

Safe Speeds update

For the Office of the Mayor

24 September 2021

Attachment 3



Headlines



Upcoming Speed Limit Consultation

- Over 800 roads (approx. 600km) across Tāmaki Makaurau.
- Majority of changes around schools and in South Auckland.

Review approach

- AT is required under legislation to review speed limits.
- If current speed limit is not safe and appropriate – AT does not have the ability to ‘do nothing’.
- Independent peer review confirms both strategic alignment, plus proposed changes as appropriate.
- Extensive early engagement undertaken – seeking balanced proposals.

Performance of 2020 (Tranche 1) changes*

- 67% reduction in fatalities, 20% reduction in all injury crashes across all Tranche 1 roads.
- Franklin roads – zero fatalities, a reduction in serious injuries and reduction in total injury crashes.
- Franklin – on key roads measured, travel time increase on a ~9 minute journey by 20 to 50 seconds.



Section 1

Tranche 2 speed limit reviews

Upcoming consultation

Proposal summary



- Proposed speed limit changes on over 800 roads (approx. 600km) in Tāmaki Makaurau.



Around schools

Approx. 462 roads near 57 schools around Auckland



Rural roads

Approx. 208 roads in Franklin including 33 with a high-risk of deaths or serious injuries occurring



Town centre roads

Approx. 10 roads in Ōtara town centre



Residential roads

Approx. 80 roads in Manurewa



Community requests

Approx. 41 roads, mostly, in Freemans Bay and Ponsonby

Process / timeline overview



Milestones to date

- Dec 2020 – AT Board approves Tranche 2 (next phase) investigations
- Jan to May 2021 – Road-by-road reviews undertaken
- April to June 2021 – Early engagement with key Partners and stakeholders
- Jun 2021 – Recommendation to consult made to AT Board

Planned

- Sept to Nov 2021 – Public consultation and public hearing
- Dec 2021 – Consultation data provided to Local Boards
- Dec 2021 to Feb 2022 – Revision of proposal to include public feedback
- Mar 2022 – Consultation feedback and recommendation made to AT Board for approval
- Mid-2022 – Speed limit changes come into effect (subject)

Review framework



Land Transport Rule: Setting of Speed Limits Rule 2017

- As a Road Controlling Authority, AT has a legal obligation under the Land Transport Rule: Setting of Speed Limits Rule 2017 (“the Rule”) within the Land Transport Act 1998 to review speed limits and ensure they are safe and appropriate.

Obligation to take action

- If an existing speed limit is not assessed to be safe and appropriate, AT has a legal obligation to set a new speed limit that is safe and appropriate or to take other actions to achieve safe and appropriate travel speeds on the road.
- AT does not have the ability to ‘do nothing’ if an existing speed limit is not safe and appropriate.

Independent Peer Review

- The consultation proposal is supported by an independent peer review which considered:
- **Strategic Alignment** of the reviews with the Government Policy on Land Transport (GPS), Auckland Plan 2050, Vision Zero for Tamaki Makaurau, AT’s RLTP and the AT Road Safety Programme Business Case.
- **Methodology** – Does AT’s process and methodology comply with national guidance.
- **Application** - Have the proposed safe and appropriate speed limits been correctly determined.

Franklin Specific Peer Review

- High level of interest in Franklin speed limit proposals.
- AT commissioned a second peer review by an international road safety expert.
- Conclusion that AT’s proposal is consistent with the national approach. A small number of roads (three) identified as being marginal 60km/h or 80km/h decisions, but appropriate for consultation.

Early Engagement prior to consultation



- Aim: To achieve a balanced proposal that meets legislative requirements **but** is also 'localised' to the needs of the directly affected communities.
- Parties that have had input into the speed limit proposal include:
 - Mana whenua
 - Local Boards
 - Vision Zero partners: Auckland Council, Auckland Regional Public Health Service / Healthy Auckland Together, New Zealand Police, Waka Kotahi New Zealand Transport Agency.
 - Key stakeholders: Automobile Association, Bike Auckland, Fire and Emergency, Greater Auckland, Kāinga Ora, Road Transport Forum, Safekids Aotearoa, Walk Auckland.
- The proposal will be further refined following public consultation.



Section 2

Why Franklin safety is so important to Auckland Transport

Franklin headlines



Despite a reduction from 68 DSIs in 2019 to 50 DSIs in 2020 Franklin was still the worst performing Auckland Local Board for road fatalities in 2020.

Speed was a very strong contributor towards Franklin crashes in 2020 and is a contributing factor in the severity of all crashes.

Most Franklin crashes (approximately 80%) are either head on or loss of control crashes:

- For head-on crashes at 100 km/h, the risk of death is around 90%
- For head-on crashes at 80km/h, the risk of death is 30-40%
- For head-on crashes at 60km/h, the risk of death is very low (<5%)

Impact speed is the largest factor that determines whether someone walks away from a crash or not.

Crash data – by ward



		2014	2015	2016	2017	2018	2019	2020
Albany Ward	Fatal	4	2	1	6	8	1	2
	Serious Injuries	22	46	38	45	44	46	37
Franklin Ward	Fatal	3	14	8	8	8	4	6
	Serious Injuries	37	52	60	69	63	64	44
Howick Ward	Fatal	4	2	3	5	6	3	0
	Serious Injuries	20	32	22	40	32	38	23
Manukau Ward	Fatal	5	2	5	11	4	4	4
	Serious Injuries	49	65	74	98	68	60	67
Manurewa-Papakura Ward	Fatal	2	1	5	0	3	6	3
	Serious Injuries	32	54	45	88	56	62	52
North Shore Ward	Fatal	3	2	2	3	1	1	1
	Serious Injuries	27	32	54	55	38	30	24
Rodney Ward	Fatal	8	11	12	14	13	4	5
	Serious Injuries	60	60	82	86	70	49	55
Waiākere Ward	Fatal	3	7	2	2	5	4	4
	Serious Injuries	35	46	48	78	38	34	56
Whau Ward	Fatal	2	2	2	1	2	0	0
	Serious Injuries	27	12	24	30	19	23	17
Albert-Eden-Puketāpapa Ward	Fatal	2	3	3	6	1	1	1
	Serious Injuries	50	58	63	67	38	65	35
Ōrākei Ward	Fatal	0	1	2	2	1	5	0
	Serious Injuries	19	32	30	30	44	31	22
Waiātematā And Gulf Ward	Fatal	1	2	0	2	1	2	3
	Serious Injuries	32	49	33	38	44	36	28
Maungakiekie-Tāmaki Ward	Fatal	0	4	2	4	0	5	1
	Serious Injuries	34	24	45	41	35	26	28

Franklin Ward:

Worst performing for road fatalities in 2020

4th highest serious injuries in 2020

DSI numbers better than 2019 and better than 2015-19 five-year average

Franklin detail



Road Safety Focus Areas for Franklin 2020/21

Focus areas		Five-year Road Death & Serious Injury (DSI) Trend						Interventions
		2016	2017	2018	2019	2020	Total	
Increase Focus	Safe System Management							Counties Manukau Road Safety Action Plan, Monitoring & Evaluation
	Intersections	19	18	13	20	12	82	Safety Engineering, Enforcement & Campaigns
	Urban Roads	12	8	11	21	13	65	Safety Engineering, Enforcement & Campaigns
	Pedestrian Safety	1	4	2	2	4	13	Travelwise Schools, Walking School Bus routes, Safe Crossings & Safer Communities
	Motorcycle Safety	18	10	12	15	11	66	Safety Engineering, Checkpoints, Enforcement & Campaigns
	Safe Speed	19	18	13	13	16	79	Speed Management Changes, Education & Enforcement Campaigns
Maintain Focus	Alcohol/Drugged Driving	17	17	9	10	11	64	Education & Enforcement Campaigns
	Young Drivers	10	10	12	8	2	42	Young Driver Training, Education and Enforcement Campaigns
	Cycle Safety	0	2	1	1	1	5	School Cycle Training
Emerging Focus	Older Road Users	3	3	0	3	2	11	Monitor
	Distraction & Fatigue	6	11	8	4	0	29	Safe Travel Stop Education and Enforcement Campaigns
	Pacific	3	1	2	2	3	11	Learner Licensing workshops
	Maori	10	15	11	11	10	57	Marae-based Learner Licence workshops

Speed strongest contributor to deaths and serious injuries in 2020.

Key focus area.

Alcohol/drug driving continues to be an issue.

Distraction appears less of an issue in Franklin.

Please note that DSI Focus Areas overlap i.e. one DSI can appear in multiple focus areas.

Predominant crash types – 2015 to 2020



North & West of Pukekohe

^ Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	16	2.79
Straight road lost control/head on	128	22.34
Bend - lost control/Head on	314	54.8
Rear end/obstruction	69	12.04
Crossing/turning	41	7.16
Pedestrian crashes	0	0
Miscellaneous crashes	5	0.87
TOTAL	573	100

77%

Beachlands, Maraetai, Whitford area

^ Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	13	3.55
Straight road lost control/head on	49	13.39
Bend - lost control/Head on	253	69.13
Rear end/obstruction	37	10.11
Crossing/turning	11	3.01
Pedestrian crashes	3	0.82
Miscellaneous crashes	0	0
TOTAL	366	100

83%

~ 80% of crashes are head on / loss of control.

Head on / front impact safety is very important for the Franklin.

Franklin early engagement summary



- **Franklin Local Board**

- *“..general support but with a consultation position whereby 80 kph was the default unless there were circumstances such as metal surfaces, narrowness or other physical features that made 60kph the most sensible speed to consult on.”*
- Further engagement required post-consultation on final speed limits.

- **Mana Whenua**

- Engagement with all southern iwi, with Ngāi Tai ki Tāmaki and Ngāti Te Ata in particular directly affected by speeding issues. Supportive of consultation on speed reductions to benefit communities and wildlife.

- **NZ Police and FENZ**

- Guidance to minimise number of speed changes / signs where possible and avoid ‘sign clutter’. Concern about physical speed calming measures (none proposed for Franklin) slowing response times.
- Further engagement required post-consultation on final speed limits.

- **Strong support**

- Auckland Council Safety Collective, ARPMS / Healthy Auckland Together, Bike Auckland, Kāinga Ora, Safekids Aotearoa and Waka Kotahi. All strongly supportive of consultation on speed reductions.



Section 3

Performance of 2020 (Tranche 1) changes:

- Tāmaki Makaurau
- Town Centre community feedback
- Residential area community feedback
- Franklin

Tāmaki Makaurau



Across all roads (~600km) where speed limits were set to safe levels in 2020*



Total crashes : reduced by 20%



Fatalities : reduced by 67%



Still too many serious injuries

* Over the 12-month period 1 July 2020 to 30 Jun 2021, compared to prior five-year period

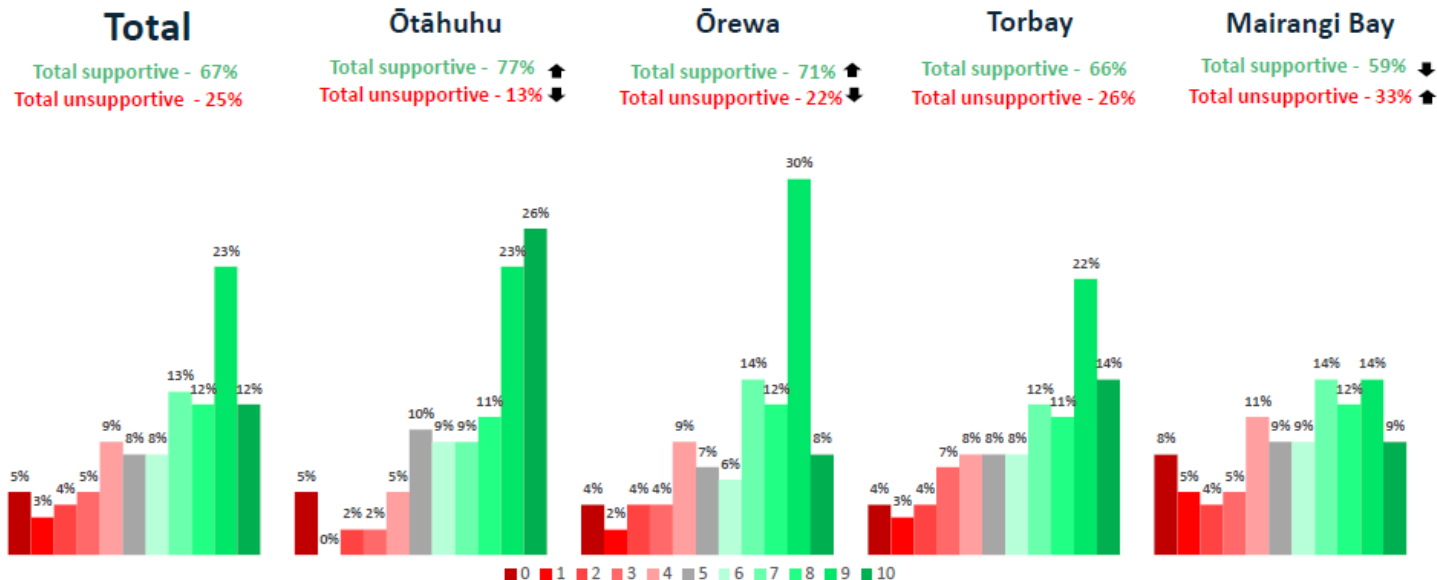
Town centre improvements



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Support towards AT making safety changes

The graph below shows how the results from the previous slide split out across the full scale.



Base: Total n=1799; Ōrewa n=658, Mairangi Bay n=543, Torbay n=422, Ōtāhuhu n=176.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

Black arrow indicates a significantly higher/lower total supportive or total unsupportive result when compared with the total.



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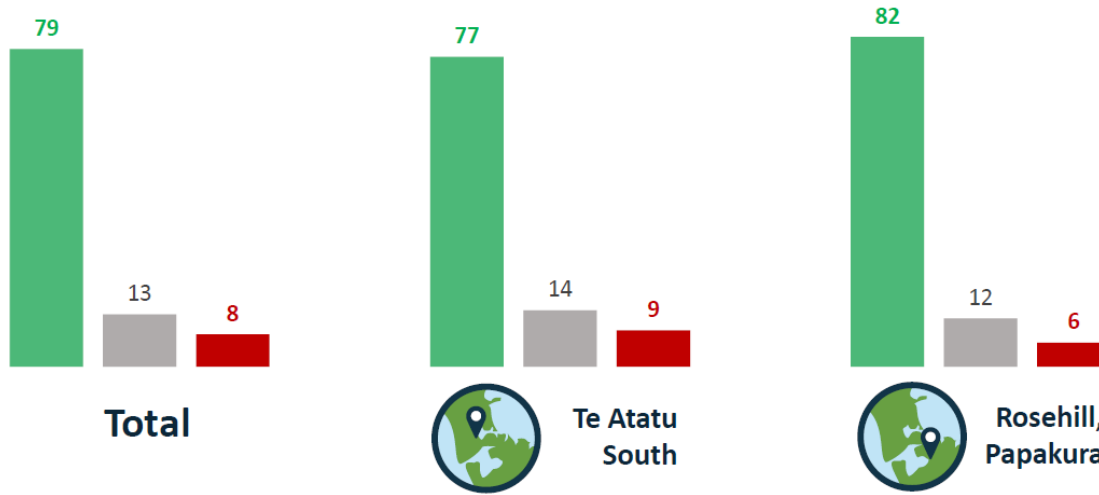
Residential area improvements



Safety as a result of speed calming measures

Overall 79% of respondents felt that the speed humps and tables have made the area safer overall, including 56% saying it is much safer than before. (Note see next slide for how results are split across the full scale)

The share stating the roads are now safer overall is high across both areas, but is slightly higher in Papakura (82%, including 50% much safer) than in Te Atatu (77%, including 42% much safer).



Total Safer

No change

Total Less safe

Base: Total n=244; Papakura n=106; Te Atatu South n=138. Excludes blanks, those who were not living in the area before Sep '19 and those who said they 'don't know'

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Franklin



In the Franklin areas where speeds were changed 30 Jun 2020:

- Zero road deaths, compared to an average of 2.6 p.a. over the five-years to 30 Jun 2020
- North and west of Pukekohe:
 - Zero fatalities and a minor reduction in injury crashes.
 - Some of the roads are still experiencing some concerning number and these will need some further investigation for example Glenbrook/ Glenbrook-Waiuku Road.
- Beachlands, Maraetai and Whitford area:
 - Zero fatalities and a significant reduction in injury crashes.

On roads where travel time data available:

- Travel time on a ~9 minute journey increased by 20 to 50 seconds* or the intro to a song on the radio.

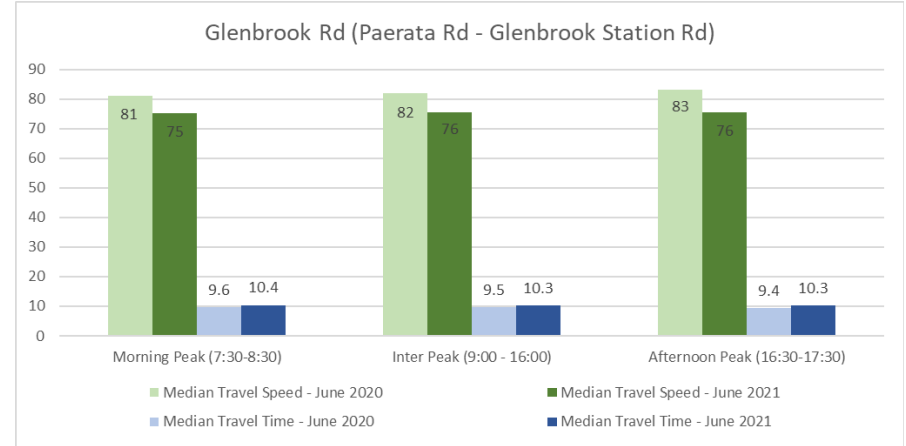
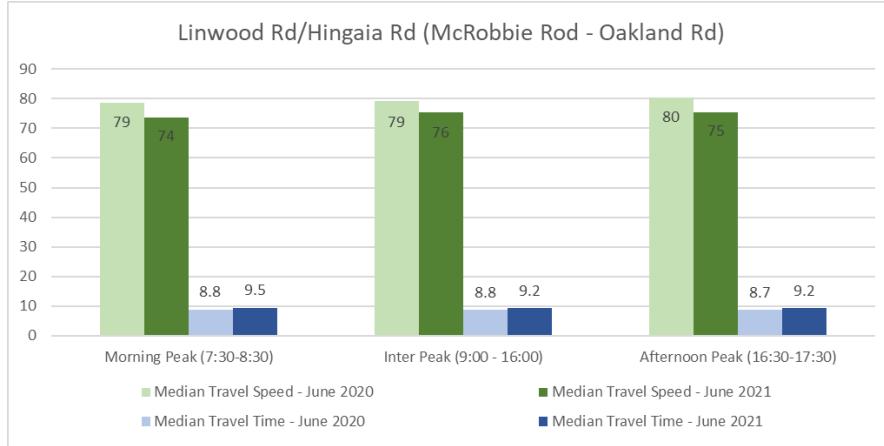
*Crash information sourced from Waka Kotahi Crash Analysis System, travel time from 3rd party speed monitoring data

Linking to Franklin Local Board Plan 2020



- Current population of 75,387 is forecast to increase to 160,671 by 2051
- Outcome 2: Improved transport options and fit for purpose roads –
 - an additional 120,000 people are expected to live in Takanini, Opaheke, Drury, Paerata and Pukekohe within the next 30 years;
 - 600 per cent growth anticipated in Clevedon in the next 10 years;
 - significant development underway at Clarks Beach, Glenbrook Beach and Beachlands-Maraetai.
- *“Our roads are too dangerous to walk or cycle and public transport options are either too infrequent to encourage use or not available at all”*
- *“Our vast road network... was designed to service quiet, coastal and rural settlements and is no longer fit for purpose”*

Travel time



- Speed limit change has made a difference, indicating good compliance with the new limit
- Average travel speed reduction by 3km/h to 7km/h
- Travel time increase on a ~9 minute journey by 20 to 50 seconds

Why even a small drop is important



At 80km/h – for a 2 km/h reduction in average speed

- All injury crashes reduced by 5%
- Fatal crashes reduced by 9.6%*

Recent study of serious road crashes - “Only a little bit over” matters

- 3km/h over the speed limit is associated with 25% increase in crash risk
- Crashes on rural roads were especially severe
- Crashes with stationery objects were more severe than car vs car

* Power model prediction at 80km/h – connecting traffic speeds with road crash injury severity.

** Monash University Enhanced Crash Investigation Study (ECIS), 2020

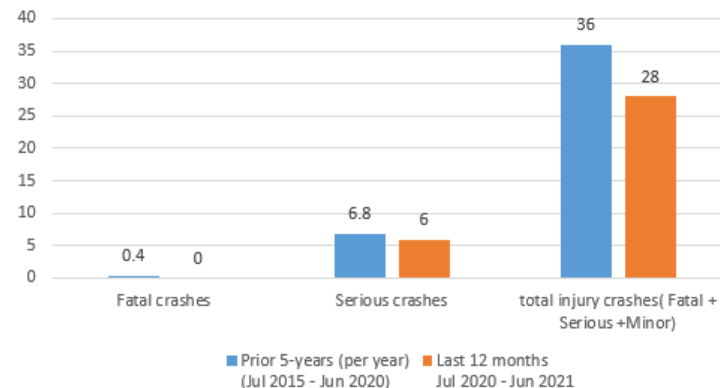
Franklin areas changed 30 Jun 2020



North & West of Pukekohe



Beachlands, Maraetai and Whitford area



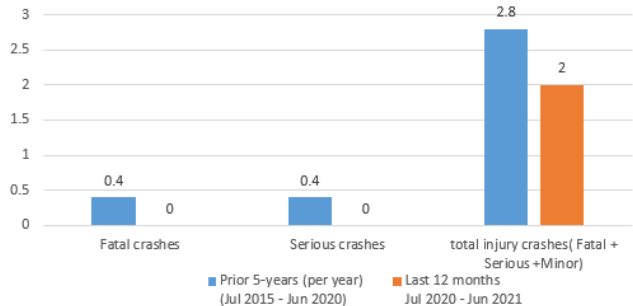
Zero fatalities vs average of 2.6 per year previously.
Minor reduction in total injury crashes.

Zero fatalities vs average of 0.4 per year previously.
~28% reduction in total injury crashes

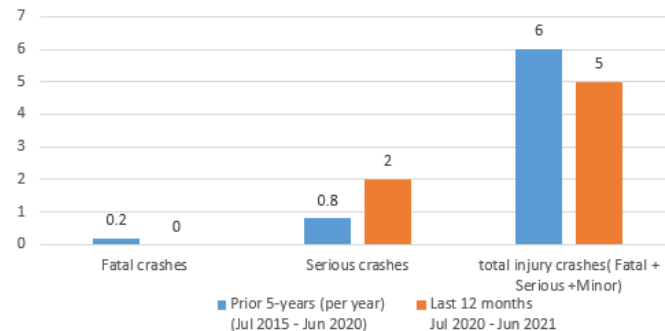
North and West of Pukekohe



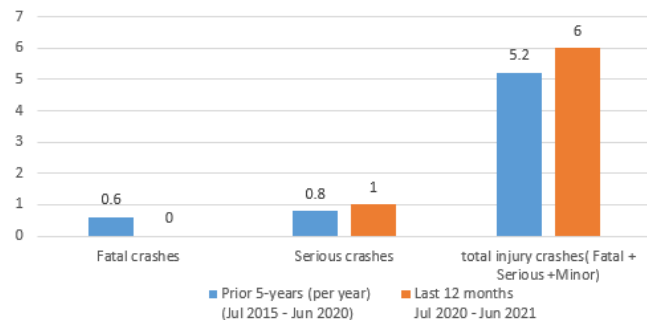
Linwood road (Karaka to Kingsseat) section



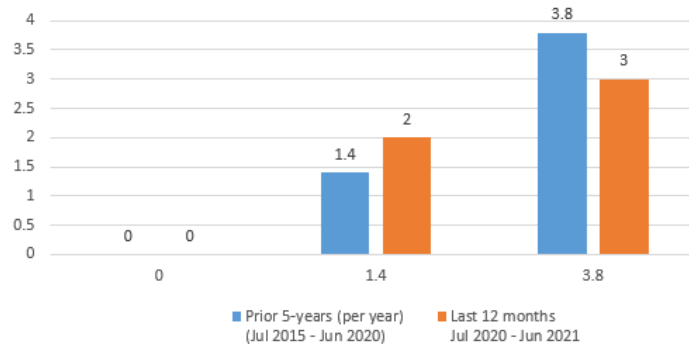
Glenbrook Road



Linwood Road (full length)



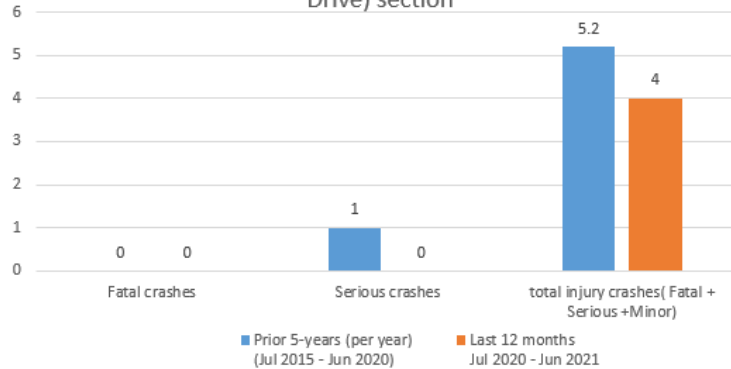
Glenbrook-Waiuku Road



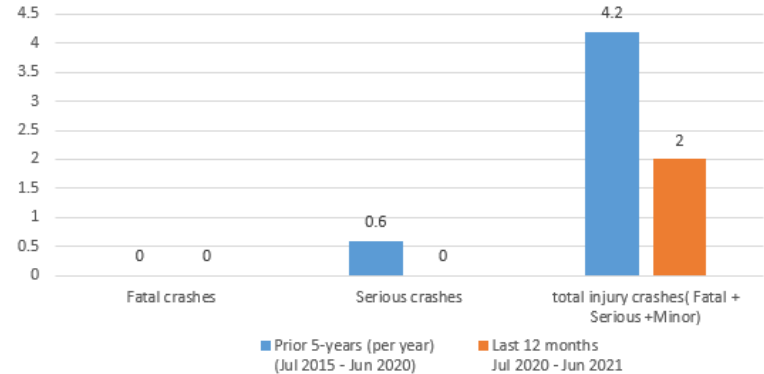
Beachlands, Maraetai and Whitford area



Whitford-Maraetai Road (Clifton Road to Jack Lachlan Drive) section



Brookby Road





Section 4

Review outcomes for key roads

Papakura-Clevedon Road



- Speed Management Guide recommends 80km/h
- AT proposal for consultation is 80km/h
- Key considerations:
 - Risk driven by the undivided two-way carriageway, the level of road-side hazards, and the adjacent rural residential land use.
 - The lack of a median barrier to prevent head on crashes and roadside barriers to protect from road-side hazards make this road unsafe at 100km/h.
 - Mean operating speeds are already close to 80km/h so average drivers are unlikely to have their travel speeds significantly impacted.
- Reducing the speed limit to 80km/h substantially improves crash survivability for head-on and run-off road crashes.

Clevedon-Kawakawa Road



- Speed Management Guide recommends:
 - western half of road at 80km/h
 - eastern half at less than 80km/h (i.e. 60km/h) due to very poor crash history
- AT proposal for consultation is:
 - 80km/h for the whole road, apart from short length of 50km/h at the intersection with McNicol Road on the edge of Clevedon Village to address crash risk
- Key considerations:
 - Based on existing operating speeds we consider it unlikely that a 60km/h speed limit (in accordance with national guidance) would be complied with.
 - Therefore 80km/h is proposed for both halves of the road and monitor whether this is sufficient to resolve the crash issues on the eastern section.
 - Road risk is similar to Papakura-Clevedon (previous slide).

Kawakawa-Orere Road



- Speed Management Guide recommends 60km/h
- AT proposal for consultation is 60km/h
- Key considerations:
 - Risk is particularly driven by the level of road-side hazards, the narrowness of the carriageway and winding alignment.
 - The difficult road alignment leads to a high potential for driver errors, the narrowness of the roadway leaves little opportunity to recover from mistakes and the roadside hazards contribute to potentially severe crash outcomes where vehicles leave the road.
 - The road is a high-risk road, with ten crashes including four deaths and serious injuries (DSI) in the five-year review period.
 - Existing mean operating speeds are closer to 60km/h than 80km/h.

Orere-Matingarahi Road



- Speed Management Guide recommends 60km/h
- AT proposal for consultation is 60km/h
- Key considerations:
 - Similar alignment and characteristics to Kawakawa-Orere Road
 - Infrastructure risk suggests similarly high risk, however actual crash numbers are quite low reflecting the lower traffic volumes beyond Orere.
 - Existing mean operating speeds are closer to 60km/h than 80km/h.
 - Desirable to have consistency of speed limit with the adjacent Kawakawa-Orere section given their similar characteristics.

East Coast Road



- Speed Management Guide recommends 60km/h
- AT proposal for consultation is 60km/h
- Key considerations:
 - Similar alignment and characteristics to Kawakawa-Orere Road
 - Similarly high risk, actual crash recorded are five crashes including one DSI over the five-year review period. This is on very low traffic volumes so represents a high personal risk level on a per trip basis.
 - Existing mean operating speeds are slightly below 60km/h.
 - Desirable to have consistency of speed limit with the adjacent Orere-Matingarahi section given their similar characteristics.



Thank you.

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