

## Fatal Crashes involving people walking and cycling update

For decision:  For noting:

### Te tūtohunga / Recommendation

That the Auckland Transport Board (board):

- a) Note the briefing on fatal crashes involving people walking and cycling provided as Attachment 1 to this report.

### Te whakarāpopototanga matua / Executive summary

1. Vulnerable road users made up over 50% of fatalities on Auckland's road network in the 2020 calendar year. This included high numbers of people walking and people on motorbikes in particular, with a lesser number of people on bikes. This is concerning because of Auckland Transport's (AT) objectives to increasing the number of safe trips on foot and on bikes around our region.
2. Noting the above situation the board requested a 'deep dive' into the deaths and serious injury data to consider how this situation might be further addressed considering long term trends of growing population, growing intensification, increased trips on foot and on bikes and the strategic imperative to tackle climate change.
3. Following two fatal crashes involving people walking in June 2020, the board requested more information on fatal crashes involving people walking and cycling across the region between 2014 and 2020, proposed system improvements and the fatal crash investigation process.
4. The attached briefing provides analysis on the 72 fatalities involving people walking and cycling over the period. AT is planning or implementing a range of proactive, safety-focused system improvement projects and initiatives aiming to reduce DSI for people walking and cycling. We are also part of a national working group developing methods to improve the fatal crash investigation process.
5. This briefing will be used alongside the results of the requested deep dive to identify how investment can be further improved, with recommendations to be presented to Safety Committee on 15 March 2022.

### Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
28 October Board	Pedestrian and Cyclist Fatalities Briefing.	The briefing was provided for noting but no time was allocated for discussion.

Date	Report Title	Key Outcomes
7 September 2021 Safety Committee	Pedestrian and Cyclist Fatalities Briefing.	The briefing was noted by the Committee with members requesting that it be presented to the board at its 28 October 2021 meeting.
28 October 2021 Board	Pedestrian and Cyclist Fatalities Briefing.	The briefing was noted by the board with directors requesting that be presented to the board at its 9 December 2021 meeting with time for discussion.

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

6. Safety is a key priority for AT, the Government Policy Statement on Land Transport and the Auckland Plan.
7. The increase in DSI across the road network in the Auckland region remains of utmost concern to both board and management of AT. A broad suite of activity is being executed, consistent with the 2021 Road Safety Business Improvement Review to address the alarming upswing in fatalities and serious injuries on the network and commenced in the last quarter of 2020 calendar year.
8. On 1 December 2020, the board requested a deep dive into the safety of people travelling outside vehicles. Results from the first phase of the research were presented to the board on 17 May 2021 and further work is in progress on the second phase of the research.
9. Following two fatal crashes involving people walking in June 2021, board directors sought additional information from management on:
  - a. The number of people killed while walking and cycling in Auckland in recent years and the location of these crashes;
  - b. The process of investigation where these crashes occur; and
  - c. What system improvement work is being undertaken to reduce the occurrence of crashes involving people walking and cycling.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Number and location of fatal crashes involving people walking and cycling

10. 57 pedestrian and 15 cyclist fatalities have occurred on Auckland roads between 2014 and 2020. There is no downward trend in this period.
11. Attachment 1 includes maps showing the locations of fatal and serious crashes involving people walking and cycling in Auckland. This highlights that there are no specific areas in Auckland where these crashes occur and that they are spread right across the region.

## **Vision Zero and the use of proactive and reactive system responses**

12. The traditional approach to road safety is reactive and based on historical crash locations. Vision Zero is a proactive approach based on risk, and recognises that DSI are preventable. We note that the current risk ratings we use are still based on historical crash data and that there is still a requirement under the existing funding process to show reductions in DSI.
13. Currently, 61% of fatal and serious injury crashes occur at locations where there has been no other injury crash in the past five years. This highlights the need for a proactive approach to road safety, supported by reactive actions to investigate fatal crashes.

## **Proactive actions to create a safe system for people walking and cycling**

14. Examples of system improvements are outlined below:
  - a. The Road Safety, Walking, and Cycle and Micromobility Programme Business Cases (PBC) all include objectives to reduce DSI on the network
  - b. The Safe System Assessment Framework (SSAF) is a tool used to compare project options and identify those that align best with Safe System principles. Work is currently underway to embed this into the AT project life cycle.
  - c. Social media/communication campaigns are used to educate and increase awareness of road safety in Auckland. The Auckland Safe Speeds campaign is a good example of this and has won awards.
  - d. The Safe Speeds Programme is progressing, with further roads approved for consultation in June 2021. Proposals to accelerate safe speed limit setting are being progressed. The Speed Management Plan is also in development, which will set our vision and principles around speed management for next decade and sets our 3-year programme.
  - e. The Network Optimisation Programme improves safety for walking and cycling by upgrading facilities and intersections, where they are deficient, using a network optimisation lens. The joint Optimisation Single Stage Business Case with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) has identified safety as a secondary benefit and has targeted to reduce DSI across all locations by 46 by 2031.
  - f. The Innovating Streets for People Programme enabled the rapid roll-out of interim infrastructure at 25 sites, targeting improving safety for people walking and cycling and placemaking.
  - g. New speed and drink driving deterrence models are being trialled which will increase the perceived intensity, randomness and spread of enforcement.
  - h. The Minor Cycling Improvements Programme 2021/24 will improve the attractiveness and safety of existing facilities across Auckland.

## Reactive actions to respond to fatal crashes

15. Police investigate fatal crashes when they are called to the scene. Police officers undertake initial site investigations, notify AT, then following further investigation, complete an incident report.
16. After being notified of the fatal crash, AT confirm the crash occurred while using an AT asset, undertake an investigation and prepare a report outlining any recommendations to address safety deficiencies. Once approved internally, this engineering report is sent to the New Zealand Police. Recommendations are recorded and progress on implementation of these is tracked by the Road Safety Engineering team.
17. Coroners review the New Zealand Police reports and the investigation undertaken by AT and make recommendations based on the findings. Currently the timeframe for the coronial investigation to be completed is up to two years.
18. Fatal crashes are reported to the board via email and through a safety business report. Recommendations often relate to the crash site only and the immediate surrounding area.
19. The fatal crash reporting process is under review. AT has agreed to be part of a national working group to develop a new approach to fatal crash reporting. There is an aspiration to include serious crashes as well, but initially the focus will be on fatalities. This new approach will split out what needs to be addressed immediately from an operational point of view, from what essentially is a safe system gap analysis. This safe system gap analysis will be used to guide future policy direction at a national and local level. This approach will cut down the time to produce the initial fatal crash report and ensure that operational defects are addressed in a timelier manner. The working group is headed by Waka Kotahi with teams from Auckland, Waikato and Dunedin all involved.

## Research to inform future improvements

20. The deep dive into the safety of people outside vehicles will draw on Ministry of Health data in addition to Waka Kotahi Crash Analysis System (CAS) data to better understand the extent of DSI for people walking, cycling, motorcycling and using micro-mobility or other transport devices. This research will provide a better understanding of serious injuries by using hospitalisation data which complements Attachment 1 which focuses on fatalities using CAS data. Together, these insights will be used to consider how to improve our investment to achieve the most benefits and which parts of the organisation need to work together to address key opportunities.

## Ngā tūraru matua / Key risks and mitigations

21. There is a significant proportion of the Auckland's roading network that needs to be improved to make it safer for Aucklanders to walk and cycle due to historical approaches to roading design. A significant risk is that more fatalities and serious injuries will occur without availability of sufficient funding and the capacity to undertake remedial works.

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

22. The Regional Land Transport Plan commits \$657 million to AT's dedicated road safety programme over the next 10 years. The Road Safety PBC guides the investment of this to the areas of greatest benefit. There is a real opportunity through embedding a safe system approach across AT to increase benefits more broadly by better leveraging safety uplift from AT's wider investment across the region.

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

23. Providing a safe environment on our roading corridors for people to walk or cycle will be a catalyst for further growth in trips made on more sustainable modes to help tackle climate change. Insufficient safe cycling infrastructure across Auckland has been identified as the key barrier to more people cycling.

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

24. This paper is focussed on the health, safety and wellbeing of Aucklanders as they walk and cycle around our region.

## Ā muri ake nei / Next steps



The findings of the deep dive into the safety of people travelling outside vehicles will be presented to Safety Committee on 15 March 2022.

25. The Walking Programme Business Case (PBC) and a refresh of the Cycling PBC will come to the board over the coming months.

## Te whakapiringa / Attachment

Attachment number	Description
1	Fatal crashes involving people walking and cycling update

## Te pou whenua tuhinga / Document ownership

Submitted by	Ping Sim <b>Transport Safety Technical Lead</b>	
Recommended by	Andrew Allen <b>EGM Service Delivery</b>	
Approved for submission	Shane Ellison <b>Chief Executive</b>	