

**Safe Speeds Bylaw – Media Q & A – Option Three:**

**Q: Which 20 rural roads will keep their existing speed limits?**

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| Rural | Aka Aka Road | Franklin |
| Rural | Attwood Road | Rodney |
| Rural | Aulyn Drive | Franklin |
| Rural | Dyke Road | Franklin |
| Rural | Ernest George Drive | Franklin |
| Rural | Gearon Road | Franklin |
| Rural | Glenfield Road | Franklin |
| Rural | Harkness Road | Franklin |
| Rural | Hawthorne Lane | Franklin |
| Rural | Hill Top Road | Franklin |
| Rural | Okaroro Drive | Franklin |
| Rural | Porterfield Road | Franklin |
| Rural | Robinson Road | Rodney |
| Rural | Rogers Road | Franklin |
| Rural | Saddleton Road | Franklin |
| Rural | Sydney Owen Road | Franklin |
| Rural | Terry Smyth Drive | Rodney |
| Rural | Waitangi Falls Road | Franklin |
| Rural | Wallace Drive | Franklin |
| Rural | Wily Road | Franklin |

**Q: Given Auckland’s road fatalities and serious injuries decreased in 2018, why is AT progressing with its safe speed campaign?**

A: While it is pleasing that we had fewer fatalities and serious injuries last year (649) compared to 2017 (813), we still have a long way to go to reach our vision of zero fatalities in Auckland. The rates of deaths and serious injuries in Auckland continues to outpace the local and national growth in the number of vehicles on roads.

**Q: Why is road safety now a priority for Auckland Transport?**

A: Over recent years, the numbers of deaths and serious injuries on our roads has been rising at an unacceptable level. The level of deaths and injuries is out of proportion compared to the population and traffic growth of Auckland.

**Q: Why are some city and town centre roads being reduced to 30km/h (Apart from Hobson, Fanshawe and Nelson Streets – which will be 40km/h)?**

A: For roads in built-up areas where there is a mix of vehicles, and road users not in vehicles, the safe impact speed is internationally defined as 30km/h. At this speed, a person walking has a 90 per cent chance of surviving a direct impact with a car - compared with only a 20 per cent chance if the vehicle is travelling at 50km/h. Hobson, Fanshawe and Nelson Streets will be 40km/h – with engineering treatments to protect vulnerable road users.

**Q: Why are you lowering speeds in the city centre, especially as traffic is already so slow?**

A:. Around 57,000 people now live in the downtown area of Auckland. Add the 100,000 who travel into the city every day and there is a vast population on foot, mixing with commuter traffic, buses and commercial vehicles. Although traffic can move slowly in the city centre during peak hours, there is still a tendency for vehicles to speed up between intersections, run red lights and change lanes quickly. A lower speed will make this harder to do and will make the city centre roads safer and steadier, leading to better traffic flows.

**Q: Why its AT lowering speed in some town centres?**

A: Town centres (including Auckland’s city centre) are becoming increasingly busier - with more traffic, more people walking and more people cycling. AT is creating public spaces that promote health and wellbeing. We aim to provide more people-focused streets where families feel safer. AT is making area-wide changes, rather than focussing on individual town centre streets.

**Q: When will the new speed limits come into force?**

A: Today, AT’s board approved the bylaw. The next step is to finalise and announce the phased implementation - as new lower speed limits are applied to individual roads and town centres, from June 2020 onwards.

**Q: What are the spending plans for AT on road safety?**

A: AT plans to spend around $700 million through to 2028 on major and minor road safety engineering projects at high-risk locations across Auckland’s roading network. This is funded by Auckland Council, NZ Government and the Regional Fuel Tax contribution of $210 million.

**Q: Where will this extra funding be spent?**

A: AT is accelerating the delivery of a large number of projects across the region - from the Rodney ward in the north, to Franklin in the south. Projects include improved rural roads, newly-built roads, development and work around schools.

**Q: How fast will the changes to speed limits be made?**

A: It will be a phased approach, taking public feedback into consideration - but also addressing the most dangerous parts of the network first. The majority of changes are on rural roads.

**Q: What is the role of the Police in enforcing the new speed limits?**

A: NZ Police is our partner and key stakeholder and has been involved in the pre-consultation phase of the safe speeds proposals and support the proposed speeds. Once the community has been advised (and the changes implemented via road signage), the new speeds will be enforced by the Police.

**Q: How was the proposed speed for each road determined?**

A: AT reviewed existing speed limits across Auckland, focusing on high-risk roads. The review looked at the function of the road, crash risks, characteristics of the road, adjacent land use, intersections and property access ways, and traffic volume.

**Q: Do you have evidence of slower speed limits reducing fatalities and injuries in other regions of New Zealand or overseas?**

A: Speed limits were reduced to 30km/h in Christchurch city centre. As a result, crashes have reduced by 25 per cent and injuries are down 36 per cent, compared to before the reduction. In other parts of Christchurch where the speed limit remains at 50km/h the same type of crashes increased by 13.5 per cent.

**What is Vision Zero?**

This is an ethics-based strategy the focuses on the core principle that ‘human life and health cannot be exchanged for other benefits in society.’ Or put another way - no road death is acceptable. For AT, it is a frame work and a long-term goal. We have an interim target of reducing death or serious injury (DSi) by 60 per cent over 10 years.

**How does this relate to Vision Zero?**

Speed management is central to achieving Vision Zero. This means infrastructure and speed limits need to reflect the true risk of the road. We’ll work closely with Police on enforcement and use more automated technology to help reduce the risks for everyone. 30km/h speed limits have been successful in our city centre. In Wynyard Quarter, between 2012-2017, there was an average of one death or serious injury a year - this has been zero since the 30km/h speed zone was introduced. On Queen Street, there’s been 36 percent reduction in deaths and serious injuries since 30km/h speeds were adopted in 2008.

