

# Auckland Transport's Residential Speed Management Programme

Pragati Vasisht – Team Leader, Traffic Engineering



# 1000

1 km LATM per year



Reactive



'Random'



Individual street



Proactive



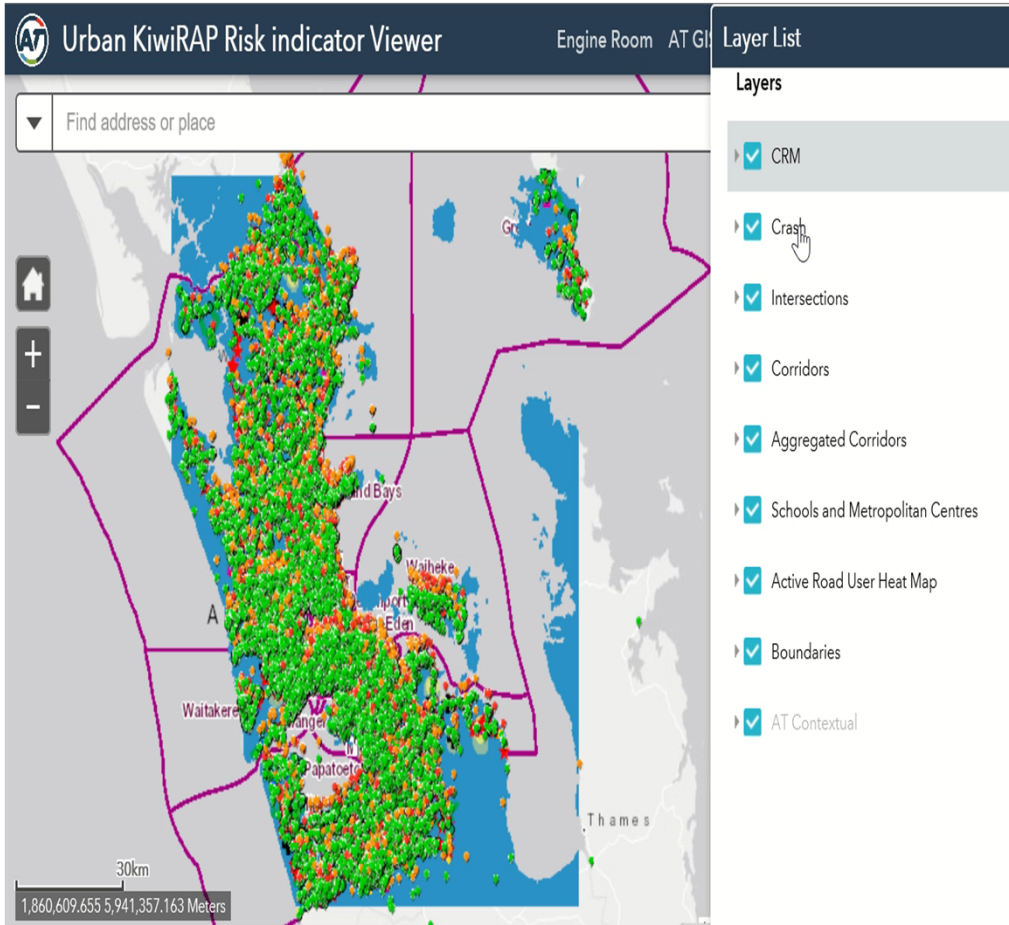
Prioritised



Area-wide



**Robust criteria** enabling **regional prioritisation** of **area-wide speed-calming** in Auckland.



**'Self-contained' areas to stop migration of issues**



**Network Visualisation e.g. crashes, risk, speeds**

**54 Focus Areas – 'Long List'**



54 Focus Areas –  
‘Long List’



**Quantitative:**  
speed,  
crashes,  
personal and  
VRU risk, land  
use, CRMs



**Qualitative:**  
e.g. physical  
constraints



**DSIs**

Score determines highest priorities for  
speed calming – ‘Shortlist’

Get Data: From Text/CSV, From Web, From Table/Range, Recent Sources, Existing Connections

Queries & Connections: Refresh All, Properties, Edit Links

Data Types: Stocks, Geography

Sort & Filter: Sort, Filter, Clear, Reapply, Advanced

Data Tools: Text to Columns, Outline

Forecast: What-If Analysis, Forecast Sheet

E1 Qualitative Score

Team	Local Board	Area Reference	Quantitative Score	Qualitative Score	Physical feasibility	Synergy with AT	Wider storytelling	No. of relevant Fatal crashes	No. of relevant Serious crashes	Comments
CS	Manurewa	Wordsworth Rd Quadrant- Bound by Roscommon, Weymouth, Russell and Brown Rds	57	29	3	3	3	1	19	Extremely large area. With LB support s recent fatal / serious (6 Sep and 12 Sep
CS	Manurewa	Christmas Quadrant – bound by Coxhead Rd, Mahia Rd, Weymouth Rd and Great South Rd	43	14	3	3	3	0	5	Area size changed, we have speed data to collector calming
NW	Henderson - Massey	Henderson Massey S5 /Area 7 (Henderson/Ranui). Bound by Lincoln, Universal, Swanson	34	14	3	3	3	0	5	RS have put Rathgar Rd speed calming. 3 high schools, significant bus route
CS	Otara - Papatoetoe	Otara - Papatoetoe S2 / Area 1	45	13	2	1	2	0	8	Not grid, relatively high crashes, 2 scho Area needs to be broken down further t been given low qual score
CS	Manurewa	Jelicoe Rd Quadrant - Area bound by Weymouth, GSR, Browns, Russel Rd	38	13	3	3	2	0	5	Area adjacent to Wordsworth Road qua
CS	Mangere -Otahuhu	Mangere Otahuhu North of Massey Rd. (Mangere East schools) – bound by Massey Rd, Savill Dr and Buckland	47	12	3	2	2	0	5	RS ajacent int, 3 schools, subject to coll
CS	Papakura	Papakura Area 3 section 1 – bound by Park Estate Rd, Chichester Dr, Rosehill Dr, and	53	11	3	3	3	0	2	Well bounded area, crashes on local str park/playground, 1 kindy and rat-run to



Bus Train Ferry



Cycling & Walking



Driving & Parking



Projects & Roadworks



About us

Contact us

MyAT

Log in or register

Search



# Residential Speed Management programme

Most Aucklanders live on urban residential streets, and these communities have highlighted we make our streets safer places for walking and cycling, for children, the elderly and the differently abled.

Vehicles speeding through residential streets, is a common concern for Aucklanders and each year Auckland Transport (AT) receives more than a 1,000 requests from the public for speed calming to be installed on their street.

As part of our commitment to make Auckland's roads safer, we have adopted an area-based approach instead of treating individual streets. This is considered more effective in achieving survivable speeds and help drivers choose a safe and appropriate speed as they drive through residential areas.

This area-based approach has been adopted because:

- It is often observed that when speed calming is undertaken on one street, speeding drivers use parallel residential streets, thus simply transferring the issue to another part of the network. An area-based approach prevents this from occurring.
- Treatment of individual streets only allowed for a small number of streets to be prioritised annually. In contrast, an area-based focus not only allows for speed calming measures to be implemented on a cluster of streets, it would also enable any future reduction of the [speed limits](#) within the area.

Safe speeds programme

Speed limit changes around Auckland

Safe speeds overview

Safe speeds - the reasons

Myths and misconceptions about speed

City and town centres, urban residential and rural safe speeds



**10–32%** reduction in speed and volumes

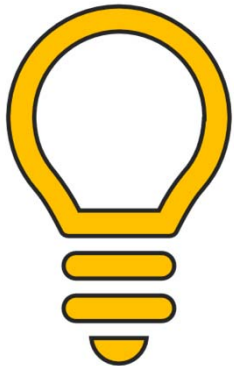
**71%** drop in speed-related CRMs since website



**\$8,000,000** DSI savings

**5%** modal shift in 2 months

**>1600%** length of delivered speed-calming



**Innovative bus passenger comfort monitoring using g-force apps**

**Area-wide approach enables 30km/h speed limits and behaviour change campaigns**

**Community feedback part of prioritisation criteria**

## RSM Regional Prioritisation Criteria promotes

- By self-explaining roads for land use
- Area-wide approach complementing behaviour change



- By enabling 30km/h speed limits
- By targeting safety in and from all motorised vehicles, including buses

**Safe System** through proactive, evidence-based approach to speed management to target DSIs