

Speed Limit changes (Tranche1) emerging results

For decision: For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Note the emerging results from the implementation of the Tranche 1 speed limit changes (30 June 2020).
- b) Note that monitoring will be repeated after year two, providing a longer time period over which to assess the effectiveness of the changes.

Te whakarāpopototanga matua / Executive summary

1. Monitoring and evaluation is underway for Tranche 1 of the Safe Speeds Programme, seeking to confirm the effectiveness of speed limit changes made on 30 June 2020.
2. While we acknowledge a recent upward trend in deaths and serious injuries on the network, the results discussed in this paper relate specifically to the roads treated by the Tranche 1 of the Safe Speeds Programme (approximately 10% of the Auckland Transport (AT) network).
3. The initial results for the 12 months to 30 June 2021, while only indicative after one year, show positive results including a reduction in crashes which result in injury, reduction in operating speeds on key roads, limited impact on journey times and post-implementation surveys of our town centre and residential speed management have shown high levels of public support.
4. The interim results confirm that the direction the board has provided regarding the roll out of speed changes across Auckland has been justified and requires their continued support.

Ngā tuhinga ō mua / Previous deliberations

5. Previous deliberations relating to the first phase of the Safe Speeds Programme, Tranche 1, are summarised within the table below:

Date	Report Title	Key Outcomes
September 2019 Board	Vision Zero Strategy & Action Plan	The board approved the Vision Zero for Tamaki Makaurau Transport Safety Strategy and Action Plan to 2030.

Date	Report Title	Key Outcomes
October 2019 Board	Speed Limits Bylaw	The board approved the Speed Limits Bylaw with an associated Monitoring and Evaluation Plan.
September 2020 Board	Proposed Amendment to Speed Limits Bylaw 2019	The board approved amendments to the Bylaw.
October 2020 Board	Proposed Speed Limits Amendment Bylaw 2020 and Statement of Proposal	The board endorsed the speed limit review assessments of the 26 roads and approved the draft AT Speed Limits Amendment Bylaw 2020 for consultation.
April 2021 Board	Speed Limits Amendment Bylaw 2021 (26 Roads)	The board resolved to make the speed limit changes as recommended to come into effect from 31 May 2021 and passed the AT Speed Limits Amendment Bylaw 2021

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. In September 2019, the board approved Vision Zero for Tamaki Makaurau, a Transport Safety Strategy and Action Plan to 2030, which sets a target of no more than 250 deaths and serious injuries (DSI) by 2030 and includes “Providing a safe transport environment by increasing investment in safe infrastructure, technology and speed management” as a strategic priority.
7. In December 2019, the New Zealand Government released Road to Zero, New Zealand’s Road Safety Strategy 2020-2030, which set a target to reduce DSI by 40%, equivalent to approximately 750 fewer deaths and 5,600 fewer serious injuries, over the next decade and “...requires us to establish safe and appropriate travelling speeds across our road network.”
8. In October 2019, the board made the Bylaw 2019 to set safe and appropriate speed limits on 828km of roads across the network. Those changes were the result of the first tranche of speed limit reviews under the Safe Speeds Programme.
9. Following the implementation of the first tranche of speed limit changes we have been asked by the Mayor and Deputy Mayor to present on how effective the changes have been. There has also been media interest in the effectiveness of the speed limit changes in the context of the significant upswing in DSI more generally.
10. As part of the implementation strategy for the speed limit changes a monitoring and evaluation plan was developed to provide confidence that the changes were meeting the targets set within the Vision Zero strategy and the Road Safety Programme Business Case. The Speed Management Guide also makes reference to the need for a robust evaluation and monitoring plan.
11. The Monitoring and Evaluation plan for Tranche 1 proposes data collection and analysis 1, 2 and 5 years post implementation.
12. This paper provides the board with an update on the interim results.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

13. The making of the Bylaw 2019 mandated speed limit changes on approximately 10% of Auckland’s local road network. The roads were a mixture of high-risk roads and those that were already operating at lower speeds than the existing speed limit (i.e. self-explaining roads). These included rural roads, the City Centre, town centres, residential areas and urban roads. These road packages were referred to as being Tranche 1 of the Safe Speeds Programme.
14. The new speed limits, as outlined within the Bylaw 2019, were implemented on:
- 30 June 2020 for the majority of changes including in residential areas, rural roads and the city centre
 - 30 November 2020 for Torbay, Mairangi Bay, Ōtāhuhu, and Ōrewa town centres
 - 31 May 2021 for the ‘26 Roads’ package
 - 30 June 2021 for Mission Bay, St Heliers and West Lynn town centres.
15. Baseline operating speed surveys were completed prior to 30 June 2020. Post-implementation monitoring is underway for the roads with speed limits changed on 30 June 2020. So far 86 of the 106 planned speed surveys have been undertaken with the remaining to be completed after COVID-19 pandemic (COVID-19) related disruption.
16. We have also undertaken customer perception surveys for those residences directly affected by residential speed changes and town centre changes during 2020. The survey responses are further discussed below.

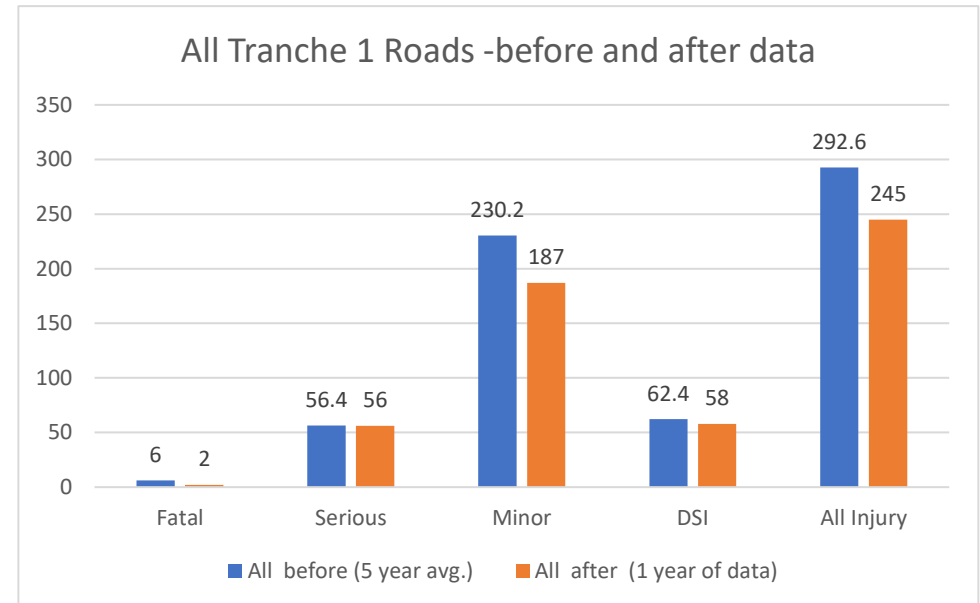


Figure 1 Number of crashes by type pre and post Tranche 1 implementation on all roads with speed limit changes

All Roads

17. As shown in Figure 1 roads where speed limits were changed on 30 June 2020 have experienced a 67% reduction in fatalities¹, 19% reduction in all injury crashes, and a minor reduction in serious injuries. Total DSI reduced by 7%

¹ Comparing the 12-month period 1 July 2020 to 30 June 2021 to the five-year period

- 18. This equals four lives saved and 48 less injury crashes on roads treated with safe and appropriate speeds.
- 19. While it will take additional time to confirm that this trend is sustained, initial indications are promising.

Rural Roads

- 20. Rural roads where speeds were changed on 30 June 2020 have seen a 78% reduction in fatalities and a small reduction in serious injuries.
- 21. This equates to a DSI reduction of 16% on our rural network where speed limit changes have been made, it should be noted the overall number of crashes is similar to pre-implementation, but the overall severity rates have reduced, this is what would be expected on our higher speed roads.
- 22. Initial results for key rural roads show that there has been good compliance with the new limits and average travel speed reductions are between 3 km/h and 7km/h. Results have also shown that travel times have not been significantly impacted, for example on a 9 minute journey there has been an approximate increase of between 20 to 50 seconds.
- 23. Based on international research even these small reductions in speed will have safety benefits, at 80km/h a 2 km/h reduction is predicted to reduce all injury crashes by 5% and fatal crashes by 9.6%.

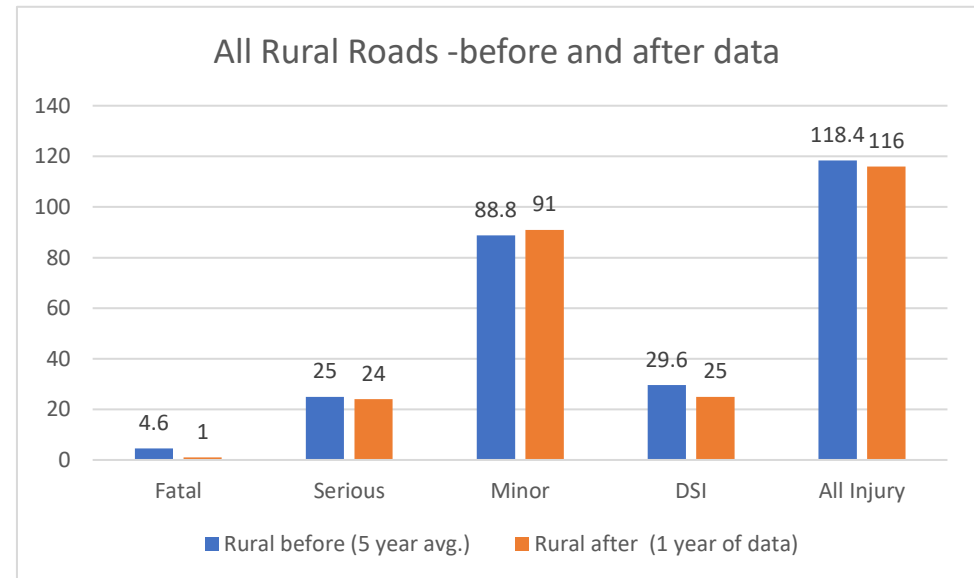


Figure 2 All Injury crashes on Rural Roads pre and post Tranche 1 implementation on all rural roads

Town Centres

- 24. In the town centres of Ōrewa, Mairangi Bay, Torbay, and Ōtāhuhu speed limit changes were complemented by physical speed calming measures (such as speed tables and raised pedestrian crossings) to stop vehicles speeding through selected town centres making the streets a safer place for walking, cycling, children, the elderly, and the differently abled.
- 25. Gravitas OPG were commissioned to conduct research with residents in these areas to help understand awareness of the measures that have been put in place prior to speed limit changes on 30 November 2020, the impact that the measures have had, as well as the public perceptions and potential changes to travel modes used.
- 26. Overall, respondents feel that the speed limit changes, and engineering measures have made the local town centres safer.

27. Respondents also gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures. They included significantly higher ratings for:

- Safety around schools;
- Safety around the area (excluding schools);
- Pedestrian friendliness;
- Cyclist friendliness; and
- People driving under the speed limit.

28. Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area.

29. Overall, 19% of respondents state they are now participating in at least one active mode activity more often since implementation.

Residential Speed Management

30. Tranche 1 also delivered Residential Speed Management (RSM) projects in Te Atatu South and Rosehill in Papakura. These projects were very similar to the Town Centre projects and involved installing physical speed calming measures and reduced speed limits.

31. The results of the survey indicated that 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.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Reputational risk with rural data– significant public sentiment and media feedback on the interim monitoring results and / or disbelief in the results or questioning the methodology used.	Ensuring that appropriate caveats are in place when sharing the information; it must be made clear these are interim results showing trends and that further monitoring and evaluation is required.
Programme risk – the positive feedback on the town centre projects and residential speed management may result in additional requests throughout the region and skew the balance between high benefit / low cost and high cost / low benefit.	A clear prioritisation methodology on what is included in the programme and ensuring that the programme outcomes are always front and centre when making decisions on focus areas and maintaining a balanced programme.

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

32. The budget required to change the speed limits and implement engineering solutions to create low speed zones was secured through the Regional Land Transport Plan (RLTP) 2018-2028 and RLTP 2021-2031. This includes pre and post-implementation monitoring.
33. The Single Stage Business Case (SSBC) was approved by Waka Kotahi New Zealand Transport Agency in March 2020 and a cost-scope adjustment was approved in September 2021, securing \$49,297,544 of funding for delivery of Tranche 1 and Tranche 2 of the programme.

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

34. The primary focus of Tranche 1 was to improve safety, we do know however that safer operating speeds in our residential areas and town centres make it more attractive for an increase in active modes.
35. As noted above the Town Centre survey has indicated 19% of respondents state they are now participating in at least one active mode activity more often since the measures have been installed.
36. From a recent survey of the Manurewa RSM project told us that overall, 35% of respondents stated that they are now participating in at least one active mode activity more often now that the measures have been installed.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua

37. One of the learnings from Tranche 1 was that we need to engage with Māori as partners and not as stakeholders, to that end we are proactively working with mana whenua on a specific Māori programme to improve safety at rural marae.
38. Te Ara Haepapa have been incorporating speed campaigns and driver education as part of their programme.

Ngā mema pōti / Elected members

39. There has been significant engagement with local boards and councillors throughout the Safe Speeds and a summary of the finding of emerging results will be circulated to the local boards and councillors.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

40. Auckland Council has been a partner in the Safe Speeds Programme, and we have been providing support for their shared zones and for new developments.

Ngā kiritaki / Customers

41. The plan is to share this information with our customers through targeted social media and when responding to media enquiries.

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

42. The aim of the Safe Speeds Programme is to achieve a sustained reduction in deaths and serious injuries on the Auckland road network.

Ā muri ake nei / Next steps



43. Complete monitoring for 30 June 2020 speed limit changes (pending return to COVID-19 Alert Level 2).

44. Report final monitoring outcomes to the board in early 2022.

Ngā whakapiringa / Attachments

Attachment number	Description
1	AT – Town Centre Road Safety Perception Survey – Research Report 2021
2	AT – Road Safety Perceptions Survey – Manurewa – Research Report 2021
3	Safe Speeds Update – Prepared for the Office of the Mayor -Sept 2021

Te pou whenua tuhinga / Document ownership

Submitted by	Michael Brown Road Safety Engineering Manager	
Recommended by	Andrew Allen Executive General Manager Service Delivery	
Approved for submission	Shane Ellison Chief Executive	