

Lessons learnt developing speed management plans

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Process

Regional process

Independent process

West Coast

West Coast Regional Council

Buller District Council

Grey District Council

Westland District Council

Department of Conservation



Auckland Transport

Use of Megamaps

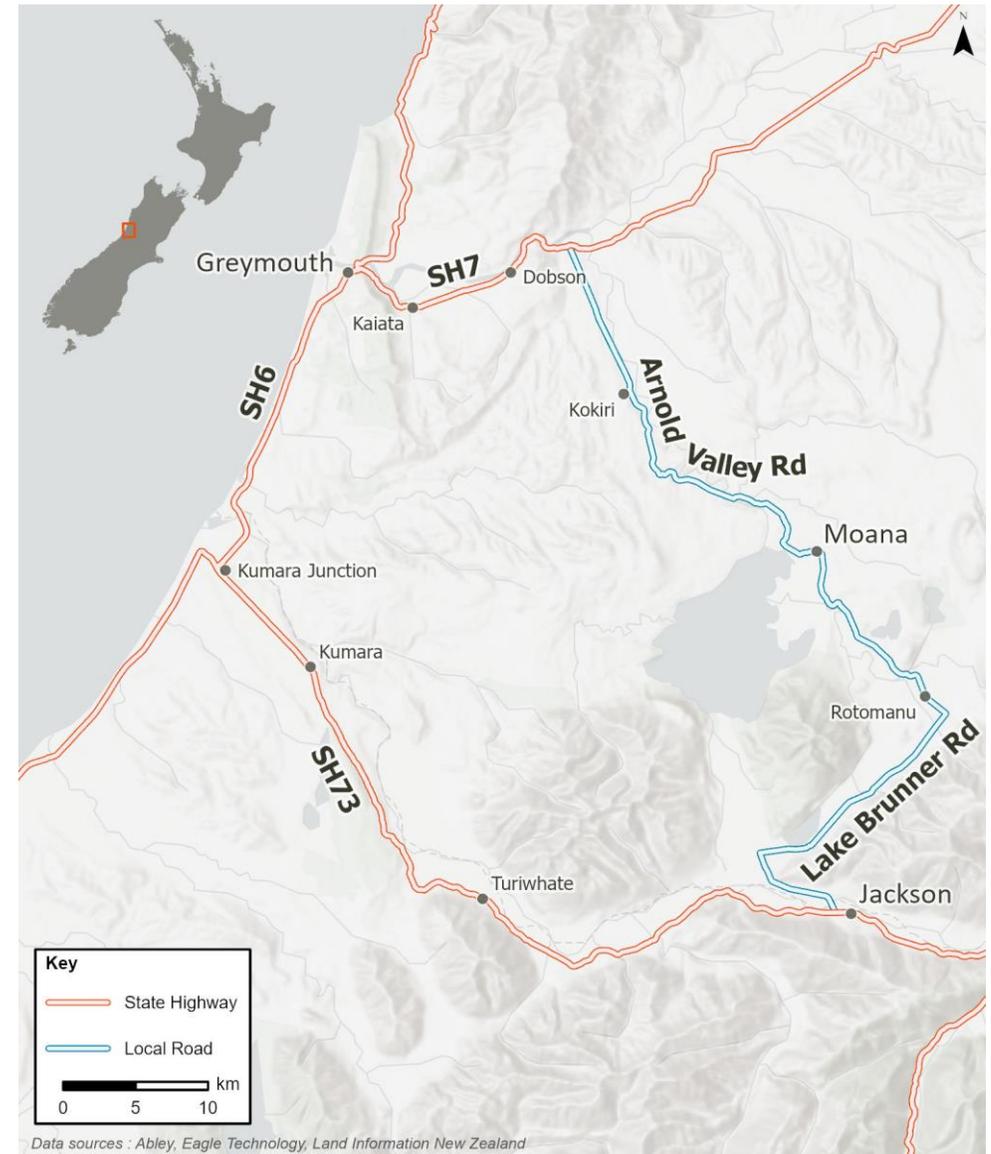
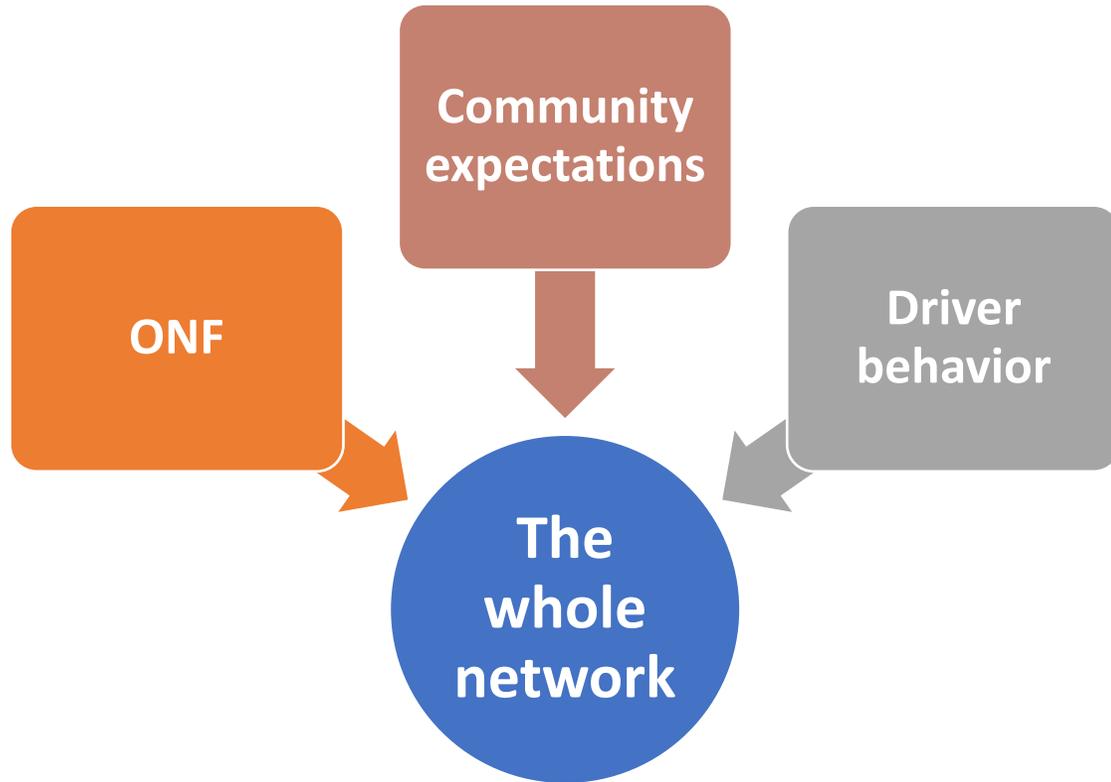
- A strategic indicative mapping tool
- One network framework (ONF)



Ponsonby Road, Auckland

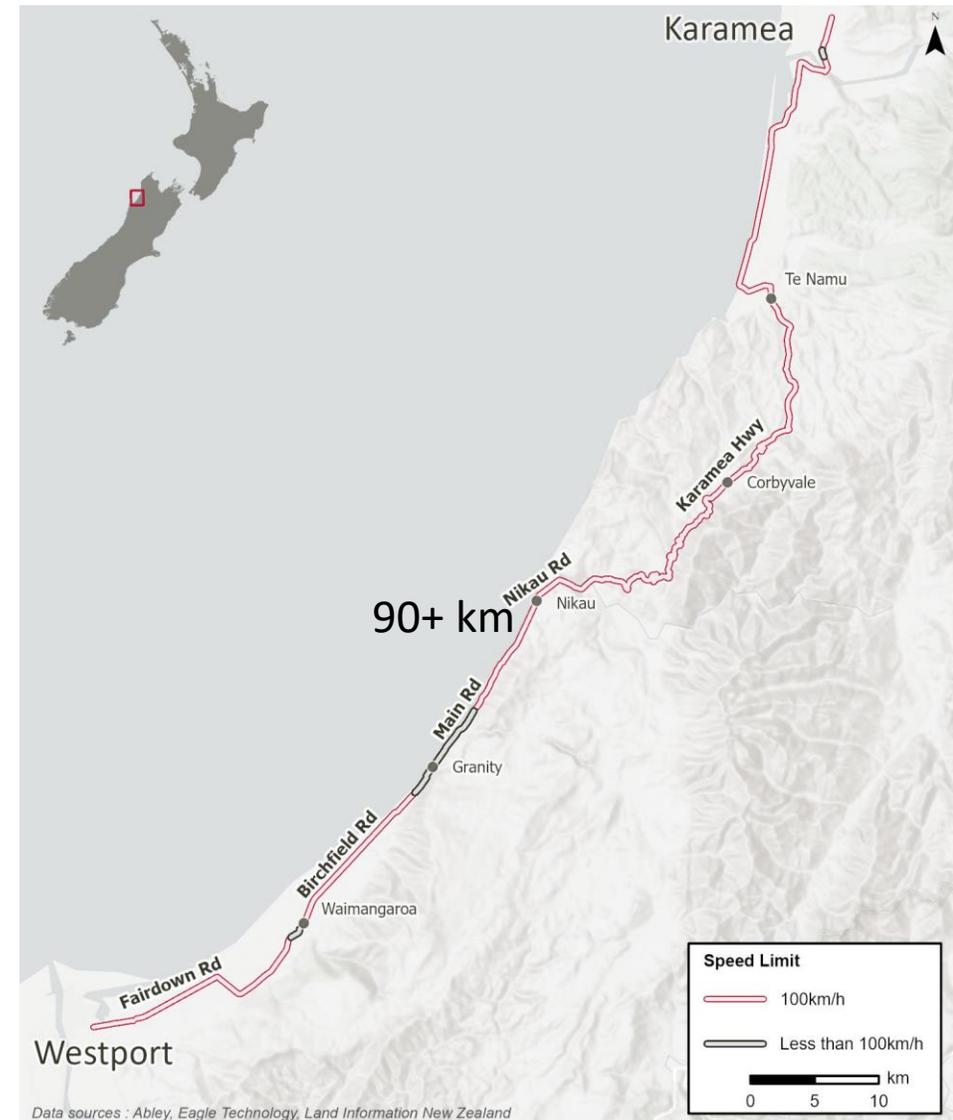
- City hub → Main road
- Safe and appropriate speed limit: 30km/h → 40km/h

Consistency



Travel time impact

- Factors that impact on the travel time:
 - road environment
 - traffic volume
 - number of intersections
 - other road users, etc.



A shared vision and partnership approach



Vision

- Everyone alive, healthy, and well on our roads and streets.
- Auckland Plan 2050: A safe transport network, free from death and serious injury.

Katoa, Ka Ora is overseen by the Tāmaki Makaurau Transport Safety Governance Group



Working with the people of Auckland, Waitemata and Counties Manukau



DRAFT

Katoa, Ka Ora

Auckland speed management plan 2024-2027
Summary



In Auckland, over 1/3 of our road network has safe speeds now



Some Aucklanders still have mixed feelings

They worry about:

- longer travel times
- learning different speed limits
- making mistakes

But they also know that unsafe speed limits:

- stop their kids from walking or cycling to school
- add to congestion when they drive their kids

Safe speeds are just one factor in creating safer roads:

- but are faster and more affordable than changing road design
- and are the biggest factor in whether a crash is survivable

The figures show it's working

Safe speeds:

- protect the ones we love
- reduce traffic in family neighbourhoods
- are used in many cities worldwide



Legislation requires safe speeds around all schools by 2027



We're already talking to partners, schools, and community representatives

Now we want your views on a new draft speed management plan that:

- changes speeds in school zones so kids can walk to school
- makes neighbourhoods safer for families
- makes rural roads safer for country people.



It will affect about another quarter of the road network across the Auckland region

Changes will:

- add *less than 15 seconds* to an average *20-minute car trip*
- be easy-to-understand
- have simple signs and colourful road markings

We will keep:



Current permanent speeds on our largest and busiest urban roads



The consultation will start in July 2023

**Kōrero mai
Have your say**

Safe school neighbourhoods and school gate variable speed limits near schools

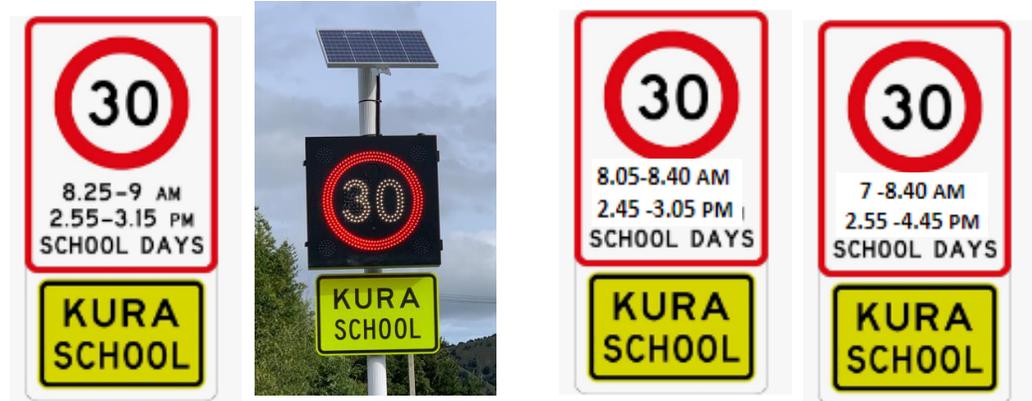
Safe school neighbourhoods



First choice for local urban roads

- High benefit-cost ratio and death and serious injury savings
- Estimated travel time increase 12-15 seconds per average car trip
- Consistent and easy to understand
- Benefits all residents

School gate variable speed limits



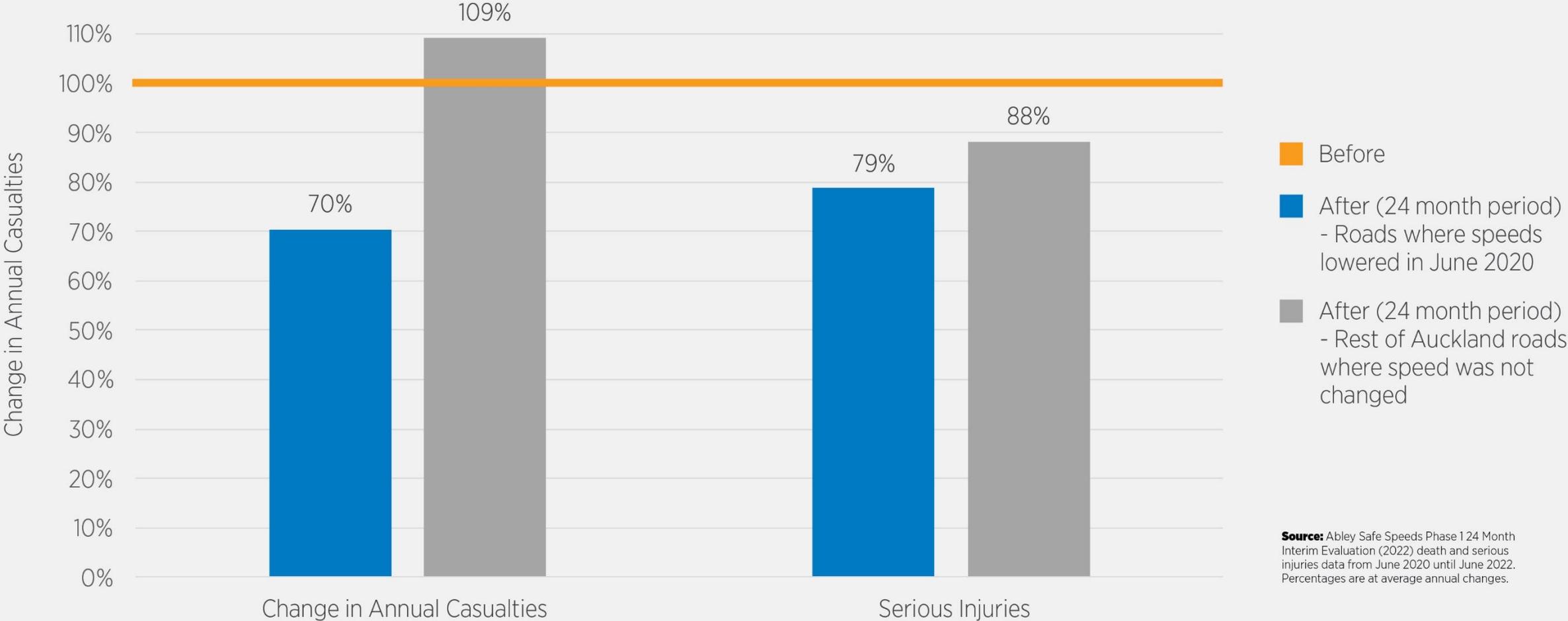
More suitable for high-speed rural roads and arterials

- Expensive, around \$20,000 per electronic sign
- Widespread use may be confusing and inconsistent as all side roads require static variable signs with different fine print.
- Estimated travel time increase of 12 seconds per average car trip through a lower speed area when activated

Safe school neighbourhoods for local urban roads together with variable speed limits for arterial roads has an indicative benefit-cost ratio of \$4 – \$7 return for each dollar invested. Only using variable signs has a benefit-cost ratio of 20c return for each dollar invested.

Slower speed limits save lives

Change in annual road deaths and serious injuries on Auckland roads where speeds were lowered in June 2020





**20% CHANCE OF SURVIVAL
WHEN A PERSON IS HIT BY
A CAR AT 50 KM/H***

To find out more and have your say
about the proposed safe speed changes,
visit haveyoursay.at.govt.nz/kko

*Survivability rates for people travelling outside a vehicle vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.



**90% CHANCE OF SURVIVAL
WHEN A PERSON IS HIT BY
A CAR AT 30 KM/H***

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Safety performance

- Deaths and serious injuries (DSI)
- Travel speeds and traffic volumes



Public feedback

- Consultation feedback
- General comment
- Community groups



Enforcement

- Policing
- Compliance

Drive behavior change



- Process
- Use of Megamaps
- Consistency
- Travel time impact
- Communications
- Monitoring and evaluation