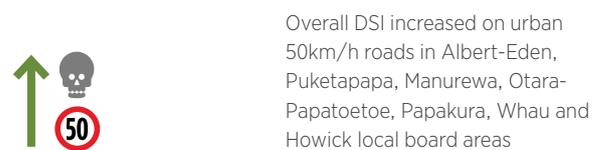
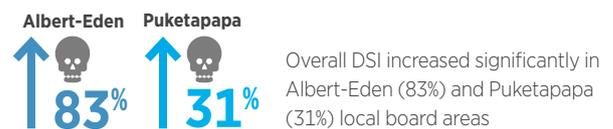
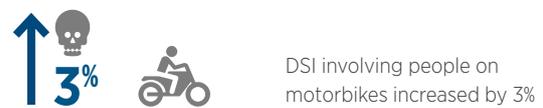
Where we're doing well



2018-19



Where we need to do more



While international and New Zealand cities have been encouraged by Auckland's recent progress, more work is required to continue the successful Vision Zero strategy, especially for the growing numbers of people walking and riding bikes. Tāmaki Makaurau continues to have 300+ high-risk intersections and more than 1,000 km of high-risk corridors. The recent Covid-19 pandemic alert levels 4 and 3 has shown our community enjoys walking and biking on safer streets and our Vision Zero strategy can enable our community to keep enjoying that freedom in a post-Covid-19 world.

Some of the most important things we can continue to do are speed management, collaborative leadership, investing in safe infrastructure and continuing our focus on education programmes. Further work is also required in embedding safe system principles at all stages of all AT projects, from conception through to operation.



Road Safety Business Improvement Review

The catalyst for our Vision Zero story was an independent report commissioned by the AT board in late 2017 to identify how best to respond to rising deaths and serious injuries. The Road Safety BIR identified a road safety crisis occurring in Tāmaki Makaurau with a 77% increase in deaths and 72% increase in serious injuries between 2014 and 2017, far above national trends in road safety and changes in vehicle kilometres travelled.

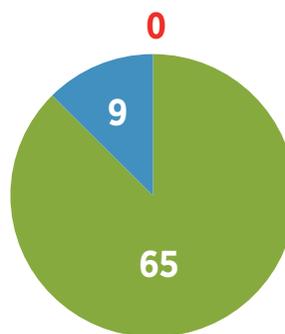
The report identified 45 recommendations to implement which were all adopted by the AT board. These were then divided into 74 actions that could be progressed and tracked.

Key achievements in implementing these recommendations include:

- Development of Vision Zero for Tāmaki Makaurau Transport Safety Strategy and Action Plan with intermediate DSI targets
- Supported the adoption of national Road to Zero strategy including DSI targets
- Refreshed governance of Tāmaki Makaurau road safety through formation of Tāmaki Makaurau Road Safety Governance Group
- Applying the Safe System Assessment Framework to infrastructure project design
- Implementation of the Safe Speed programme to deliver safe and appropriate speed limits to high risk roads
- Partnering with ACC to invest in safe outcomes for vulnerable road users
- Improving safety around schools with the Safe Schools Pilot programme.

The graph below shows 88% of recommendations have now been completed or are on track and a further 12% are underway. Going forward, future tracking and reporting of remaining BIR recommendations will be incorporated into the Vision Zero strategy reporting.

Number of recommendations



● Complete/On Track ● Underway ● Not Commenced

This work has required the collaborative work of key partners. The tables below show the progress with recommendations within AT and through partnership work by year.

Within AT

2018	2019	2020	TOTAL
20	10	N/A	30
3	3	N/A	6
0	0	N/A	0

Within AT Partners

2018	2019	2020	TOTAL
21	9	5	35
1	1	1	3
0	0	0	0

“Vision Zero implementation for Tāmaki Makaurau means Auckland has displayed commendable leadership as the first city in Australasia to show its citizens how much it really believes in, and values, their safety, amenity and lifestyle on the roads of the region as pedestrians and cyclists and motorists. What a great place to grow up and to live and work in, and to visit and enjoy into the future!”

Eric Howard,
Principal,
Whiting Moyne and author of the Road Safety Business Improvement Review



Vision Zero safe system examples

People from across Tāmaki Makaurau, whether they walk, bike, drive, take public transport, scooter or ride a motorbike will benefit from the Vision Zero work that AT has delivered over the last two years. This work not only makes people safer, it can also benefit our health and our environment.

This work has included projects in engineering, behaviour change, communications and transport technologies.



Increased school safety through tactical designs, school speed zones, Travelwise programme including Walking School Buses



38 raised pedestrian crossings and **29 pedestrian upgrades**



Installed separated cycle lanes



Quay St cycleway **protected from parking infringements by CCTV enforcement** - a first in NZ!



Began **Motorcycle Safety Trial on Dominion Road**



Upgraded and **built new roundabouts**



New Speed Limit Bylaw 2019 creating safe and appropriate speeds on over 700kms of Auckland roads



600+ road safety campaigns promote seatbelt wearing, give way rules, driving sober and alert, reduce driver distractions, motorcycle driver safety, young driver safety and stop at red lights



Increased use of safety management tools like Urban KiwiRAP and Safe System Assessment Framework



Installed **20+ new red light safety cameras**



Installed **39 automatic pedestrian crossing gates at rail level crossings in 25 locations**



Installing **slip resistant flooring** on new gangways and pontoons at Downtown Ferry Terminal



Expanded the **Te Ara Haepapa programme to improve safety outcomes for Māori**



500km of improved signage and tactile line markings on rural roads

Spotlight on a safe system approach



Red light safety cameras

Improving the safety of everyone using signalised intersections is a clear example of the importance of the partnership approach in Vision Zero. Between 2014 and 2018 102 people in the Tāmaki Makaurau region were seriously injured or died because people in vehicles ran red lights. This was sadly part of an increasing trend of all crashes at signalised intersections.

In response AT and Police partnered in the red light safety camera programme, funded in part by the Regional Fuel Tax. This programme will see 42 new red light safety cameras installed at intersections across the region in 10 years.

So far, the number of cameras in Tāmaki Makaurau has increased from 6 in 2018 to 28 by the beginning of 2020, and this has seen the number of red light running infringements issued also increase significantly by 86%. From 2017 to 2019 the number of people killed and seriously injured related to red light running was reduced almost 50%, tempered by a 12% increase in red light running DSI in 2019.

The cameras are owned and operated by AT with enforcement undertaken by the Police. Continuing to increase deterrence and safety for everyone at signalised intersections is a key outcome of this partnership approach.



Franklin Road/Wellington Street roundabout

Internationally, within Vision Zero, well-designed roundabouts are held up as a safe intersection treatment. Not only will a roundabout slow motorists, it also means vehicles move in only one direction, reducing the number of conflict points and making any collisions that do occur less severe.

In urban areas good roundabout design must also take into account people using the intersection who aren't in cars - people walking and on bikes and scooters.

An innovative and effective example of a good urban roundabout is the Franklin Road/Wellington Street/England Street roundabout, opened in May 2018. This is the first of its kind with a speed table and includes pedestrian and cyclist crossings on each leg approach/exit.

The roundabout gives priority to people walking and biking, and so is integrated perfectly into the surrounding Franklin Road environment, which has separated cycle lanes on both sides of the road and wide pedestrian footpaths.



Te Ara Haepapa

Sadly Māori are disproportionately affected by road safety trauma and are over-represented in crash statistics. Whilst they make up 10% of the population in the Tāmaki Makaurau region, 15% of all people killed and seriously injured in road crashes between 2014-2018 were Māori.

Te Ara Haepapa (The Journey) was developed in 2017 to address the high proportion of Māori involved in deaths and serious injury road crashes in Tāmaki Makaurau. It is the only comprehensive Māori road safety programme in Aotearoa. The programme is delivered in both Te Reo and English within a holistic Māori cultural context by fluent Te Reo speaking staff and covers a wide range of high-risk road safety prevention themes including; child restraint and seat belt use, sober driving, speed and driver licensing.

The programme adopts a Treaty of Waitangi and Te Ao Māori approach to design and delivery. It is aligned to high level Māori outcomes identified in the Auckland Plan.

The Te Ara Haepapa team works across a number of disciplines including training programmes, advertising, community engagement, kura and kohanga based programmes, events, social media and innovative story-telling, delivering road safety messages in ways that are meaningful to communities and whanau.



Speeds programme

One of the best ways to immediately bring down the high rate of deaths and serious injuries on our roads is to set safe and appropriate speeds. In many cases the default 50km/h for urban roads and 100km/h for rural road are not fit for purpose. They do not consider our challenging road system where fatigue, a mistake, distraction or a poor choice made behind the wheel can lead to devastating consequences. It doesn't have to be this way. We do not have to accept "some deaths or serious injuries" as a price to pay for our mobility.

Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether people walk away or are carried away will depend on the speed their vehicles are travelling. Our crash stats show 80% of all death and serious injury occurs on 50km/h local urban roads and 45% of all local urban death and serious injury involve vulnerable road users (people walking, people on bikes, people on motorcycles, children, the elderly and the differently abled – people not in cars).

It is not just about keeping the driver and passengers of a car safe. While modern cars have improved safety features, if we crash into vulnerable road users, such as people walking or on bikes, at speeds higher than 30km/h, the risk of them dying or being seriously injured increases greatly.

In 2020 AT began bringing in new safer speed limits on over 600km of Tāmaki Makaurau roads. A community consultation exercise saw over 11,500 submissions on the proposed changes.

Speed management in a safe system approach is not just about speed limits. Programmes of infrastructure improvements to town centres and residential areas, as well as pedestrian crossing upgrades and rural road improvements like wider centre lines and road shoulders are all part of good road design, encouraging drivers to instinctively adopt a safe speed for the transport environment.

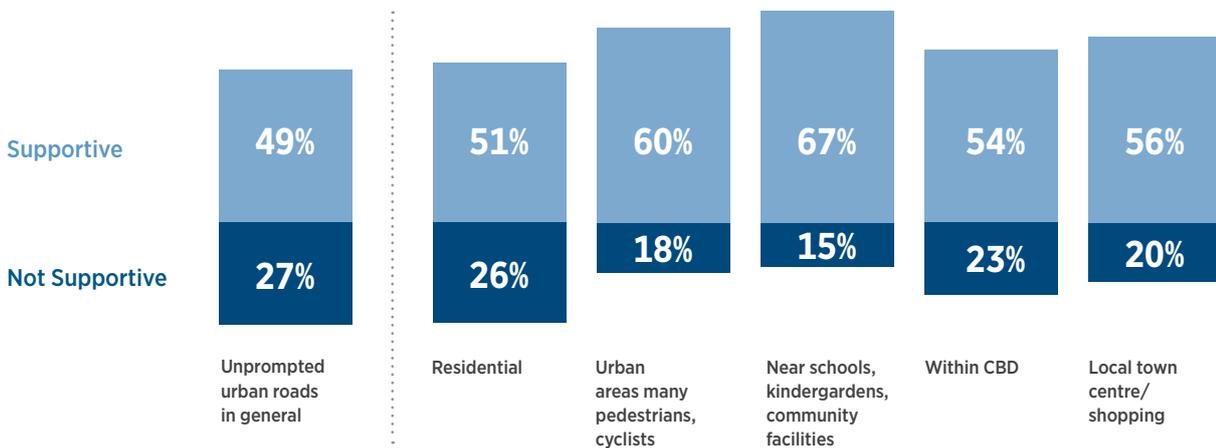
Speed management is not only central to achieving Vision Zero but also to the wider benefits of a Vision Zero transport network. Sustainable health and wellbeing goals can't be achieved without people feeling and being safe, no matter which mode of mobility they choose.

A strong collaborative approach to low speed zones will see AT implement town centre safety improvements in Torbay and Mairangi Bay in a partnership project with the Hibiscus and Bays Local Board. The board not only supported in principle the proposed improvements to safety for all road users, they went the extra mile, using their own funds to see these constructed in early 2020. In November 2020 these improvements will be supported by the implementation of 30km/h speed limits, a safe and appropriate speed for all road users.

This kind of local board support is aligned with how Aucklanders view speed management. Research undertaken in 2019 showed, for example, that 72% of Aucklanders agree that lower speed limits could be used to help reduce the risk and/or severity of injury when crashes occur and that in general more people are supportive of lower speeds, particularly in urban areas with large numbers of pedestrians, cyclists and motorcyclists or near schools and other community facilities including town centres .

Attitudes towards speed on Aucklands roads

Support for the lower speeds is highest in urban areas with large numbers of pedestrians / cyclists / motorists or near schools and other community facilities.



¹ Attitudes Towards Speed Limits on Auckland Roads, KANTAR, 2019



Working with Police

A “whole of system” response is one of the four principles of AT’s Vision Zero Transport safety strategy, and enforcement work by our partners at NZ Police is one of the key ways we can influence behaviour. Ministry of Transport research into NZ crash data between 2010 - 2017 concluded that reduced levels of enforcement can undermine successful road safety initiatives.²

Partnering with the Police through both the leadership and governance of the Tāmaki Makaurau Road Safety Reference Group and operational activities is a key focus for Vision Zero.

Between 2017 - 2019 a series of community initiatives and road safety campaigns were undertaken to reinforce high deterrence against driving while impaired. This included concentrated alcohol checkpoints in Auckland City police district and rural locations, free trains and buses by AT to major events, and interaction with the NZ Warriors rugby league team to deliver the Drive Drink Free messaging. Drive Drink Free was a particularly successful campaign which had a 40% prompted recall rate for women and 53% for men.

In 2018 there was a significant increase in the number of compulsory breath testing (drink drive) operations. Police can measure their level of activity against impaired driving by counting the number of times a Compulsory Breath Test (CBT) Device is used, a figure which is collated during the annual calibration process for the CBT devices.

Between 2017 and 2018, there was a 25% increase in the number of times a CBT device was used

in Tāmaki Makaurau (317,000 to 398,000). This indicates devices are being used more frequently than they were the previous year.

Significant national events during 2019 saw road policing teams being re-deployed. In this context Police still recorded an 11% increase in testing across the three Tāmaki Makaurau police districts with 440,084 tests being conducted. Crash analysis for 2019 shows a 30% increase in DSI where alcohol and/or drug tests were positive or refused.

In 2019 speed related DSI reduced by 10% across Tāmaki Makaurau. Officer-issued speed infringements increased by 27% (amongst an overall higher rate of speed infringements issued) which shows that strong police presence has had positive results.

In addition, a number of fixed safety cameras came into operation in 2018 across the region and led to the detection of an additional 398,700 speed offences in 2019. A partnership approach of increased speed management measures from AT and the deployment of Police to concentrate at high risk crash locations will be an important part of achieving our Vision Zero aspirations.

²<https://www.transport.govt.nz/mot-resources/road-safety-resources/road-safety-analysis/>

Raised pedestrian crossing programme

Walking is the first way most people learn to transport themselves and as a fundamental part of most people's everyday lives it should be one of the safest and most efficient ways to move ourselves short distances. Unfortunately during 2012 to 2017 this wasn't the case for the fast growing population of Tāmaki Makaurau, with the number of pedestrians being killed or seriously injured on our roads increasing by 64%. In 2018 investigations showed that 20% of pedestrian crashes occurred at existing zebra crossings.

Recognising that this was an unacceptable trend AT planned a roll out of a region-wide programme to upgrade existing pedestrian crossings at high-risk locations, beginning with 49 sites. By 2019 the Mass Accelerated Pedestrian Improvement programme had built 38 raised pedestrian crossings and completed upgrades of pedestrian facilities at a further 29 locations.

This work involved raising the crossing onto a "table" which not only helps people driving notice there is a crossing but also effectively creates a lower speed environment of 30km/h or less. This speed provides the best survivability rate for pedestrians.

We make the tables more effective by also including other safety features at these crossings, like improving the lighting, putting in better signage or adding a treatment to the surface of the road, and building out kerbs or new median islands. These features benefit people walking by giving them more space or shortening the distances they must walk across traffic lanes, and also benefit people driving by drawing their attention to look for pedestrians.

It's work like this which is seeing deaths and serious injuries involving people walking now trend downwards over five years, including a significant reduction from 2018 to 2019 of 34%.



Award winning AT team

Vision Zero is a significant shift in thinking around road and transport safety and leading the conversation on the role of transport safety is one of the four key focus areas in Vision Zero for Tāmaki Makaurau.

Joining us in this conversation are the many passionate people who advocate on behalf of the transport and community safety of Tāmaki Makaurau. We'd particularly like to acknowledge the many members of biking and walking advocacy groups across the region, Dr Julia Peters, Dr Michael Hale and Helen Hayes from Auckland Regional Public Health Service, Professor Erica Hinckson and Professor Grant Schofield from Auckland University of Technology, Dr Michael Shepherd and Mark Fenwick from Auckland District Health Board, and Fergus Tate and Kate Palmer from WSP. The support for Vision Zero by those who care for their communities so strongly is essential in making the goal of zero deaths and serious injuries on our roads a reality.

In telling our Vision Zero story AT has focused strongly on the benefits to communities and how everyone has a part to play, and this approach is now an award-winning one. The communications-led project, 'Auckland, we have a problem' saw over 11,500 submissions being made on a new Speed Limits Bylaw to support speed management in

Tāmaki Makaurau and in 2020 has been recognised in the annual Public Relations Institute of New Zealand Awards.

The campaign was designed to help the public have a clearer understanding and acceptance of the need to safely manage speed.

This recognition is just the latest for AT's team of 1700+. The 'Most dangerous stunt in the world' 2019 campaign won several gold, silver and bronze awards at the 40th Axis Awards for the Marketing and Integrated Campaigns team. The campaign reinforced positive calls to change behaviour around distracted driving and featured world famous Kiwi stunt woman and actress Zöe Bell.

It's not just communications and campaigns that pick up awards. AT's Residential Speed Management programme won the prestigious 3M Traffic Safety Innovation Award in March 2020 at the Engineering NZ Transportation Group annual conference, and the Sale St Tactical Urbanism project and the Road Safety Business Case were awarded finalist certificates. And in 2019 Claire Dixon, Community Transport Manager, was awarded the 2019 Cedric Rogers Award by SASTA, presented to an individual to recognise their leadership, innovation, achievements and commitment to road safety through a body of work.



Tactical urbanism

Vision Zero for Tāmaki Makaurau is key to Auckland's aspiration to be a liveable and equitable city. We know that making this aspiration a reality means big shifts in how we use transport in our region, including in our city centre. We are more reliant on cars than almost anywhere else in the world and that's not sustainable if we want to mitigate the increasing pressures of emissions, growth and congestion. A Vision Zero network is about safety for all modes and when people feel safe walking and cycling, more people will choose active modes and public transport.

Tactical urbanism is a proven way to trial and experience different street environments without spending large amounts of money, time or construction effort. AT has partnered with Auckland Council and Waka Kotahi in city centre locations like Sale Street and Federal Street with temporary, innovative changes that make these streets not only safer to walk and bike but more fun too.

Implemented in 2018 the Federal Street improvements provided the opportunity to trial the first contra-flow cycle lane in Auckland, improve

pedestrian crossing opportunities and start to transition the street from being car dominated to more people friendly. Materials used were simple - paint, planter boxes, speed humps - and attractive. Learnings from this project were taken through to the 2019 Sale Street/Wellesley Street intersection response where paint and planter boxes were used to extend kerb lines and narrow traffic lanes and on street polka dots and temporary speed bumps managed speeds.

Both projects have seen reductions in speeds people were driving on the streets and at the same time increases in the number of people walking or riding bikes. Shorter crossing points have made the areas more accessible for disabled and vision impaired people and improvements to future tactical urbanism projects have been identified, such as budgeting for maintenance.

The value of tactical urbanism and trial approaches is clear with outcomes at both these locations informing the design for permanent intersection upgrades.



Impacts of Covid-19 on Transport Safety

At the time of writing, the Covid-19 alert levels 4, 3 and 2 saw significant changes to transport safety outcomes. During Alert Level 4, there were zero road deaths in Tāmaki Makaurau and 11 serious injuries. For a comparable period in 2019 there were 6 deaths and 18 serious injuries. There were also high numbers of people walking and cycling on the road and high operating speeds. AT implemented a number of safe walking and cycling emergency measures at pace during these alert levels, including pop up cycleways, footpath extensions and emergency speed limits.

Looking ahead, there are several medium to longer term impacts of Covid-19 on transport safety. Auckland Council is current consulting on an Emergency Budget for 2020/21 covering a severe revenue challenge, including significantly reduced road safety capital expenditure at the cost of reduced safety benefits.

The wider economic impact of the pandemic together with trends such as increased working from home may reduce vehicle kilometres travelled longer term which has historically been linked to lower rates of deaths and serious injuries.

We are currently exploring the opportunities and risks this change has presented for safety and what the future form might be of a holistic transport system response.

Related Links

Auckland Transport Road Safety Business Improvement Review

<https://at.govt.nz/media/1976968/road-safety-business-improvement-review-report-finaldocx.pdf>

Vision Zero for Tāmaki Makaurau Transport Safety Strategy

<https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/>

Vision Zero in Action – Design Guidance

<https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/vision-zero-in-action/>

2018/28 Road Safety Programme Business Case

<https://at.govt.nz/about-us/news-events/auckland-transport-investing-in-saving-lives/>

AT Road Safety Website, Projects & Campaigns:

- **Local Board Road Safety Reports** <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/local-board-road-safety-improvements-2018-to-2019/>
- **Safe Speed Programme** <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/>
- **Residential Speed Programme** <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/residential-speed-management-programme/>
- **Safer Communities Programme** <https://at.govt.nz/driving-parking/road-safety/safer-communities-programme/>
- **Safe Pedestrian Crossings** <https://at.govt.nz/projects-roadworks/region-wide-pedestrian-crossing-improvements-2018/>
- **Te Ara Haepapa** <https://at.govt.nz/about-us/campaigns/te-ara-haepapa-the-journey/>
- **Community Road Safety Campaigns** <https://at.govt.nz/driving-parking/road-safety/>
- **Road Safety Around Schools** <https://at.govt.nz/driving-parking/road-safety/road-safety-around-schools/>
- **Monthly Road Death and Serious Injury Update** <https://at.govt.nz/driving-parking/road-safety/monthly-crash-statistics-road-deaths-and-serious-injuries/>

Auckland Conversations:

'Vision Zero Safe Streets for Auckland' <https://conversations.aucklandcouncil.govt.nz/events/vision-zero-safe-streets-auckland>

'Healthy Streets for Auckland' <https://conversations.aucklandcouncil.govt.nz/events/healthy-streets-auckland>



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www.at.govt.nz



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