



**Vision Zero  
for Tāmaki  
Makaurau**

A TRANSPORT SAFETY STRATEGY  
AND ACTION PLAN TO 2030

# Trafinz 2019 Nicola Gray and Lily Linton

# What we will be covering today

- The vision zero strategy
- What makes it different
- Our focus areas
- The importance of leadership and capability
- Vision zero in practice



# AT'S VISION ZERO JOURNEY SO FAR



2017  
NOVEMBER



EARLY  
2018



2018  
JULY



2018  
JULY



2018  
SEPTEMBER



2018  
NOVEMBER



EARLY  
2019



2019  
APRIL/MAY



2019



2019  
PROGRESS

Government Policy Statement strategic priority "A safe land transport system free from death and serious injury"

CEO Staff Forum 'Safety is the #1 priority'

Shane at Trafalz Conference presentation live-streamed 'AT commits to a Vision Zero goal'

Planning Committee resolution 'Request AT to seek input from partners to make Auckland a Vision Zero Region'

**Vision Zero for Tāmaki Makaurau approved and launched September 2019**

**Speed Management Bylaw approved October 2019**

AT Board endorses all recommendations from Road Safety Business Improvement Review including 'AT endorse a Vision Zero goal and adopt a long-term target of zero deaths and serious injuries for Auckland'





A New Zealand where no one is killed or seriously injured in road crashes

ROAD TO ZERO CONSULTATION DOCUMENT 2019

Reduce deaths and serious injuries by 60% on AT roads by 2027

ATAP 2018

No death or serious injury is acceptable

A safe land transport system, free from death and serious injury

GPS 18/19-27/28

A safe transport network, free from death and serious injury

AUCKLAND PLAN 2050

# The Strategy

- **Zero deaths and serious injuries by 2050**
- No more than 250 deaths and serious injuries by 2030
- Initial 2 year action plan then into 3 year plans
- Working with Mana Whenua and Mataawaka to ensure that there is true and appropriate representation of Māori at all levels of leadership and decision making

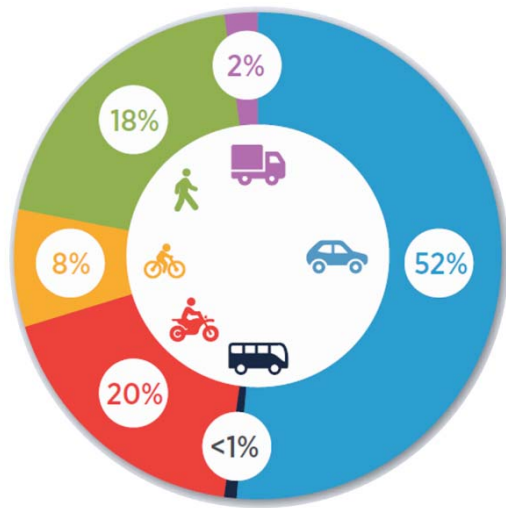




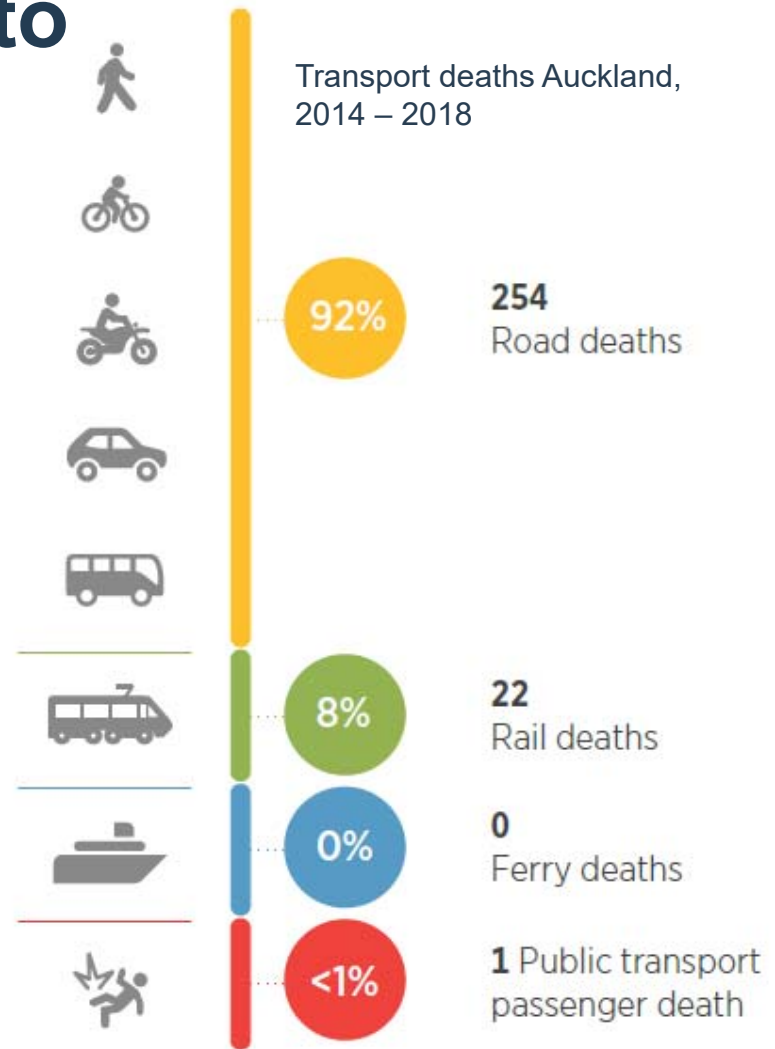
## Vision Zero Principles

- People centered
- Ethics
- Responsibility
- System Response

# From Road Safety to Transport Safety



Deaths & Serious Injuries on Auckland road corridors by mode of injured person 2014 – 2018





### **Key Vision Zero actions**

Currently, we have several activities all being delivered by different organisations. This focus area aims to bring together all these activities and align our work across all partners. We expect this will make the largest contribution to our death and serious injury reduction targets.



### **Build capability**

We need to build our skills and capacity, so we have the tools and ability to deliver the safety gains from future action plans and achieve our long-term goals.



### **Lead conversations**

Only with our communities will we be able to create a truly safe Tāmaki Makaurau.

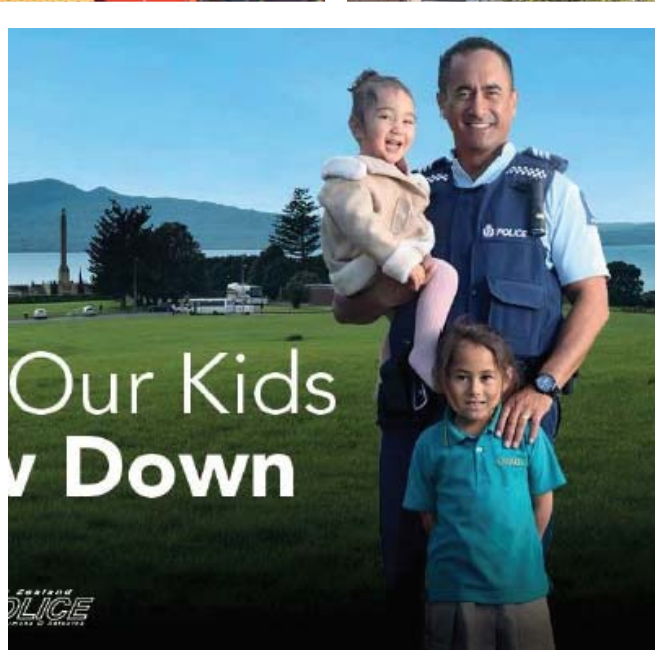


### **Research and evaluation**

We will work to continuously improve performance through evaluation, research and an annual report of the strategy's performance.

# Strategy focus areas





**Lead conversations**

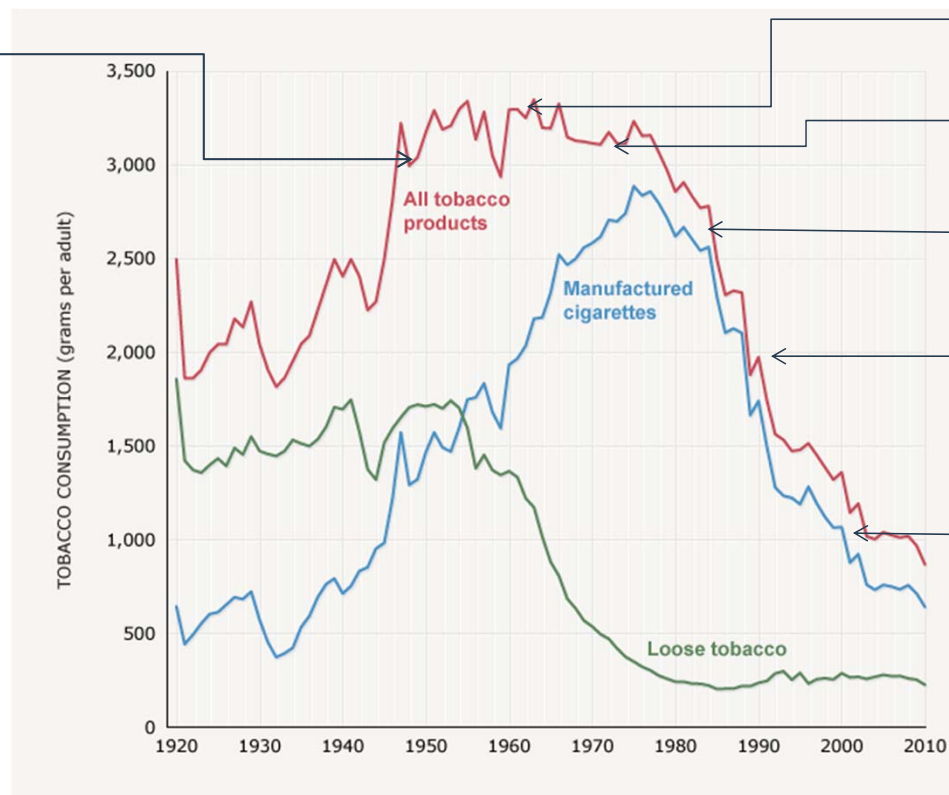


**Build capability**



# Learning from health: Tobacco Control in NZ

Health Dept  
posters  
1948



TV & radio ads  
banned 1963

Pack warnings  
1974

First tax  
increase  
1985

SE Act 1990  
&  
sponsorship  
bans

SEAA 2005  
bars  
smokefree

Jock Phillips, 'Smoking - Smoking under attack: 1960–2000s', Te Ara - the Encyclopedia of New Zealand, <http://www.TeAra.govt.nz/en/graph/38983/tobacco-consumption-per-new-zealand-adult-1920-2010> (accessed 19 June 2017)



# Speed Management

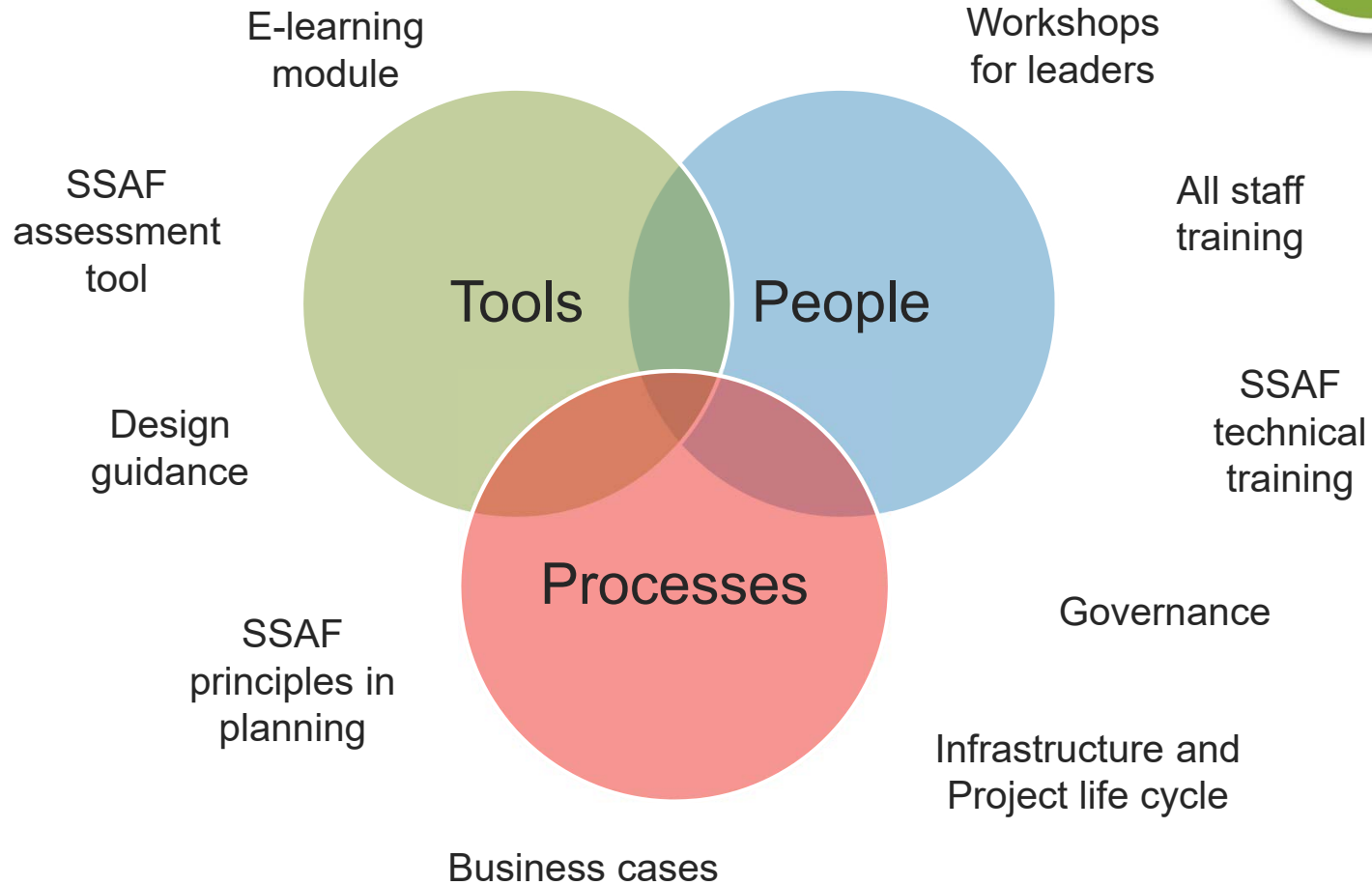
- 700 roads
- 11,722 submissions
- Around 10,000 hours spent evaluating submissions



Speed Management Bylaw approved October 2019



# Vision Zero Capability



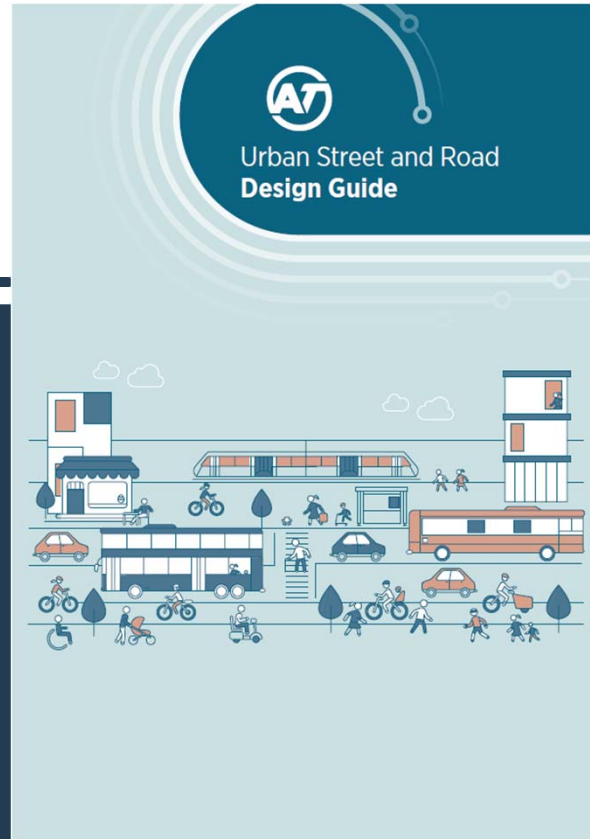
# Vision Zero workshops

- With AT Board, executive team and senior managers
- Ethical standpoint
- International technical expertise from speaker Colin Brodie
- Collaboration with learning and development for highly engaging tailored content
- Developed into e-learning module for *all* AT staff

[START COURSE](#)

[DETAILS](#) 

# Urban Street and Road Design Guide



<https://at.govt.nz/media/1980686/urban-street-and-road-design-guide.pdf>



## Vison Zero design principles

Design needs to consider severity, likelihood and exposure to avoid death or serious injury as a result of a crash



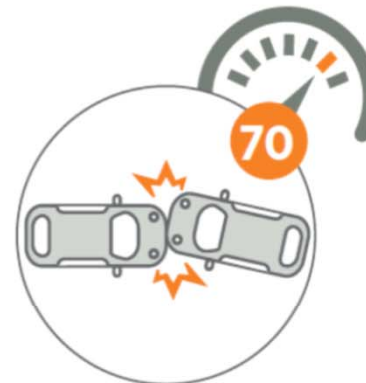
## SURVIVABLE IMPACT SPEEDS



Risk of crash with  
vulnerable road users



Risk of crash  
at intersections



Risk of  
head-on crash

30



+



or



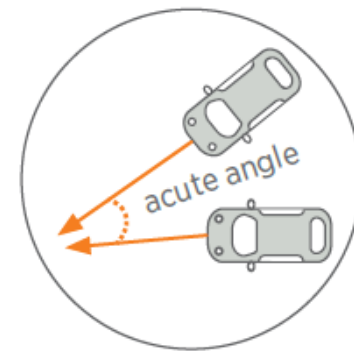
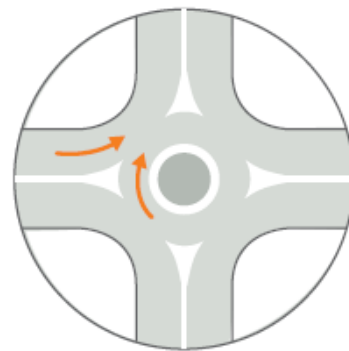
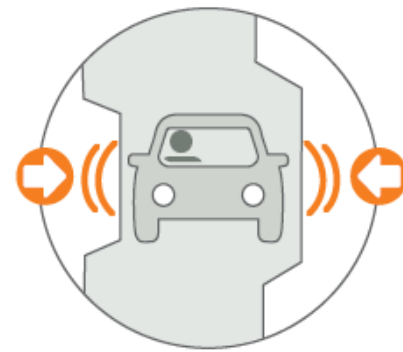
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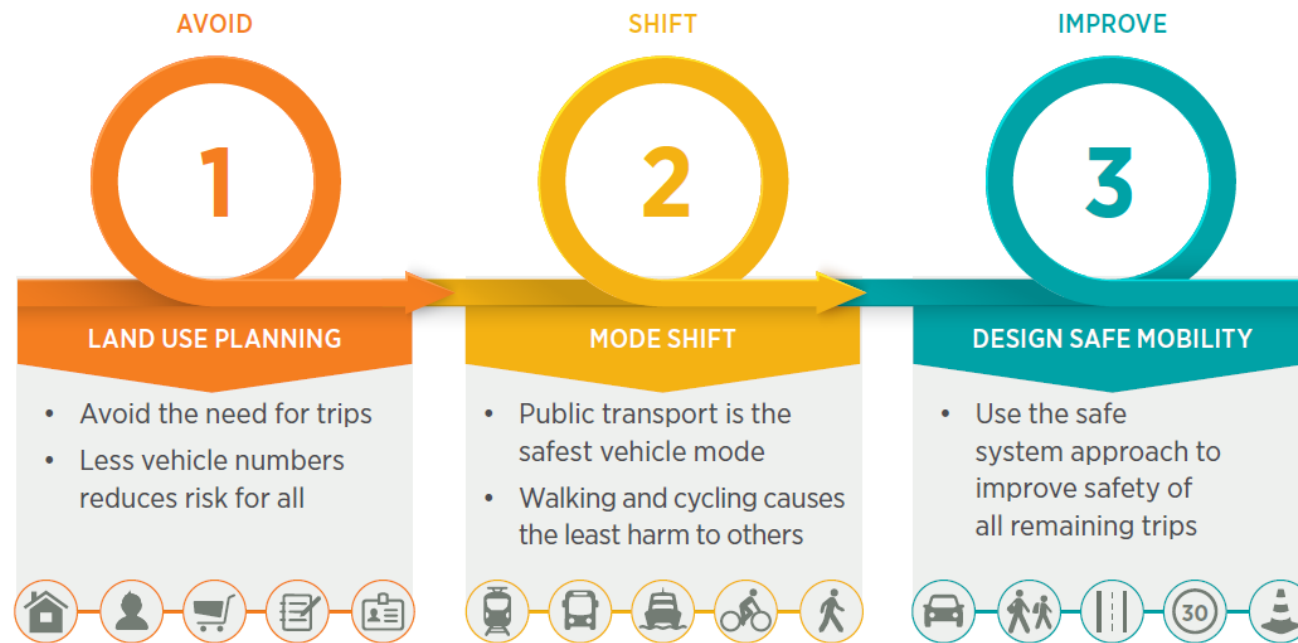
or













# How design features create safe streets



# mode shift / integrated planning are also part of a safe system



# Safe System Assessment Framework

<p><b>Use SSAF to assess</b> <b>Risk of DSI</b> Assess each crash type/ user group against the relevant survivable impact speed</p>			
<p><b>Severity</b> Will an impact be survivable?</p>	 <p>30</p>	 <p>50</p>	 <p>70</p>
<p><b>Exposure</b> Number of people and Movement numbers for each type of road user/ conflicting movement</p>	 <p>or</p> 		
<p><b>Likelihood</b>  SSAF includes evidence backed 'primary solutions' for design for zero DSI</p>	<p><b>Separation from traffic</b> Footpaths, kerb extensions Separated cycle paths</p> <p><b>Slow safe speed</b> Slow speed environments and/or speed limits Slow speed design and separation in time at crossing points</p>	<p><b>Separation of traffic</b> Close intersection or restrict certain movements</p> <p><b>Change impact angle</b> Round-a-bouts</p> <p><b>Slow speed</b> Raised intersections Slow speed environments and/or speed limits</p>	<p><b>Separation of traffic</b> One-way traffic, very wide medians or flexible barriers</p> <p><b>Slow speed</b> Slow speed environments and/or speed limits</p>

# Safe Intersections



Raised table intersection on Great North Road



Raised pedestrian crossing on Sandringham Road



Rural roundabout, Glenbrook and Kingseat



Urban roundabout, Franklin Road

## Safe through routes



Safe speed zone, Viaduct Harbour and Wynyard



Flexible barriers, Waikato Expressway

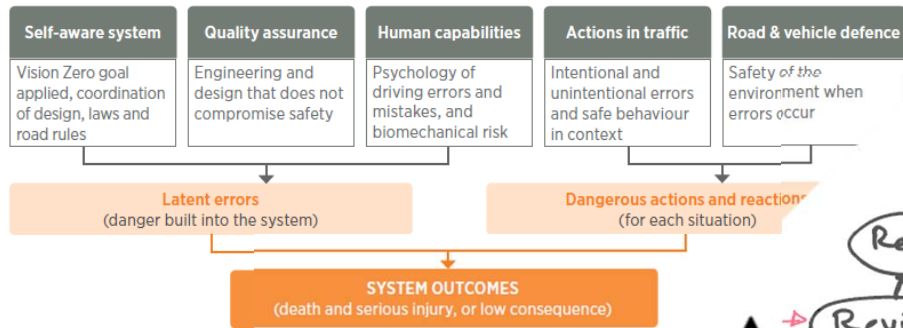


Protected cycle lanes, Quay Street

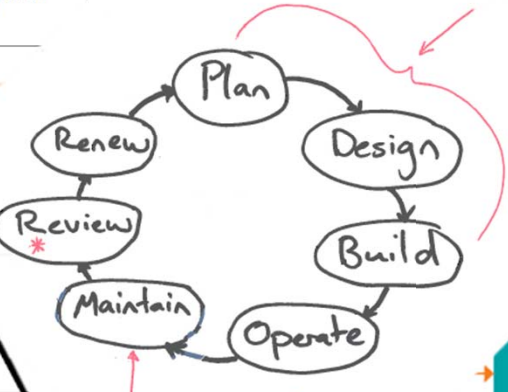


Kerb bulb and side street crossings, Osborne St

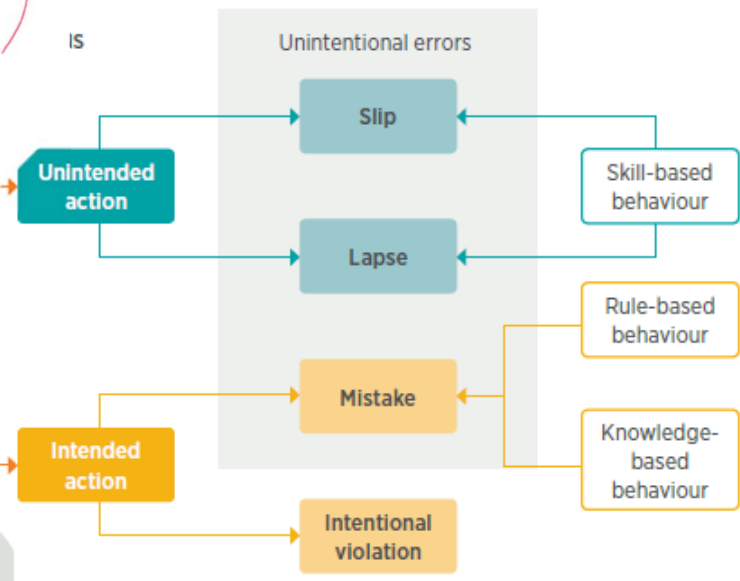
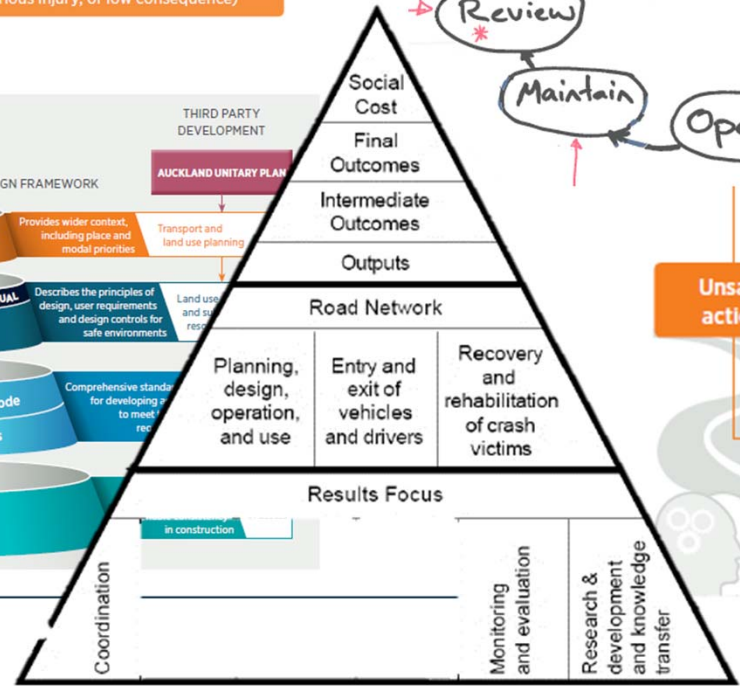
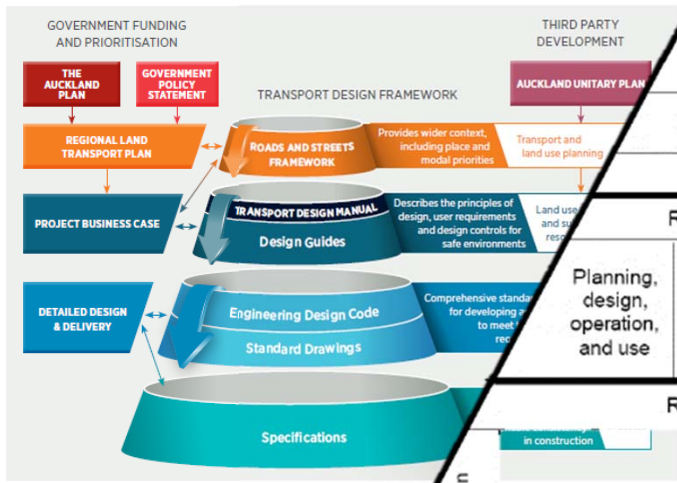
A SAFE SYSTEM HAS LAYERS OF REDUNDANCY



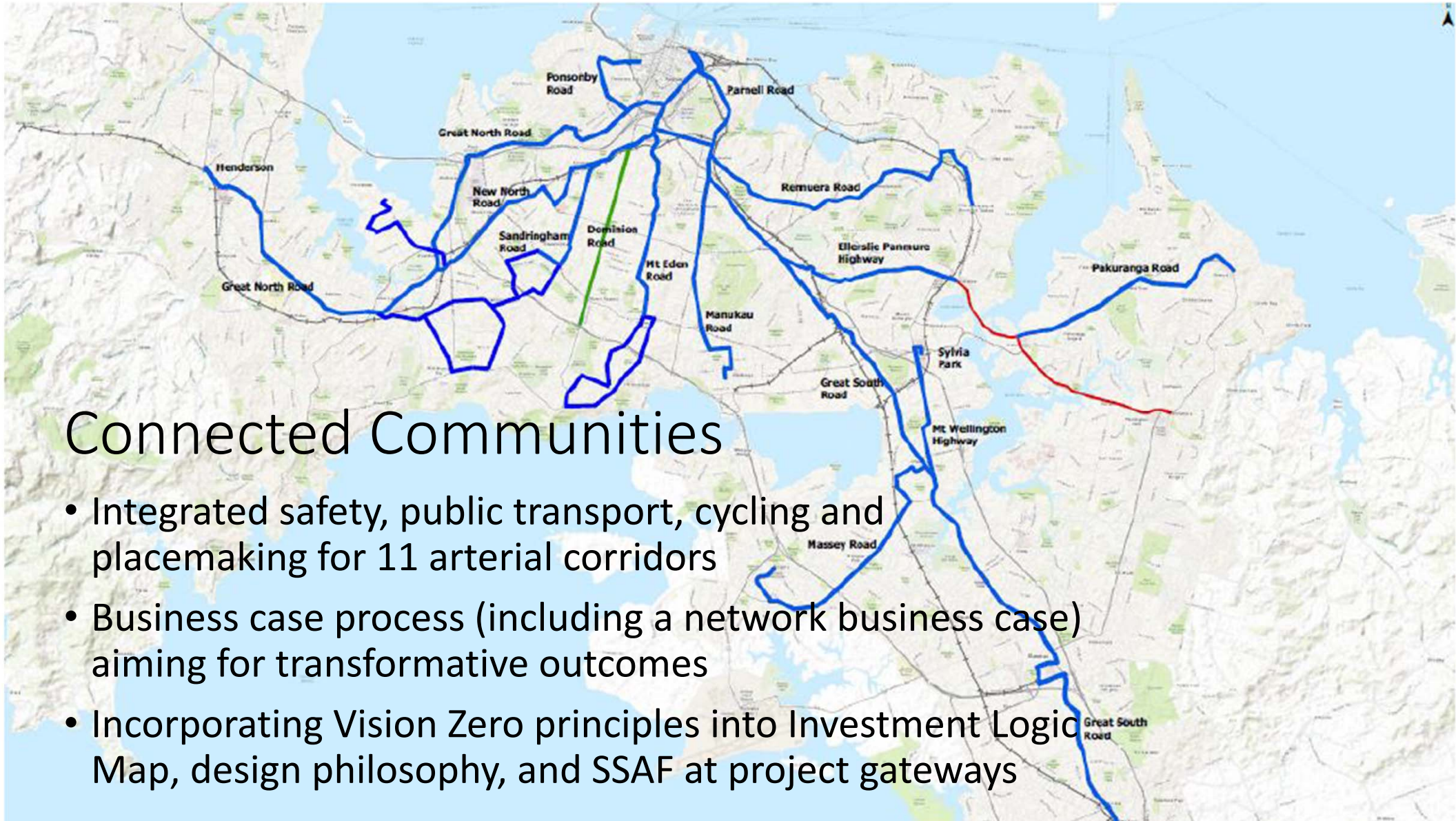
From Reactive to Proactive



# Understanding the System

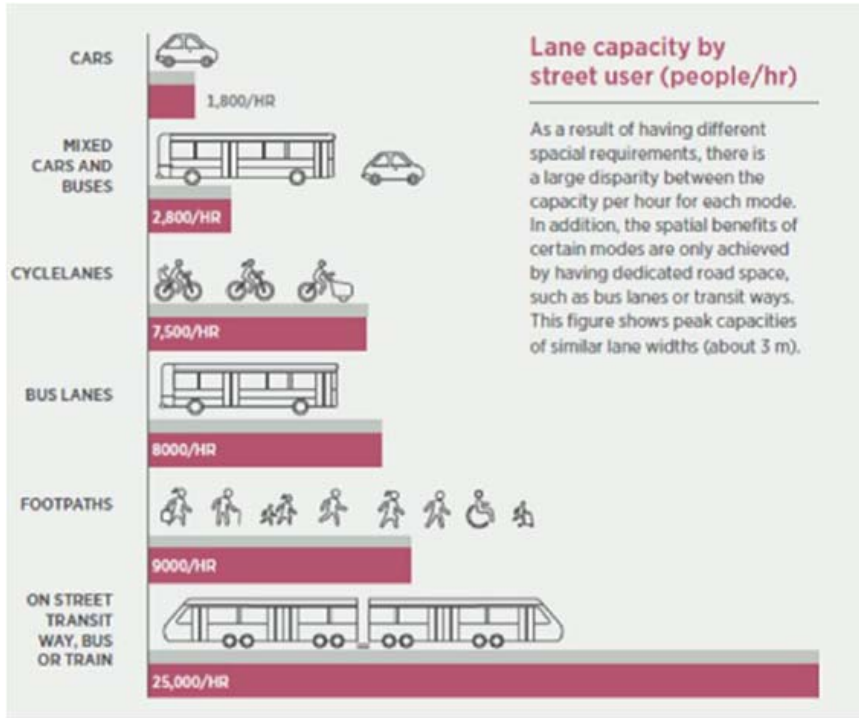




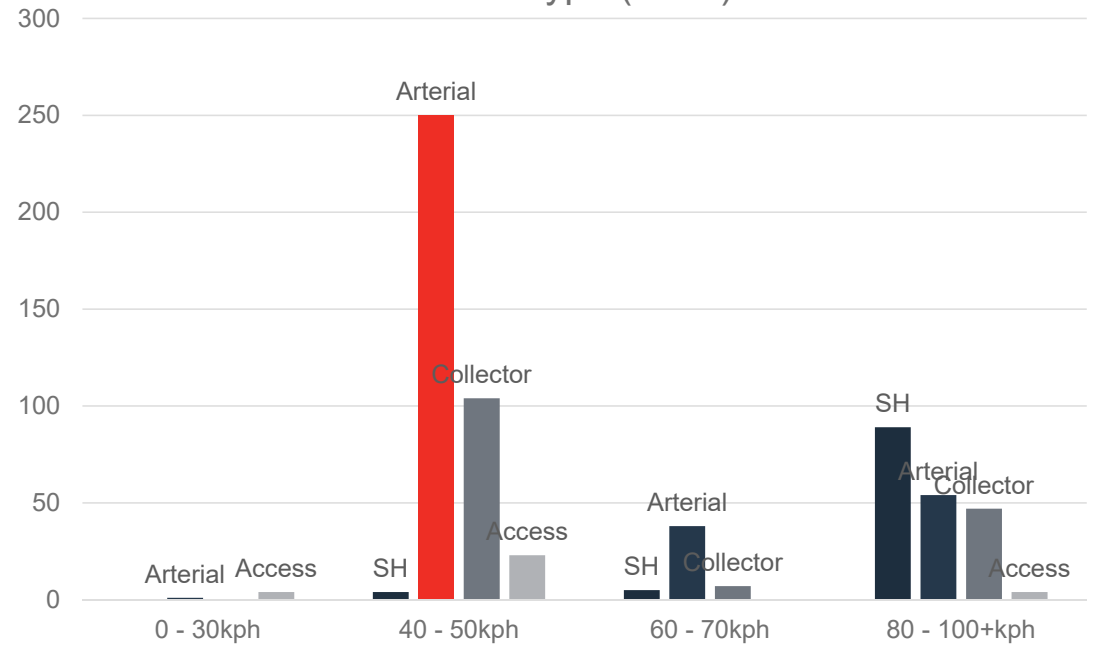


# Connected Communities

- Integrated safety, public transport, cycling and placemaking for 11 arterial corridors
- Business case process (including a network business case) aiming for transformative outcomes
- Incorporating Vision Zero principles into Investment Logic Map, design philosophy, and SSAF at project gateways

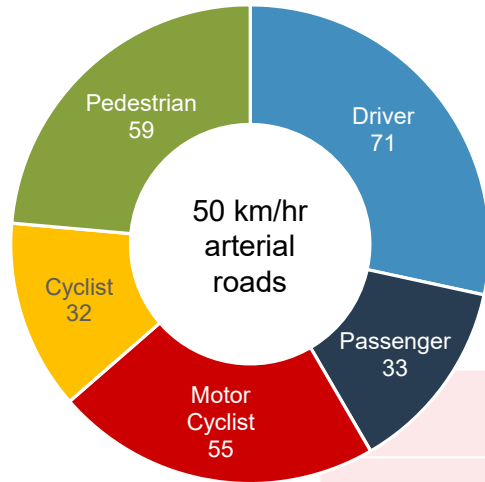


Auckland DSI by speed environment and ONRC road type (2018)



# 50km/hr Urban Arterials

In 2018 alone there were 649 deaths and serious injuries on all Auckland roads, of these 53% were on arterial roads...58% of these were VRU's



50km/hr arterials as sites of injury

	All Pedestrian	All Cyclist	All Motorbike/ Moped	All Vehicle Occupant	All Modes
% of each mode DSI	51%	62%	42%	30%	39% of all DSI
DSI in 2018	59	32	55	104	250

Vulnerable Road Users

# The next challenge

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- Not accepting DSI
- People centered
- Transformation can be uncomfortable – leadership
- Hold strong to our principles

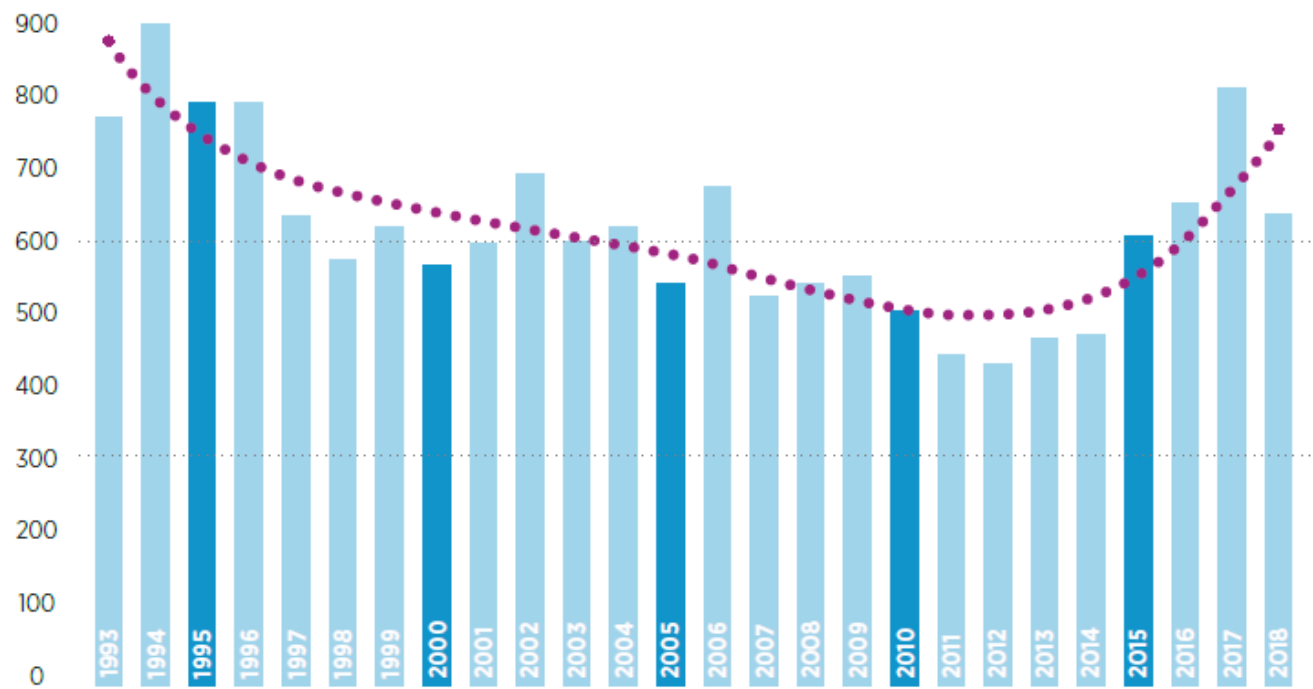


# Contact us

[Visionzero@at.govt.nz](mailto:Visionzero@at.govt.nz)

# Our Challenge

Overall road safety performance has declined since 2012



25 years of death and serious injury on Auckland roads<sup>21</sup>