



2. Road Safety Performance

Let's go there 

Road Safety Performance – March 2022

Key project highlights

- The safety team are currently undertaking a review of what is included in the road safety performance section of the board report.
- Tranche 2A speed limit changes were approved by AT board in March 2022 with new speed limits coming into force from June 2022.
- Public consultation on proposed Tranche 2B speed limit changes closed in early April 2022 and we are currently working through collating feedback.

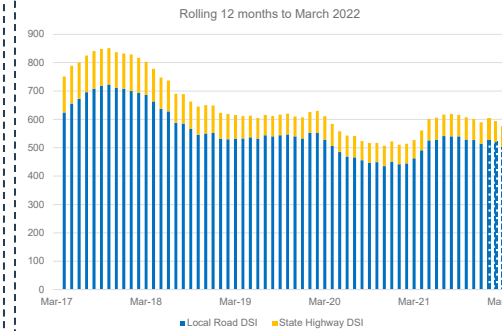
Death and Serious (DSI) Injury Overview

Provisional 2022 Figures to the end of March

	Tāmaki Makaurau Year to date Jan-Mar	Tāmaki Makaurau Year to date Jan-Mar	AT Roads Year to date Jan-Mar	AT Roads Year to date Jan-Mar
Deaths	14	16	10	13
Serious injuries	130	142	116	126
DSI	144	158	126	139

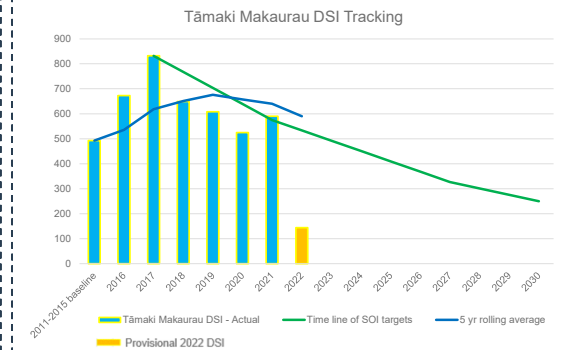
2022 Data is provisional as at 04.04.2022. Road deaths is from Ministry of Transport and serious injuries is from CAS. Given the delay in CAS reporting the year to date numbers will be lower than finalised numbers.

Provisional 12 month rolling DSIs



Dotted bars are representative of provisional serious injury figures for the months of January, February and March 2022 due to the 3 month lag in the Crash Analysis System (CAS)

Long Term DSI Trends against Vision Zero Targets



Summary Insights

Based on a calendar year target from 2021 the current SOI was not met for either the all Tāmaki Makaurau Roads or Vulnerable Road User DSIs. The target for local roads was met.

Initial tracking against the 2021 figures shows that we are tracking below last year's DSIs at the equivalent point in the year. For all roads we remain below the annualised 5 year equivalent for the 2017-2021 period.

Based on the 9 fatalities in 2022 alignment to Safe and Appropriate Speed and suspected exceedance of the posted speed limits are areas that there are relatively high correlations. This remains a strong area of focus for Auckland Transport and aligns to our Speed Management Programme. There remains high instances of VRUs within urban fatalities and locations are showing infrastructure deficiencies at these locations.

Work is on-going to review previous year's fatal crash reporting to develop a baseline against which comparisons can be drawn. It is intended that future reports can speak to both the long term and year to date picture.

Statement of Intent – Update to end of March 2022

Based on initial data for 2022, and the comparison to long term trend data (for the latest 5 year period to Dec 2021) the SOI targets are considered to be on track. The values for the first quarter of 2022 would exceed the relevant proportion of the target but given that the long term data suggests elevated values through the first quarter of the year it is considered that we remain aligned to the targets at this stage.

For context the provisional 144 DSIs across Tāmaki Makaurau are lower than the same period of 2021, as detailed in the provisional figures table above, and the 5 year average for the period 2017-2021.

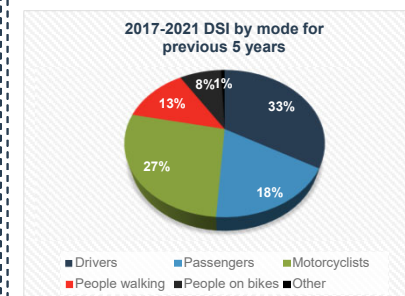
SOI Measure	2022 Target	2022 DSIs to date*	SOI Tracking
The change from the previous calendar year in the number of deaths and serious injuries on the local road network, expressed as a number	483 DSIs	126 DSIs	On Track
A steady reduction in the number of deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 716	179 DSIs saved from the 2016-18 baseline (537 DSIs)	144 DSIs	On Track
Number of vulnerable road user deaths and serious injuries on Tāmaki Makaurau's road network, in line with Vision Zero Strategy, expressed as a number of DSI saved compared to the baseline (2016-18) of 320	80 DSIs saved from the 2016-18 Baseline (240 DSIs)	66 DSIs	On Track

* Based on provisional data to 04.04.2022 noting the 3 month lag in CAS data meaning that values are likely to be lower than actual.

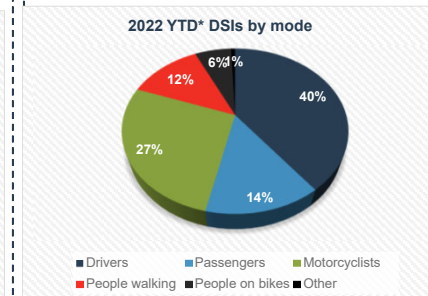
** Based on provisional data and long term trend data to give a best assessment of likelihood of meeting or exceeding targets.

DSI by mode of travel

Percentage of DSIs by mode for previous 5 years



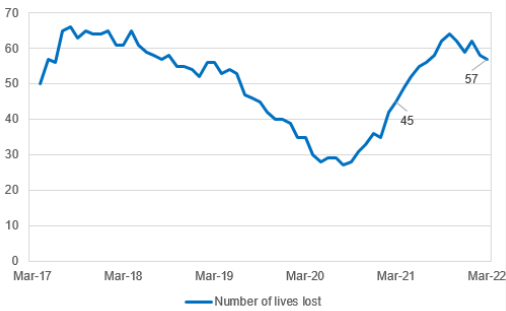
Percentage of DSIs by mode for 2022 thus far



Fatal Crashes Analysis and Reporting

Fatality Trends and Modal Data

Number of lives lost on Tāmaki Makaurau roads rolling 12 months to March 2022



	Number of lives lost on Tāmaki Makaurau roads by travel mode					
	Year to date to March			Previous 12 months to March		
	2021	2022	5yr average	2021	2022	5yr rolling average
Inside Vehicle						
Driver	4	9	5	12	28	20
Passenger	5	2	3	10	16	9
Outside Vehicle						
Motorcyclist	4	0	2	10	3	9
People walking	2	2	1	10	7	9
People on bikes	1	1	1	3	3	2
Other	0	0	0	0	0	0
Deaths outside of vehicle	44%	21%	33%	51%	23%	41%
Total people killed	16	14	12	45	57	49

March- Fatality Details

Description of incident	Consequence	Causal Factors
Manukau Road A driver had opened the vehicles door into the path of a person on a bike. The rider suffered critical injuries and died at the scene.	One fatality – 20yr old male on a bike	Unknown
Ocean View Road The deceased lost control of his vehicle. It rotated on the road surface colliding with a raised embankment. It then rolled side by side and end over end. The driver was ejected from the vehicle.	One fatality – 34yr old male unrestrained driver	Inappropriate speed
Karaka Road & McPherson Road A vehicle had turned right against the no right turn arrows into the path of the deceased's vehicle travelling west on the Karaka Road/state highway 22. After the collision both vehicles spun off into the eastbound lane of Karaka Road. Both drivers were trapped in the vehicles and extracted by FENZ. Occupants were transported to Middlemore hospital status 2. Deceased passed away 3 days after the incident.	One fatality – 77yr old male unrestrained driver	Unknown
Amersham Way An intoxicated driver drove vehicle down a ramp linking the top carpark with the bottom carpark. This ramp is undercover. Near a raised pedestrian crossing, the vehicle veered left and crashed through metal bollards. The vehicle struck a group of approximately 7 pedestrians before hitting a concrete pillar. Deceased died on the 07/04/2022 in Hospital.	One fatality – 59yr old female on foot	Alcohol
SH 1 SBD 200m north of Gillies OBR A deceased had driven vehicle at speed and driving erratically in the southbound lanes on the motorway approaching the Gillies Ave off-ramp. The vehicle clipped the rear left corner of another vehicle travelling in its front at the time. The impact caused the deceased's vehicle to roll onto its side whilst skidding along the motorway before striking the bullnose at the beginning of the Gillies Avenue off-ramp. This impact caused the vehicle to roll over again and ejecting the driver before coming to a full stop on its wheels in the southbound lanes facing north. The front passenger riding with the deceased was taken to Auckland Hospital for further medical treatment.	One fatality – 28yr old male driver	Suspected alcohol and inappropriate speed
Run Road The vehicle has negotiated a moderate right hand bend and whilst exiting the bend to travel into a continuation of that bend, which was a very slight curve to it, the vehicle had travelled to the right. It had gone across the centre line and into the opposing lane and then travelled off the road and down a steep bank. The vehicle had collided with a tree and the deceased had become trapped inside the vehicle and died at the scene as a result of injuries received.	One fatality – 82yr old male driver	Unknown

Fatality Crash Report Completion

Fatal crash year	Number of fatal crash reports on AT roads*	Number of actions	Number Closed	Comments
2019	29	107	106	One remains open
2020	24	46	35	11 remain open
2021	46	76	23	53 remain open and yet to be completed
2022	15			Recommendations have not been completed as yet

*Note: There may be fatalities that occurred recently within the reporting period that have not yet had reports at this stage as the initial site visits etc have yet to commence.

AT Local Road Fatal Crash Reporting – Systems Summary*

Roadsides			Speeds			Vehicles			Road Users		
Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment	Metric	2022 Insights	BIR Alignment
Road Star rating summary	Average safety rating of road where fatality occurred is 2.67 out of 5.		Percentage of FCRs on Roads with SaAS	56% of fatal crashes have occurred on roads where the speed limit doesn't match the SAAS	Lower travel speeds across higher risk sections of the Auckland network	Vehicle star rating summary	The average star rating of vehicles involved in fatal crashes 3.77 out of 5.	Note that Policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating	Alcohol	22% of fatalities have confirmed alcohol as a causation factor.	Substantially improve deterrence of drink driving
Involved unprotected roadside hazards	33% of fatalities involved a roadside hazard								Restraints	20% of fatalities have not used a restraint where one has been available.	Substantially improve deterrence of seat belt non-wearing.
Involved VRUs with insufficient infrastructure	Of the 5 VRU fatalities 80% occurred at locations with insufficient infrastructure	Deliver improved pedestrian (and other VRU) safety across the arterial and other roads in the network	Percentage of FCRs where speed limit exceeded	44% of fatalities have occurred where it is suspected that the vehicle has been exceeding the speed limit.	Substantially improve deterrence of speeding	Vehicles with WoF	89% of vehicles involved in fatal crashes have had a valid WoF		Distraction	No fatalities thus far have confirmed distraction as a contributing factor.	Trial camera-based detection of mobile phone use in a pilot area.
Urban locations with non-primary safety treatments	Of the 6 urban fatalities they all occurred at sites without primary safety treatments.	Expand safer urban infrastructure treatment programmes in association with safer speed limits introductions to continue to lower DSI				Number of FCRs involving Public Transport Operators	There have been no fatalities to date involving public transport.	Review Metro bus operations to proactively improve safety performance	Learner/ Restricted Licensing	Of those involved in fatal crashes 22% have held a learners licence and none a restricted licence.	

* Information based on initial findings from Waka Kotahi's Crash Analysis System Database. Fatal Crash Reporting Process is currently under review and future updates will be taken from reporting process with more detailed information.