



AUCKLAND TRANSPORT: ROAD SAFETY BUSINESS IMPROVEMENT REVIEW

Eric Howard - November 2017 to January 2018.

EXECUTIVE SUMMARY

Road safety performance in Auckland in recent years, particularly since 2014, has been most concerning. While New Zealand's overall road safety performance in that period has been sub-standard compared to most OECD countries, Auckland has substantially exceeded national deterioration in performance in percentage terms over that time. 2017 witnessed a further decline in that performance with 64 deaths and 771 serious injuries occurring. This is a greater than 70% increase in deaths and serious injuries over the three years since 2014.

Auckland is experiencing what could legitimately be described as a crisis in road safety performance.

This human and economic burden ((estimated at \$4.73m per fatal crash), reflects a number of deficiencies of public policy at central government and local level. Most of all it reflects an absence of commitment to improving safety on New Zealand and Auckland's roads.

Table 1: Change in Fatalities and Serious Injuries, New Zealand and Auckland, 2014 – 2017

Fatalities	2014	2017	% Change
Auckland	36	64	77.8
Rest of New Zealand	257	316	22.9
Total	293	380	29.7
Serious injuries	2014	2017	% Change
Auckland	447	771	72.5
Rest of New Zealand	1630	2080	27.6
Total	2077	2851	37.3

**Serious Injuries rolling 12 months to end September 2017.*

The impact of increased overall travel (estimated at some 15% from 2014 to 2017) has played only a minor part in the large increase in DSI experienced in Auckland in the past three years. Auckland has had no new road safety strategy approved since AT was formed. Safety on the road network has not been a priority at AT in that time. Roadsafe Auckland has tried to function within limited parameters over the last seven years, but decisions to reduce dedicated road policing resources in late 2016 (later reversed but still causing harm as police struggle to re-establish road policing capacity) laid bare the weaknesses in commitment to the safety of those using New Zealand and Auckland's roads. It has been "the straw that broke the camel's back."

It is difficult to believe that Aucklanders are not concerned about the remarkable escalation in road crash deaths and serious injuries in recent years. But how does Auckland recover from this blight?

Background to the Business Improvement Review

Road safety improvement is a very tough taskmaster. Change is clearly needed in the levels of safety

being experienced on the whole road system. Making changes is rarely popular, often meeting illogical but strongly held views and emotions. Stepping up to make a difference requires leadership and courage.

The Board of Auckland Transport are concerned about this deteriorating road safety performance in Auckland and in November 2017 commissioned an urgent Business Improvement Review on road safety in Auckland and the Draft Report was discussed with the Board in early February 2018.

The Terms of Reference, in summary, call for an analysis of road safety outcomes over time, reasons for current increases, empirical analysis as to why Auckland would have different outcomes to other cities of a similar size, analysis of strategic outcomes for road safety and the extent to which these are aligned with strategy, understood and owned within AT, are being properly measured and whether there is strategic alignment with the annual work programme.

This analysis has been conducted in two parts, one focused within AT and the other on the external partnerships, including Roadsafe Auckland for which AT is the lead agency and a key member, as well as the key central government partnership.

Operational delivery against current and desired measures – again within AT and across the partnerships – was analysed, as was the cost of delivery and any proposals for shifts in resourcing between agencies/activities with benchmark and stretch targets for good practice performance to be identified.

In carrying out the review, it has been necessary to examine governance and management arrangements and given the extent of issues identified, to suggest opportunities for improving performance with recommendations. Meetings were conducted with the AT Board Chair and a number of Board Members, the AT CEO past and present, all ELT members, managers within the Transport Operations (especially the road safety specialists), Infrastructure, Strategy and Development, Transport Services, Finance and Communications and Corporate Relations Divisions, and relevant road safety officers from New Zealand Police, NZTA, ACC, Auckland Council (plus the Deputy Mayor), and Auckland Health.

The purpose of these meetings was to gain insight into the road safety activity of the organisation over the last few years to inform an overall assessment of the health and effectiveness of necessary road safety management functions operating within AT. How effectively was AT managing its own direct road safety activities, how effectively was it carrying out its lead agency role with the external partner organisations, within Roadsafe Auckland at regional level and with the road safety partners at central government level? How effectively did AT's road safety management functions impact on the interventions in place and planned and how did final results reflect on that effectiveness?

Auckland Transport's responsibilities for road safety

AT is the lead agency in Auckland and has key direct responsibilities for delivery of road safety interventions, especially infrastructure safety improvements on local roads and lower speed limits on local roads, but it does not have the direct authority to introduce many of the required interventions in the national action plan. While it has key responsibilities to deliver on its agreed road safety outcomes within AT, it also has an important responsibility to the Roadsafe partnership at regional level to lead delivery of agreed performance by the partnership through the responsibilities accepted by the key partners, severally and jointly.

Importantly, AT also has a responsibility as the regional lead agency to make the case to central government (and inform its constituents) about (i) weaknesses in the current national action plan and strategy implementation, including restricted funding which is impacting current other agency performance and (ii) opportunities to further improve community safety/reduce road crash trauma by encouraging greater national leadership in introducing new, improved safety interventions beyond those identified in the Safer Journeys strategy and the current national action plan (2016 – 2020).

It is considered useful for AT's future road safety strategy development and operational advocacy planning that it reflect upon the needs it has for improved national road safety leadership and national agency road safety performance – what existing actions at regional level can be improved through adequate budgets for critical components, full commitment to the safe system principles suggested within Safer Journeys and ultimately an appetite and support for necessary change to adopt interventions considered good international practice – at national agency and government levels. The need to introduce change at national level in legislation and policy over time is substantial in its scope, and it requires clear action by AT to advocate for its introduction.

Aspiration is necessary for success in delivering improved road safety. New Zealand and Auckland have seen these characteristics in the not too distant past. This appetite to do better needs to be found and coupled with decisive and persistent leadership to close the gap between the levels of safety facing Auckland residents on its roads and streets today and the destination it seeks to deliver, i.e. the quality of road safety practice existing in other world class cities.

New Zealand has fallen behind global best practice in a number of areas, such as speed management, the detecting drug affected driving and imposing adequate penalties for road rule violations. NZ has taken some time to come to the position of requiring the fitting of mandatory alcohol interlocks for repeat and serious drink drive offenders. The Safer City Streets, A Global Road Safety Benchmark contains three rankings for vulnerable road users. Of 29 world cities, Auckland has second highest pedestrian fatality rate, sixth highest cyclist fatality rate, and highest motorcyclist fatality rate per distance travelled, suggesting a major safety issue exists.

Commitment to Safe System and Vision Zero

An applied Safe System approach is a human-focused view of what is required for safe road travel by light and heavy vehicle occupants, riders and cyclists and pedestrians. It is fully consistent with a citizen centric view of service provision to the people of Auckland.

Safe System is (i) a vision (vision zero); (ii) a set of principles around shared responsibility, human capacity for error, the limits of the human body to withstand crash forces; ensuring safety becomes the limiting condition for mobility and delivering sustained innovation to proactively build safety into the road system and (iii) a set of elements (safe roads and roadsides, safe speeds, safe road users, safe vehicles and post-crash care.)

The action areas of the Safe System approach are integrated and go far beyond attempting to persuade people to change their behavior through education or enforcement alone.

They include:

- addressing underlying factors—such as land use and mobility planning—to reduce vehicle dependence and promote safe, healthy, and environment-friendly travel modes;
- providing facilities for safe enjoyable and healthy walking and cycling and separating these modes as much as possible from conflicts with motorized vehicles

- comprehensive speed management to set safe speed limits and control of the actual travel speeds to those safe levels - to reduce the threat of physical force that a traffic crash brings
- creating safe and high amenity places where people enjoy meeting and relaxing
- intersection design to allow people to cross safely
- road design that accounts for human error
- improved public transport and its safe access
- safe vehicle design and technology
- and better coordination and quality of post-crash emergency response and care.

Safe System and the Vision Zero objective need to be brought to life and the depth and diversity of their effect in future explained in a meaningful way to the community. There are numerous leadership challenges in reinforcing safe system/introducing vision zero thinking into each person's view of road safety management.

- It is a major paradigm shift in how safety is viewed and tackled.
- The objective is progressive movement towards a safe road transport system.
- Life and health are paramount and cannot be traded off for mobility. The demand for protection of life is to be the driving force in the road traffic system.
- A substantial change management program is required – for AT, the regional road safety partners, the national government agencies, the political level and the community.
- Adopting this approach is only the first step. *“Plans or ideas without execution mean nothing”*.

Opportunities for improvement within AT

Informing the Auckland Community that a fresh approach to road safety is underway within and by AT, AC and Auckland Roadsafes is an important requirement and opportunity. A fresh road safety narrative and approach, built around safe system/vision zero, its human-centred and holistic injury reduction approach and its connection with sustainable outcomes, emphasizing the aspiration and outcomes AT and AC and its regional partners wish to see in place for Auckland, will let the community know that major change is coming. The appalling 2017 road deaths and serious injuries background provides the imperative for action to be taken. AT should not hesitate to use this experience to make the non-negotiable case for change that has to happen.

There will be many more considered and expert inputs available but a suggested narrative for Auckland around the themes of “a safe enjoyable relaxing place with high amenity for people wishing to travel to and from and through its various “place locations” especially the CBD and town centres, which make walking, cycling and use of public transport preferred options to private car use for many Aucklanders over time, while providing for our business needs, freight movements and through traffic flows” is one starting point.

Safer Journeys did not establish a targeted reduction in overall fatalities and serious injuries (although there were four specific targets set for specific user groups). Most significantly it has a restricted vision and does not extend to embracing the concept of vision zero, ie, the longer term ultimate goal of zero loss of life and zero serious injuries. The essential vision zero concept of not trading off human life or serious injury for other objectives such as mobility has not been embraced to date by the NZ government agencies. This objective is most challenging, requiring innovative solutions to be developed and applied to tough challenges to achieve win-win outcomes

Within AT's own operations there is a major adjustment required to the way that safety is understood

and applied across the business in a sustainable way.

Proactive road safety activity has not been a central part of AT's way of operating and staff at senior and middle levels confirmed this. They recognise this has to change and were without exception ready to do what is required to gain recognition for Auckland over the years ahead as a safe place for all road users. Auckland Transport has a considerable opportunity.

There is much that needs to be done to focus the organisation on what is required, including at Board and ELT levels. Strong informed leadership is required to understand the current management capacity to implement change to deliver desired results and to understand what the evidence is saying about priority interventions for AT action to potentially deliver those results. AT needs to strengthen that capacity as quickly as possible and move to maximise implementation in an environment where there are many competing demands being made upon the Auckland transport system. While these demands include funding, more challenging issues exist around safe operation of the network for light vehicle commuter flows at reasonable speed, freight movement, movement for business travel around Auckland across the working day, bus way operational priority, and safe conditions for vehicle occupants, pedestrians, cyclists and motorcyclists.

AT, it is considered, has not been sufficiently active in leading the region or pressing its national partners at high level. A draft Roadsafe Strategy, the first since AT was formed, is in preparation. This needs to be addressed urgently but with adequate thought and review.

AT has been focused on implementing the national cycling action plan and relatively small (but important) safety investments on AT's roads rather than also targeting the critical bigger picture of:

- leveraging the annual AT major road Capex programme and the annual maintenance programme to deliver important low marginal cost road network safety improvement over time
- adopting a vibrant regional road safety strategy and action plan including open consultation with Aucklanders
- delivering an effective community education programme reflecting that adopted strategy
- actively moving to manage free operating speeds which are in general terms too high for appropriately safe road network operation
- developing strategies to improve the underlying safety of walking, motorcycling and cycling
- resourcing within AT at high levels as well as mid management levels the task of building and maintaining active partnerships to influence and support the regional partners and press for the whole-hearted embrace of safe system/vision zero (as well as necessary supportive enabling initiatives to be taken) by the national partners/central government.

Opportunities for improvement within the partnership

The most immediate positive change available lies within Road Policing Command. While they have the enforcement role, Auckland road policing had massively reduced resourcing pushed upon them for 2017 following resource allocation decisions (later reversed but requiring 12 months to rebuild capacity) and this has dramatically affected enforcement levels and presence.

However, it is clear that for AT and Auckland the greatest opportunities for achieving change and improved results lie with the regional partnership and with the central government partnership.

With its Roadsafe Auckland partners AT should be leading the adoption of strategy and actions, setting

intermediate and final results targets, arguing for resourcing to deliver these, defining outcomes expected (and the required inputs/ outputs to efficiently deliver these), monitoring progress and reporting to each partner organisation and ensuring the Group hold each partner accountable for delivery of their agreed responsibilities.

AT has the opportunity to lead recognition by the national government and its agencies that major change is not only required but is essential if the number of Auckland residents killed or seriously injured is to be reversed. This will not occur by chance. It requires positive policy change, adequate funding by the national (and local) government, frank but sensitive discussions with regional (and national) partners about roles, responsibilities and accountabilities and courageous leadership and decision making by those in senior roles within Auckland Transport, Auckland Council – and at national level, the Ministry of Transport, NZTA, the NZ Road Policing Command and ACC.

AT needs to be at the table when any revised national policing agreement is discussed between Police and NZTA, to support Police in obtaining adequate resources for their difficult road policing task. They are the essential partner in the road safety space, very committed to their role in Auckland, but they need support from government in order to deliver the outcomes they wish to see. These priorities influence Auckland road crash fatalities and serious injuries to a substantially greater extent than any direct actions of AT itself.

The opportunities identified in this document, if pursued and successfully achieved or implemented, will deliver major road safety performance improvement. The Safe System/Vision Zero approach if wholly embraced offers the means to make those gains sustainable and part of ongoing innovation and improvement.

It requires courageous leadership. That is the challenge to you all as Board Members.

Recommendations for improving performance

These recommendations are abbreviated. For full recommendations please see full report.

RECOMMENDATIONS TO IMPLEMENT IN 2018 – GOVERNANCE (WITHIN AT)

<p>1. Strengthen institutional management capacity</p>	<p>Strengthen the management functions in place in AT to build capability to effectively implement road safety activity.</p> <p>Develop a sharpened results’ focus for road safety management activities which apply a Safe System framework to drive development and delivery of selected interventions, which will produce improved road safety results.</p>
<p>2. Safe System with Vision Zero goal adopted and supported</p>	<ul style="list-style-type: none"> • Endorse within AT and with Auckland Roadsafe the Safe System and Vision Zero goal. • Adopt a long-term target of zero DSI for Auckland, with interim stretch targets, in a new Roadsafe Auckland Road Safety Strategy. • Appoint a Safe System Implementation Manager, to assist Safe System thinking to become an integral part of the organisation’s work and advocacy at regional and national levels, to build institutional road safety management capacity and to support a new AT Road Safety Task Force. • Task Force to deliver Safe System briefing/training with the Board, ELT, next 100 senior staff at AT, 50 regional partner staff then contractors

	and consultants.
3. Support the new AT road safety approach	Establish and resource the AT Road Safety Task Force including three ELT members reporting to the CE to drive safe system organisational change. Finalise the AT Road Safety Strategy and Action Plan.
4. Deepen partnership with Auckland Council	Commit to working closely with AC to strengthen alignment with the direct road safety priority activities AT identifies and share knowledge about Safe System/Vision Zero and institutional management strengthening.
5. Improve road safety visibility	Compile and circulate DSI updates each weekday to AT Board, AT ELT, Minister for Road Safety, Heads of regional partners and central government partner agencies.

RECOMMENDATIONS TO IMPLEMENT IN 2018 – PROGRAMMES (WITHIN AT)

6. Upgrade investment in current AT/ NZTA infrastructure safety programme	<ul style="list-style-type: none"> • Evaluate the AT road infrastructure safety programme and identify learnings as inputs for future programmes. • Ensure greater consistency in applying design principles across AT and its design consultants. • Work with the central government/NZTA to remove NZTA requirement for calculations of crash reduction benefits for proposed infrastructure safety treatments to be offset against the value of time costs due to delays.
7. Build low-cost safety into maintenance and renewals	<p>Agree that infrastructure maintenance and renewals projects are to be required to include lower cost safety treatments as much as possible.</p> <ul style="list-style-type: none"> • Weight maintenance treatment selection more to safety outcomes. • Review maintenance contracts framework to elevate safety. • Embed safety outcomes in maintenance staff Performance Plans.
8. Improve motorcyclist safety	<ul style="list-style-type: none"> • Ensure the AT maintenance and renewals programme delivers improved motorcycling safety, as per the NZTA <i>Safer Journeys for Motorcycling on New Zealand Roads Guide, 2017</i>, drawing upon consultation with the motorcycling community. • Treatments that cater specifically for motorcycle safety should be recorded and reported on by AT. • Approach ACC who have indicated interest (it is understood) in investing in motorcycling safety infrastructure treatments in Auckland. • Support MoT's investigation in mandating ABS for motorcycles and request the Minister to mandate ABS for all new motorcycles imported into New Zealand as soon as possible.
9. Phones off policy while driving	Adopt as preferred practice for AT staff that phones are to be turned off while driving as first step to later mandatory requirement. Promote to Auckland community as good practice.
10. Improve pedestrian safety	<ul style="list-style-type: none"> • Pilot traffic calming around schools and in higher risk areas for pedestrians. • Pilot pedestrian crossings for bus stops at higher risk locations and seek ongoing funding for an annual programme. • Seek to establish an AT safer walking programme.

RECOMMENDATIONS TO IMPLEMENT IN 2018 – (WITHIN AT PARTNERSHIPS) - GOVERNANCE

<p>11. With AC, influence central government and agencies, and support regional partnership activities</p>	<p>That the Board of AT, with the support of the Mayor, influence national agency heads and Ministers to make priority policy changes, and support an effective regional partnership.</p> <p>Request central government to:</p> <ul style="list-style-type: none"> • adopt Vision Zero as the underpinning goal of Safer Journeys • revise the Safer Journeys Action Plan to address the many gaps in New Zealand’s road safety strategy • set an intermediate target for reduction of DSI.
<p>12. Develop a fresh road safety narrative for Auckland</p>	<p>Develop, with AC, a fresh road safety narrative and approach – built around Safe System and Vision Zero. Deliver this to the Auckland community in concert with the regional partnership.</p>
<p>13. Adopt new governance and management arrangements for Auckland Roadsafe</p>	<p>Support adoption of comprehensive fresh governance and management arrangements for the Auckland Roadsafe regional partnership based on the Draft Revised Auckland Road Safety Framework 2017 to 2023, December 13, 2017.</p> <p>Adjust and finalise the draft five-year Roadsafe Auckland Strategy to reflect Safe System and Vision Zero and include DSI targets.</p>
<p>14. Advocate strategy, policy, enforcement and national management priorities with central government</p>	<p>With partners, approach central government to support the new strategy, including targets, and:</p> <ul style="list-style-type: none"> • Progress measures in the new strategy including Vision Zero/Safe System principles and targets • request adequate funding to restore road policing enforcement and involvement in discussions between Police and NZTA about resourcing agreements • outline new policy/legislation priorities • request adequate funding to promote Vision Zero/ enforcement programmes by public campaigns, • request adequate resourcing of the National Road Safety (NRS) Committee partnership • seek a much-improved priority for road safety in decisions made by NZTA and Police and MoT.
<p>15. AT to request government to ensure MoT has adequate mandate and capacity to lead road safety nationally</p>	<p>Encourage central government and relevant Ministers to support the MoT to ensure it has the mandate and the capacity to fulfil its key lead agency leadership role.</p>

RECOMMENDATIONS TO IMPLEMENT IN 2018 - PROGRAMMES (WITHIN AT PARTNERSHIPS)

<p>16. Develop and implement an Auckland speed management campaign</p>	<p>Develop and implement a public campaign which sets out the sensitivity of DSI to small increases in travel (and impact) speeds and the opportunities that exist to manage these levels to reduce death and serious injury.</p>
<p>17. Request central government to</p>	<ul style="list-style-type: none"> • Seek agreement of central government to increase penalties for camera

<p>resource necessary speed compliance measures</p>	<p>offences for all drivers and riders with further increases for heavy vehicle driver offenders to more adequately reflect crash injury risk</p> <ul style="list-style-type: none"> • Work with Police to support early introduction of lower tolerances on mobile covert and fixed camera enforcement across the whole year. • Work with Police through Roadsafes to achieve central government funding support for expanded hours of deployment of existing mobile covert cameras and for early and substantial expansion of camera offence processing (back office capacity improvement).
<p>18. Request central government to reduce drink driving DSI</p>	<p>Work with the Roadsafes partners and look to central government to assist and support Auckland Police to be given the resources to deliver 1.1 million Random Breath Tests in Auckland in 2018, with a good practice strategy for RBT enforcement in place.</p>
<p>19. Request central government to reduce drug impaired driving DSI</p>	<p>Request central government to authorise the agreed collection of data on the presence of drugs and alcohol within hospitalised road crash patients to establish prevalence of drugs by type (and a more complete alcohol impairment record).</p>
<p>20. Enforce seat belt wearing</p>	<p>Work with Police to encourage enforcement of correctly fixed seat belt wearing and child restraint fitting.</p>
<p>21. Deliver public campaigns to reinforce priorities</p>	<p>Work with regional partners to deliver public campaigns which reflect enforcement priorities across the year and Vision Zero principles. These would continue in 2019 and 2020.</p>
<p>22. Ensure speed limits on national roads in Auckland are not raised</p>	<p>Ensure the Roadsafes Executive request NZTA to halt any move to increase speed limits on national roads in Auckland unless the safety case is clear and many concurrent offsetting speed reductions on less safe roads are proposed.</p>
<p>23. Request central government to review / consider alternative sources of infrastructure funding</p>	<p>Seek resolution by central government of the major funding gap for the infrastructure safety programme carried out by AT through:</p> <ol style="list-style-type: none"> (a) review of the National Land Transport Fund to better cater for New Zealand's substantial infrastructure needs and related infrastructure safety needs for new and (most of all) retrofitting of safety to the legacy (existing) network. (b) establishment of a national road safety support fund, to which net income from camera fines (less operating costs of operating the cameras, advertising to improve compliance with the enforced limits and the upgrading and operation of the camera offence processing system) nationally would be allocated. Funding would then be allocated transparently to regions for the purposes of additional infrastructure safety investment on local roads, road safety promotion activities supporting enforcement and perhaps some additional enforcement activity as agreed regionally.

RECOMMENDATIONS TO IMPLEMENT IN 2019 – GOVERNANCE WITHIN AT

<p>1. Safety performance expectations and delivery</p>	<p>Establish a road safety improvement performance requirement for all ELT members, senior managers.</p>
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RECOMMENDATIONS TO IMPLEMENT IN 2019 – PROGRAMMES (WITHIN AT)

<p>2. Upgrade investment in current AT/NZTA infrastructure safety programme</p>	<ul style="list-style-type: none"> • Pursue increased funding for the infrastructure safety works programme potentially to a level which will see the identified backlog (currently being specified but in the order of \$500m) for treatment of 300 high risk intersections and 1025 km of high risk roads being upgraded within 15 years. • Consider provision of direct AT funding of \$15m for infrastructure safety works annually (up from \$6.5m) from major projects • Seek funding from NZTA of \$22.5m (FAR of 75%) for this annual infrastructure safety programme. • Negotiate for ACC to fund a pilot safer infrastructure programme in 2018, 2019 and 2020 of \$20m per year, based on development of a satisfactory programme business case which will deliver a cash return in serious injury crash reductions to ACC, supplemented if necessary by AT/NZTA funds up to \$10m per year.
<p>3. Apply safe system assessment framework as policy to at infrastructure projects</p>	<p>Implement Austroads <i>Safe System Assessment Framework</i> (ASSAF). Move to assess major new projects as soon as possible at the concept stage to maximise safety benefits at marginal cost increase. Resource the necessary training/ knowledge transfer requirements.</p>
<p>4. Use appropriately lowered speed limits to bring safe roads to Auckland</p>	<p>Review and introduce lower speed limits on:</p> <ul style="list-style-type: none"> • high risk roads where infrastructure investment will not be available for three years, (i.e. lower limits to 80 km/h on high risk rural arterial road lengths and to 40 km/h on high risk urban arterial road lengths – and to 50km/h on current 60km/h speed limited urban arterial roads). • in high pedestrian use areas, (i.e. in the city centre, in town centres/strip shopping centres, to 30 km/h). • on all urban arterial roads with non-separated (ie no physical barriers or kerbs) cycle lanes to 40km/h. • on approaches to all intersections lower limits to 50 km/h. <p>Develop and roll out a two -year comprehensive community information campaign utilising community leaders.</p>
<p>5. Monitor safety of cyclist and motorcyclist use of bus lanes</p>	<ul style="list-style-type: none"> • Monitor cyclist and motorcyclist use of bus lanes. If unsatisfactory, provide for cycling to more closely comply with safe system operating requirements. <p>(Note that separation in space or separation in time or reduced speed of bus travel may need to be examined).</p> <ul style="list-style-type: none"> • To achieve safer operation for motorcyclists, right hand turns for all vehicles on the bus route may need to be restricted to fully signal controlled intersections with allocated turning phases, with a 40 km/h speed limit in place at high risk lengths until these installations are in place
<p>6. Ensure buses operate safely</p>	<ul style="list-style-type: none"> • Require buses under operating contracts to fully comply with road rules. Progressively fit alcohol interlocks to all buses. • Set maximum speeds on busways that reflect safe system principles (30km/h in high pedestrian activity areas, 40 km/h on downtown arterials and 50 km/h elsewhere other than on 60 km /h roads) and implement contract payment deductions for speeding offences • Review speed limits on busways shared by cyclists and on roads where a separated cycle lane with a physical delineator is not in place.

7. Improve AT safe driving practices and contractor innovation	Actively monitor AT’s own work-related driver offences, and actively promote safe travel and safer fleet vehicle use. Procurement arrangements be modified to seek suggested road safety improvement actions by contractors and allow for scoring of these submitted suggestions in the tender evaluation process to drive change in attitudes throughout AT, the contracting industry and the community
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8. Research and development	Implement a research budget for road safety projects and evaluations and build on this as supportable projects are identified and commissioned.
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RECOMMENDATIONS TO IMPLEMENT IN 2019 – GOVERNANCE (WITHIN AT PARTNERSHIPS)

9. Benchmark Auckland’s road safety performance	Auckland determines to benchmark its future road safety performance in the Safer City Streets Network against Melbourne.
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RECOMMENDATIONS TO IMPLEMENT IN 2019 –PROGRAMMES (WITHIN AT PARTNERSHIPS)

10. Request central government to resource necessary speed compliance measures	<ul style="list-style-type: none"> • Install 36 operational red-light cameras with a combined red light/speed function <u>and</u> implement extended covert mobile speed camera operation across Auckland (from 950 hours to some 2000 hours per month), including resourcing for necessary back office processing support • Introduce 50% higher speed penalties (fines) for heavy vehicle drivers. • Seek legislation to apply demerit points for all camera generated speed offences as an early priority
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11. Request central government to reduce drink driving DSI in Auckland	<p>Request central government to:</p> <ul style="list-style-type: none"> • introduce a zero BAC legislative limit for drivers of heavy vehicle and public transport vehicles (including buses and taxis). • remove the capacity for courts to award a work-related licence for a drink driving offender.
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12. Request central government to work with AT on improving vehicle safety levels	<p>Promote the life-saving benefits of newer safer vehicles especially for light commercial vehicles.</p> <p>Restrict imported used cars to being less than seven years old at entry to New Zealand.</p>
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13. Improve trauma management and comprehensive data management	<ul style="list-style-type: none"> • Encourage ACC to support strengthening of the major trauma management systems in place in the New Zealand health system, using Auckland as a pilot, by guaranteeing funding certainty for a five-year period of introduction and evaluation. • Request the national government to authorize the agreed collection of data on the presence of drugs and alcohol within hospitalized road crash patients to establish prevalence of drugs by type (and a more complete alcohol impairment record).
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14. Ensure NZTA invest in infrastructure safety	Encourage adequate safety investment by NZTA in national roads and seek adoption by NZTA of application of the Austroads Safe System Assessment Framework to maximise the safety benefits achieved in their works.
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RECOMMENDATIONS TO IMPLEMENT IN 2020 – PROGRAMMES (WITHIN AT)

1. Record public transport injuries	Explore with NZTA the recording of public transport related injuries in Auckland.
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RECOMMENDATIONS TO IMPLEMENT IN 2020 – PROGRAMMES (WITHIN AT PARTNERSHIPS)

2. Request central government to reduce drink driving DSI in Auckland	Support the introduction in 2018 of mandatory alcohol interlocks in the vehicles of repeat and serious first time drink driving offenders (after serving license suspension) for twelve or more months.
3. Request central government to reduce drug impaired driving DSI in Auckland	Seek agreement of national government to early introduction of police road side saliva testing for drugs.
4. Request central government to introduce legislation and technology for point-to-point speed compliance enforcement	Work with Police and MoT to plan and roll out point to point speed camera technology on major rural arterials plus selected urban arterial lengths.
5. Request central government to examine use of camera technology to deter illegal phone use by drivers	Work with Police and MoT to implement camera technology to deter phone use by drivers and riders.
7. Collect and compare comprehensive data from Police, hospitals and ACC	The Roadsafte partnership needs to support the ongoing collection of crash data from ACC records and from Auckland hospitals.