HEALTHY AUCKLAND TOGETHER

SAFE SPEEDS SCORECARD REPORT

Analysis of Auckland Transport's Katoa, Ka Ora proposals by Local Board

August 2023

Safe speeds save lives

Healthy Auckland Together believe that all children should have a safe route to school for walking, cycling and scootering, regardless of where they live.

In Tāmaki Makaurau we have an opportunity to make our tamariki safer around our schools by calming the roads with safe speeds. This can reduce the risk of serious injury and death from vehicle crashes, and help our children live more active healthier lives, through making it safer for them to walk, cycle and play in our neighbourhoods.

This scorecard report illustrates however that under Auckland Transport's current Katoa, Ka Ora proposals too many children will be living in Local Board areas where it is unsafe to travel to school using active modes of transport.

This will create a postcode lottery in which where your child lives, and which school they attend, determines their risk of death and serious injury. We believe this inequity should not be permitted.

By making permanent safe-speed catchment areas the default around schools in Tāmaki Makaurau, we can prevent death and serious injury, and make it easier and safer for every child to live a more active life, free from harm.

The evidence on speed

When road speeds are unsafe it significantly increases the risk of death and serious injury from collisions, and means children and communities do not feel able to travel on foot or bike, or using other modes of active transport.

To learn more download our position statement on safe speeds.

12 people

die or have a serious injury on Auckland's roads every single week

Children under 15 account for

6%

of road deaths and serious injuries in Auckland

km/h collision with a vulnerable road user = *approx.* **0% chance of survival**

km/h collision with a vulnerable road user = *approx.* **20% chance of survival**

km/h collision with a vulnerable road user = *approx.* **90% chance of survival**

75%

of parents and children say they would cycle to school if roads were safer

85%

of deaths and serious injuries immediately outside of schools occur when variable limits are not operating

Introduction & methodology

Auckland Transport is currently proposing changes to speed limits across the Auckland region to improve safety around schools, town centres and high risk areas. These form a part of it's 2024-2027 Speed Management Plan: Katoa, Ka Ora, and support the Road to Zero goal of zero deaths or serious injuries on our roads. They also aim to help tamariki and communities become more active, through making our roads safer for pedestrians and cyclists.

However, currently the proposals vary across each Local Board, with schools in different areas set to receive different levels of protection. This means the amount of safety offered for your tamariki could vary significantly depending on where you live in Auckland, or which school your child attends.

Healthy Auckland Together has therefore created this scorecard report to analyse the proposals by each Local Board. This compares what level of protection is being proposed in each area, based on three key criteria:

(1) Do the proposed safe speed restrictions cover a suitable catchment area around the school?

This assessment aims to reflect that children commute to school across a wide catchment area, and the speed restrictions therefore need to be applied more widely than just a single access road to the school. Furthermore, creating areas of improved safety through safe speed catchments will also enable more neighbourhood play and other benefits.

(2) Are the proposed speed restrictions on non-arterial access roads permanent or variable?

Variable limits are those where speed restrictions will only apply at certain times of day, around school opening and closing times. Variable limits are 21 times less effective at reducing death and serious injury than permanent speed limits. While they are effective in gaining motorist attention and modifying speed, they do not reflect the reality that children and parents come and go from schools at all times of day (and often at weekends too).

(3) Are any schools within a Local Board area proposed to have no form of speed reduction?

These schools will see no adjustments to make the roads around them safer.

Methodology

Using Auckland Transport maps of the proposed changes to street speed limits for each Local Board we analysed the benefits to tamariki health for their travel to, from and around school. Each score was also given a weighting to reflect its relative importance to overall safety. Speed adjustments implemented as part of previous speed reduction phases were also included in the analysis.

The safe speed catchment protection was measured by assessing what proportion of schools within a Local Board area had two-thirds or more of a 500m catchment of residential roads around them with a permanent adjustment to a safe speed. This score was given a 70% weighting for the final grade on the basis that tamariki must be able to travel the entire distance between their home and school safely to feel confident using active modes of transport.

Variable limits were assessed by reviewing what proportion of schools in each area had proposed variable limits on non-arterial access roads where a permanent limit would be more appropriate. This score was given a 30% weighting for the final grade.

Finally, each school that had no speed restrictions within an area was also recorded. The total number of schools missing any form of protection in each Local Board area then resulted in a modifier to the final grade as follows:

- 0 = no decrease
- 1 - 2 schools missing = 3% decrease
- 3 - 4 schools missing = 6% decrease
- 5 - 6 schools missing = 10% decrease
- 7 or more schools missing = 12% decrease

The overall grades awarded ranged from A - D and F. They were allocated according to the following scale:

- **A**: 85 - 100%
- **B**: 70 - 84%
- **C**: 55 - 69%
- **D**: 40 - 54%
- **F**: 0 - 39%

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Scorechart

Local Board	Proportion of schools with adequate safe speed catchment protection [1]		Proportion of schools with variable limits on non-arterial access roads where permanent limits would be appropriate [2]		Number of schools with no safe speed adjustments		Overall grade	
	Score	Score with 70% weighting	Score	Score with 30% weighting	Number of schools	Impact on final grade	Total score	Grading
Kaipātiki	0%	0%	24%	23%	5	- 10%	**13%**	**F**
Howick	11%	8%	36%	19%	5	- 10%	**17%**	**F**
Ōrākei	12%	8%	24%	23%	6	- 10%	**21%**	**F**
Hibiscus and Bays	11%	8%	15%	26%	9	- 12%	**21%**	**F**
Whau	31%	22%	19%	24%	3	- 6%	**40%**	**D**
Devonport-Takapuna	29%	20%	29%	21%	0	0%	**42%**	**D**
Puketāpapa	33%	23%	19%	24%	1	- 3%	**45%**	**D**
Upper Harbour	39%	27%	30%	21%	0	0%	**48%**	**D**
Waitākere Ranges	57%	40%	57%	13%	0	0%	**53%**	**D**
Waitematā	48%	33%	13%	26%	1	- 3%	**57%**	**C**
Albert-Eden	53%	37%	17%	25%	2	- 3%	**59%**	**C**
Ōtara-Papatoetoe	55%	38%	16%	25%	0	0%	**64%**	**C**
Franklin	64%	45%	10%	27%	4	- 6%	**66%**	**C**
Maungakiekie-Tāmaki	62%	43%	21%	24%	0	0%	**67%**	**C**
Rodney	63%	44%	16%	25%	0	0%	**69%**	**C**
Papakura	70%	49%	17%	25%	0	0%	**73%**	**B**
Aotea / Great Barrier Island	67%	47%	0%	30%	0	0%	**77%**	**B**
Henderson-Massey	77%	54%	13%	26%	0	0%	**80%**	**B**
Māngere-Ōtāhuhu	82%	58%	6%	28%	0	0%	**86%**	**A**
Manurewa	100%	70%	3%	29%	0	0%	**99%**	**A**
Waiheke	100%	70%	0%	30%	0	0%	**100%**	**A**

1 Letter-grading scale used for this assessment on individual scorecards is the same as the overall letter-grading scale

2 Letter-grading scale used for this assessment on individual scorecards is the inverse of the overall letter-grading scale

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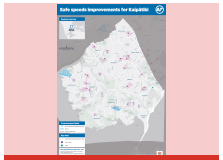
Local Board overall ranking

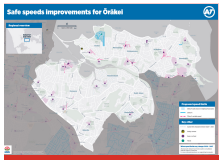


F

Kaipātiki

F

Howick



F

Ōrākei

F

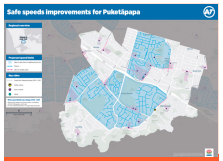
Hibiscus and Bays

D

Whau

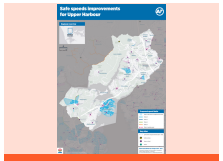
D

Devonport-Takapuna



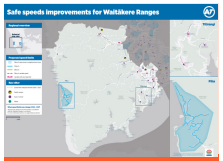
D

Puketāpapa



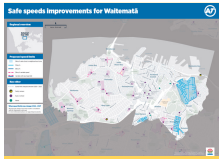
D

Upper Harbour



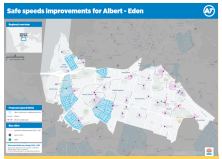
D

Waitākere Ranges



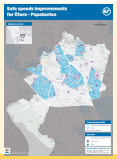
C

Waitematā



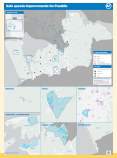
C

Albert-Eden



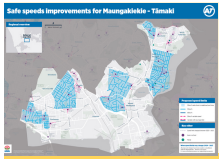
C

Ōtara-Papatoetoe



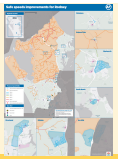
C

Franklin



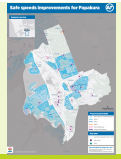
C

Maungakiekie-Tāmaki



C

Rodney

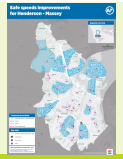


B

Papakura

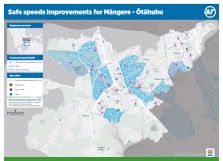
B

Aotea / Great Barrier Island



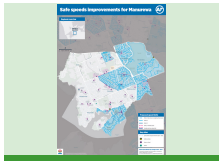
B

Henderson-Massey



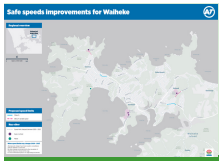
A

Māngere - Ōtāhuhu



A

Manurewa

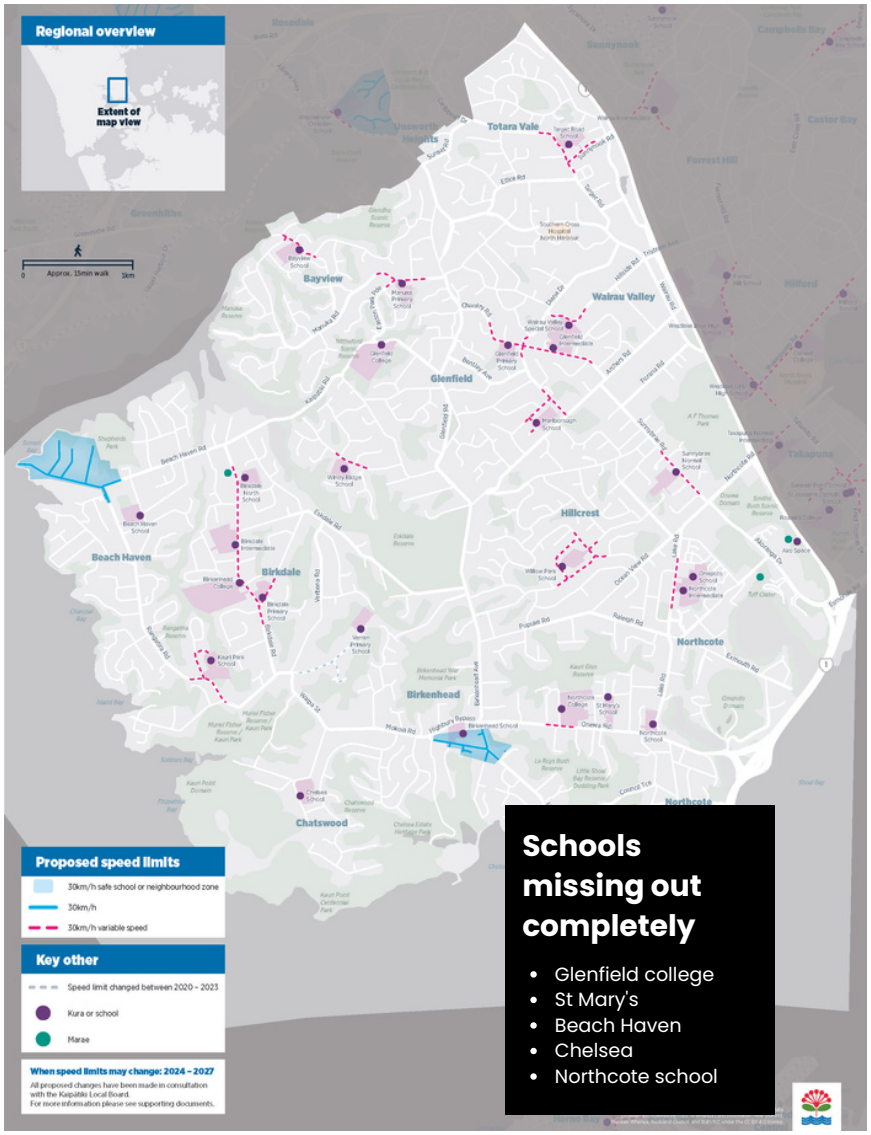


A

Waiheke

KAIPĀTIKI

F



Source: https://haveyoursay.at.govt.nz/kko

0%

of schools will have adequate safe speed catchment protection

5

schools have no proposed safe speed adjustments

24%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Kaipātiki has the lowest score, with all schools missing a comprehensive safe speed catchment area and an above average use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	5
Overall grade	**F**

Death & serious injury

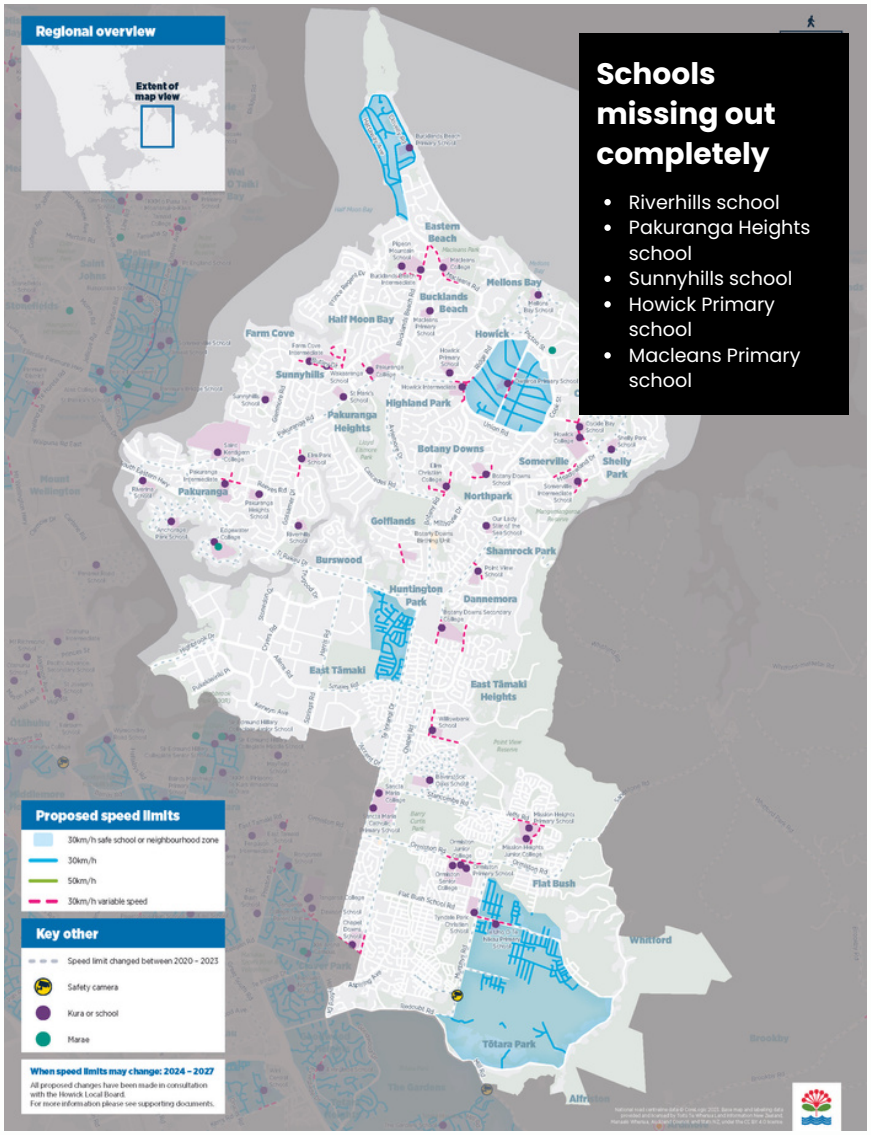
Between 2018 and 2022, crashes in Kaipātiki caused a total of:

92
SERIOUS INJURIES

3
DEATHS

HOWICK

F



Source: https://haveyoursay.at.govt.nz/kko

11%

of schools will have adequate safe speed catchment protection

5

schools have no proposed safe speed adjustments

36%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Howick scored poorly due to the lack of comprehensive safe speed catchments around a majority of schools. In addition, five schools have no safe speed protection at all.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	C
Number of schools with no safe speed adjustments	5
Overall grade	**F**

Death & serious injury

Between 2018 and 2022, crashes in Howick caused a total of:

158
SERIOUS INJURIES

18
DEATHS

ŌRĀKEI

F

Source: https://haveyoursay.at.govt.nz/kko

12%

of schools will have adequate safe speed catchment protection

6

schools have no proposed safe speed adjustments

24%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Ōrākei received a poor score as most schools within the Local Board area do not have a comprehensive catchment area, and there is a moderate use of variable speed limits on non-arterial roads. Six schools do not have any form of safe speed restriction, further reducing the overall score.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	6
Overall grade	**F**

Death & serious injury

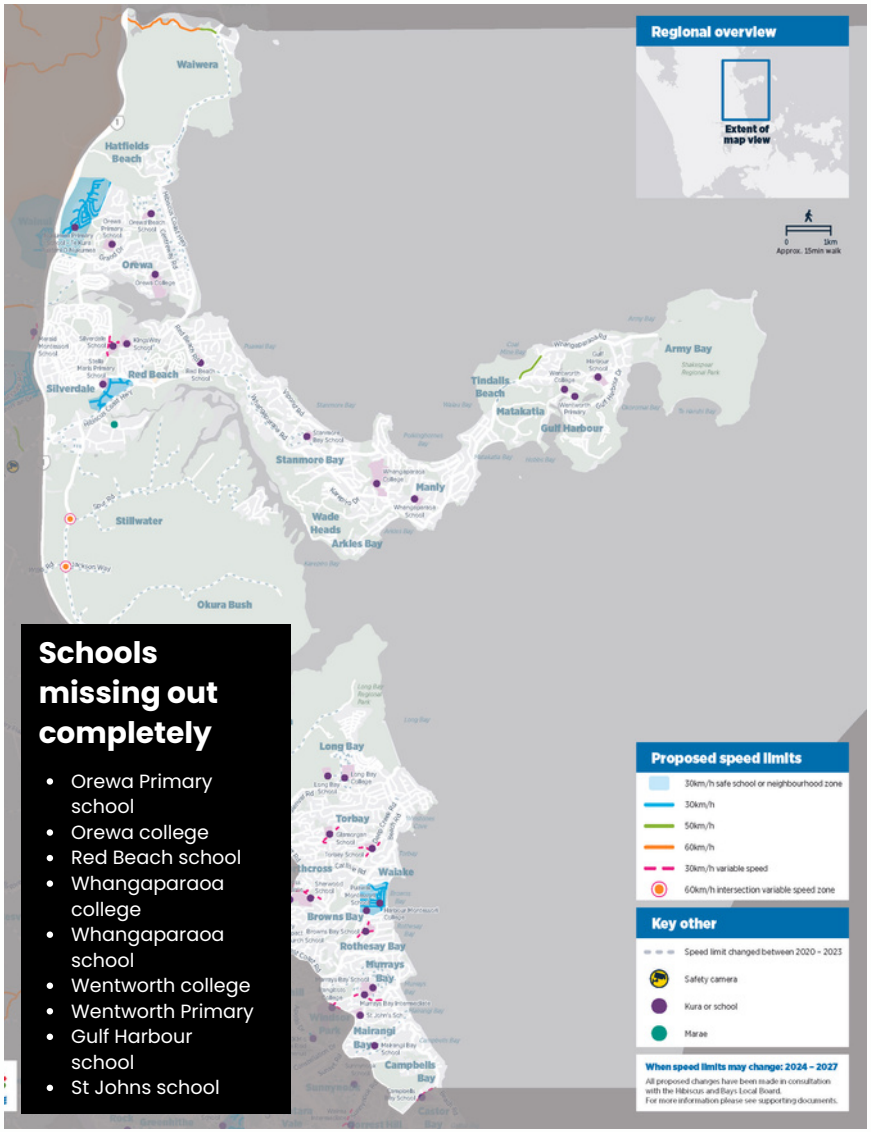
Between 2018 and 2022, crashes in Ōrākei caused a total of:

121
SERIOUS INJURIES

8
DEATHS

HIBISCUS AND BAYS

F



Schools missing out completely

- Orewa Primary school
- Orewa college
- Red Beach school
- Whangaparaoa college
- Whangaparaoa school
- Wentworth college
- Wentworth Primary
- Gulf Harbour school
- St Johns school

Source: https://haveyoursay.at.govt.nz/kko

11%

of schools will have adequate safe speed catchment protection

9

schools have no proposed safe speed adjustments

15%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Hibiscus and Bays received a poor score as only 11% of schools have a safe speed catchment area applied. This Local Board area has the highest number of schools with no form of safe speed restriction.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	9
Overall grade	**F**

Death & serious injury

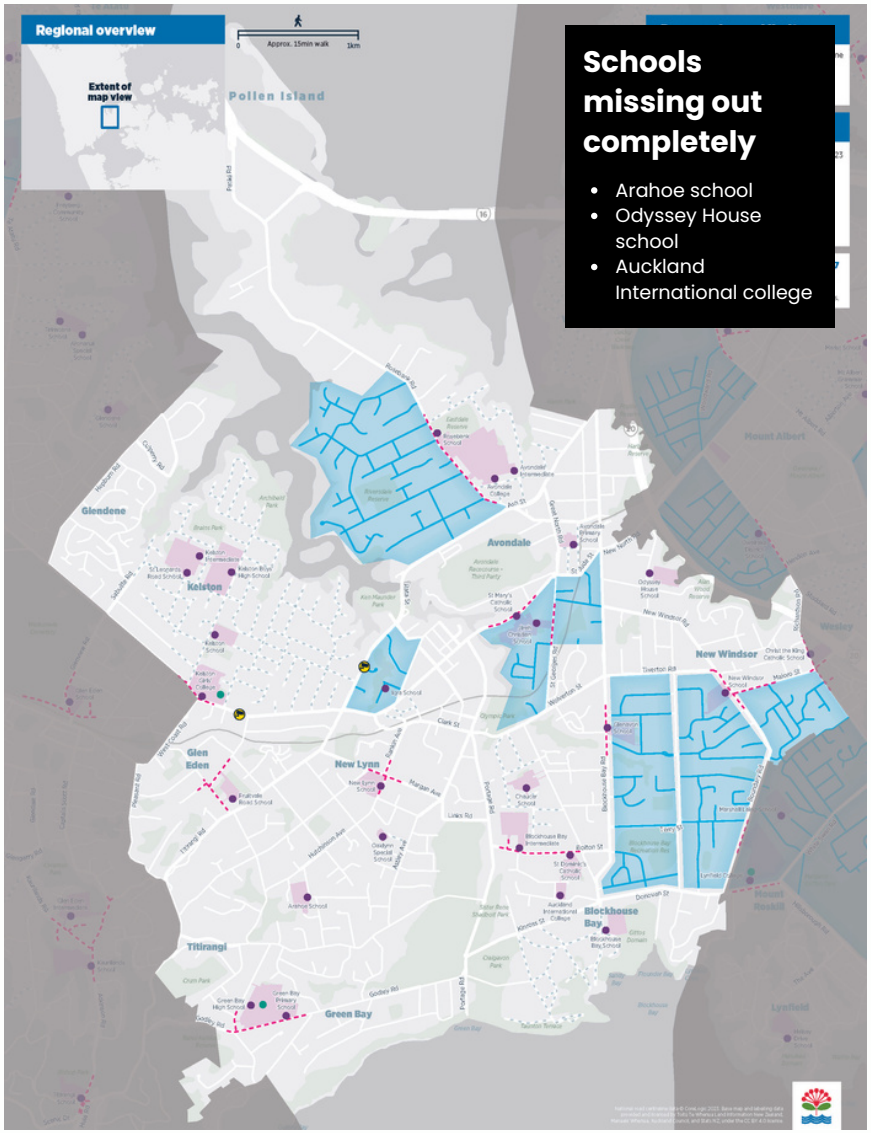
Between 2018 and 2022, crashes in Hibiscus & Bays caused a total of:

117
SERIOUS INJURIES

7
DEATHS

WHAU

D



Source: https://haveyoursay.at.govt.nz/kko

31%

of schools will have adequate safe speed catchment protection

3

schools have no proposed safe speed adjustments

19%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Whau received a lower grade as only a third of schools will have comprehensive safe speed catchment areas applied. Four schools will use variable speed limits on non-arterial roads and three schools will have no speed adjustments.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	3
Overall grade	**D**

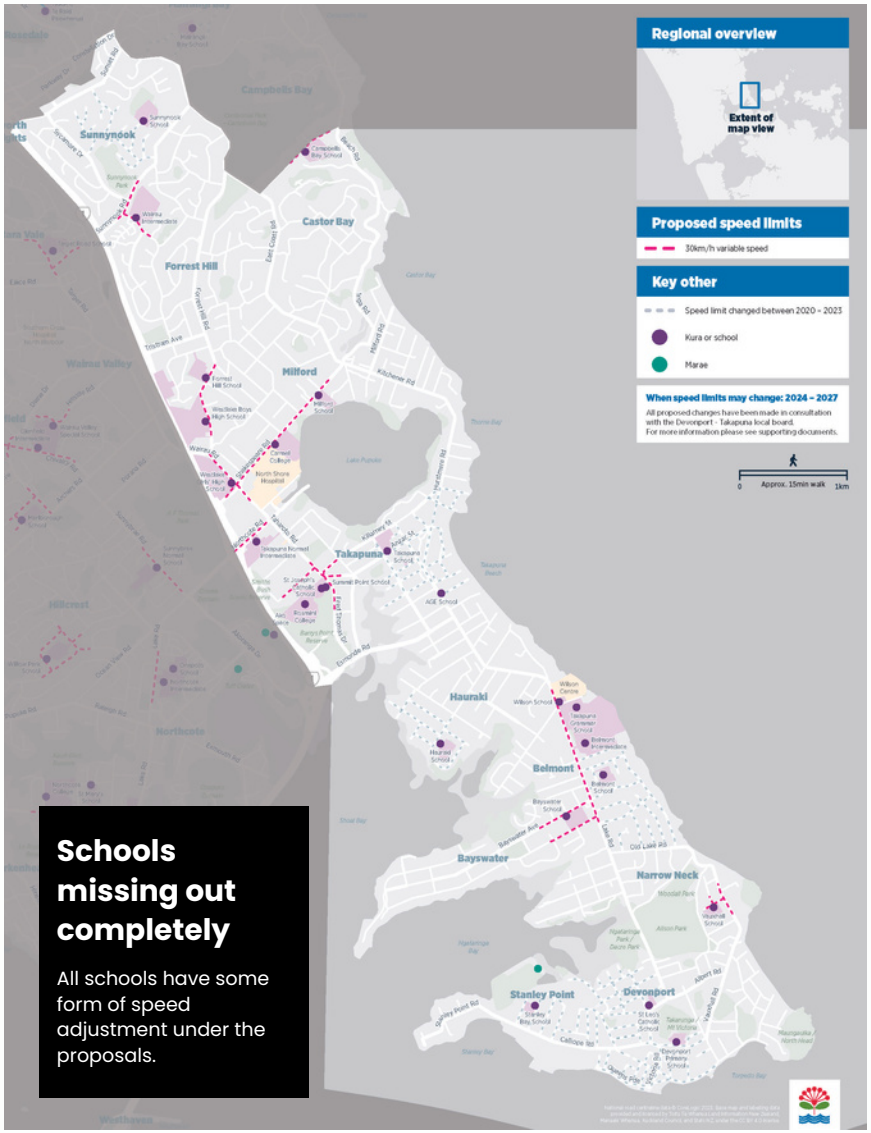
Death & serious injury

Between 2018 and 2022, crashes in Whau caused a total of:

103
SERIOUS INJURIES

5
DEATHS

DEVONPORT & TAKAPUNA



Source: https://haveyoursay.at.govt.nz/kko

29%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments

29%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Devonport & Takapuna received a lower score, because while every school has some sort of speed adjustment, only 29% of them will have adjustments that are considered comprehensive.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	0
Overall grade	**D**

Death & serious injury

Between 2018 and 2022, crashes in Devonport & Takapuna caused a total of:

78
SERIOUS INJURIES

3
DEATHS

PUKETĀPAPA

D

Source: https://haveyoursay.at.govt.nz/kko

33%

of schools will have adequate safe speed catchment protection

1

school has no proposed safe speed adjustments

19%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Puketāpa received a lower score because two-thirds of the schools in the area lack adequate safe speed catchments. In addition, one school has no proposed safe speed adjustments at all.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	1
Overall grade	**D**

Death & serious injury

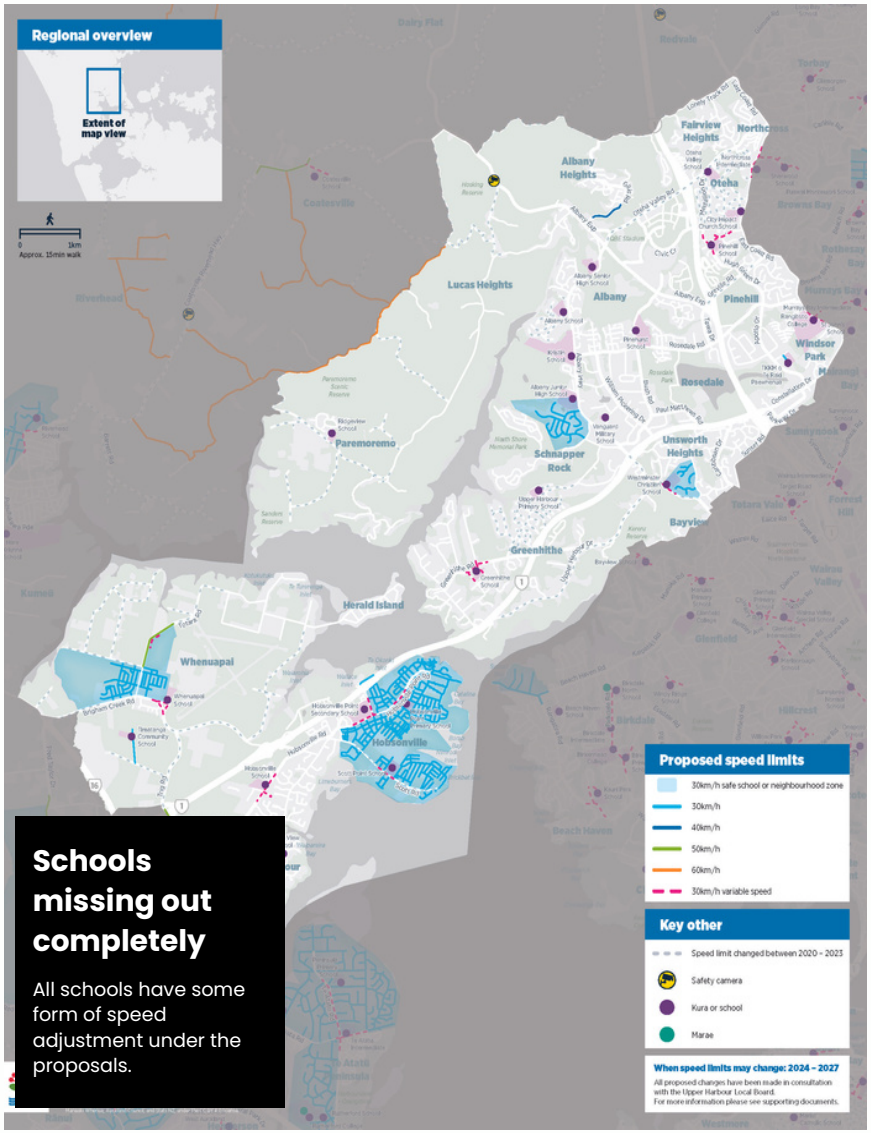
Between 2018 and 2022, crashes in Puketāpapa caused a total of:

75
SERIOUS INJURIES

3
DEATHS

UPPER HARBOUR

D



Schools missing out completely

All schools have some form of speed adjustment under the proposals.

Source: https://haveyoursay.at.govt.nz/kko

39%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments

30%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Upper Harbour received a lower score because over half of the schools do not have comprehensive safe speed catchments, and seven schools use variable speed limits for non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	F
Use of permanent speed limits over variable speed limits	C
Number of schools with no safe speed adjustments	0
Overall grade	**D**

Death & serious injury

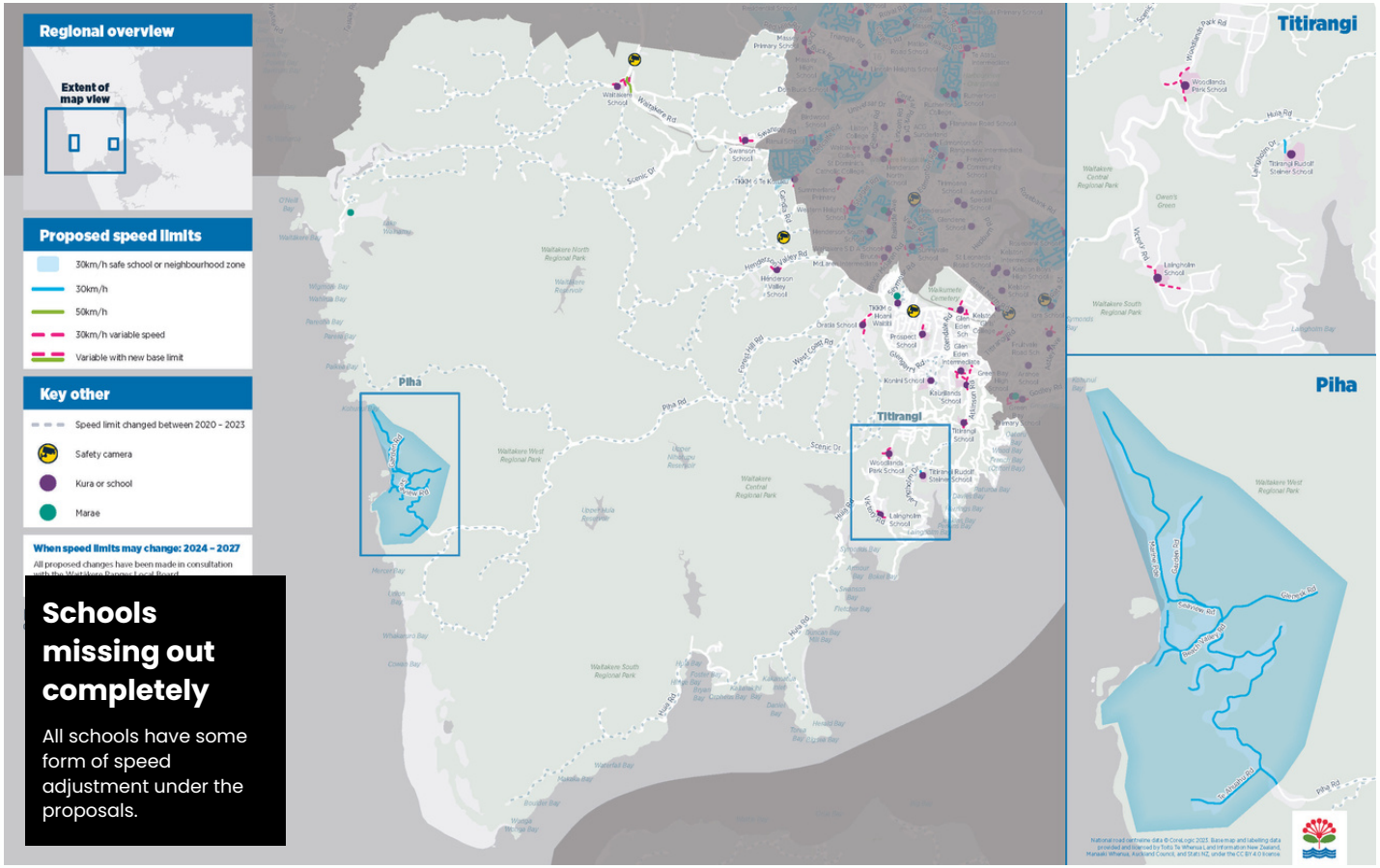
Between 2018 and 2022, crashes in Upper Harbour caused a total of:

77
SERIOUS INJURIES

9
DEATHS

WAITĀKERE RANGES

D



Source: https://haveyoursay.at.govt.nz/kko

57%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments - limits are appropriate for rural roads

57%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

The Waitākere Ranges is a rural Local Board. It received a lower score due to the use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	D
Number of schools with no safe speed adjustments	0
Overall grade	**D**

Death & serious injury

Between 2018 and 2022, crashes in Waitākere Ranges caused a total of:

80
SERIOUS INJURIES

10
DEATHS

WAITEMATĀ

C

Source: https://haveyoursay.at.govt.nz/kko

Summary

Waitematā scored moderately for safety, as while many schools have been covered in previous proposals, comprehensive catchment areas are still missing for around half of schools.

Grading

Schools with adequate safe speed catchment protection	D
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	1
Overall grade	**C**

48%

of schools will have adequate safe speed catchment protection

1

school has no proposed safe speed adjustments

13%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Death & serious injury

Between 2018 and 2022, crashes in Waitematā caused a total of:

217
SERIOUS INJURIES

11
DEATHS

ALBERT-EDEN

C

Source: https://haveyoursay.at.govt.nz/kko

Summary

Albert-Eden received a moderate score as it has comprehensive coverage for just over half of the schools within the area. A moderate amount of schools use variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	D
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	2
Overall grade	**C**

53%

of schools will have adequate safe speed catchment protection

2

school has no proposed safe speed adjustments

17%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Death & serious injury

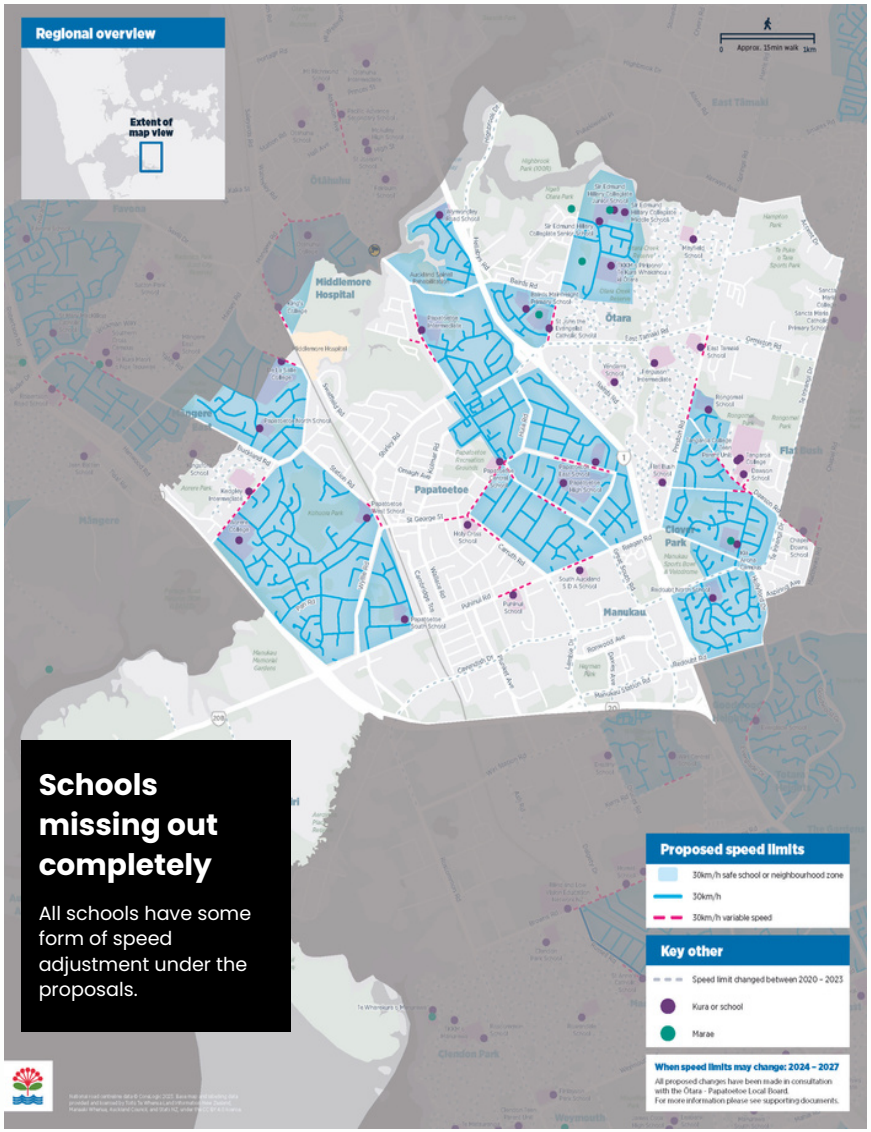
Between 2018 and 2022, crashes in Albert-Eden caused a total of:

137
SERIOUS INJURIES

4
DEATHS

ŌTARA-PAPATOETOE

C



Schools missing out completely

All schools have some form of speed adjustment under the proposals.

Source: https://haveyoursay.at.govt.nz/kko

55%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments

16%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Ōtara-Papatoetoe received a moderate score as over half of the schools have a comprehensive safe speed catchment and there is a moderate use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	0
Overall grade	**C**

Death & serious injury

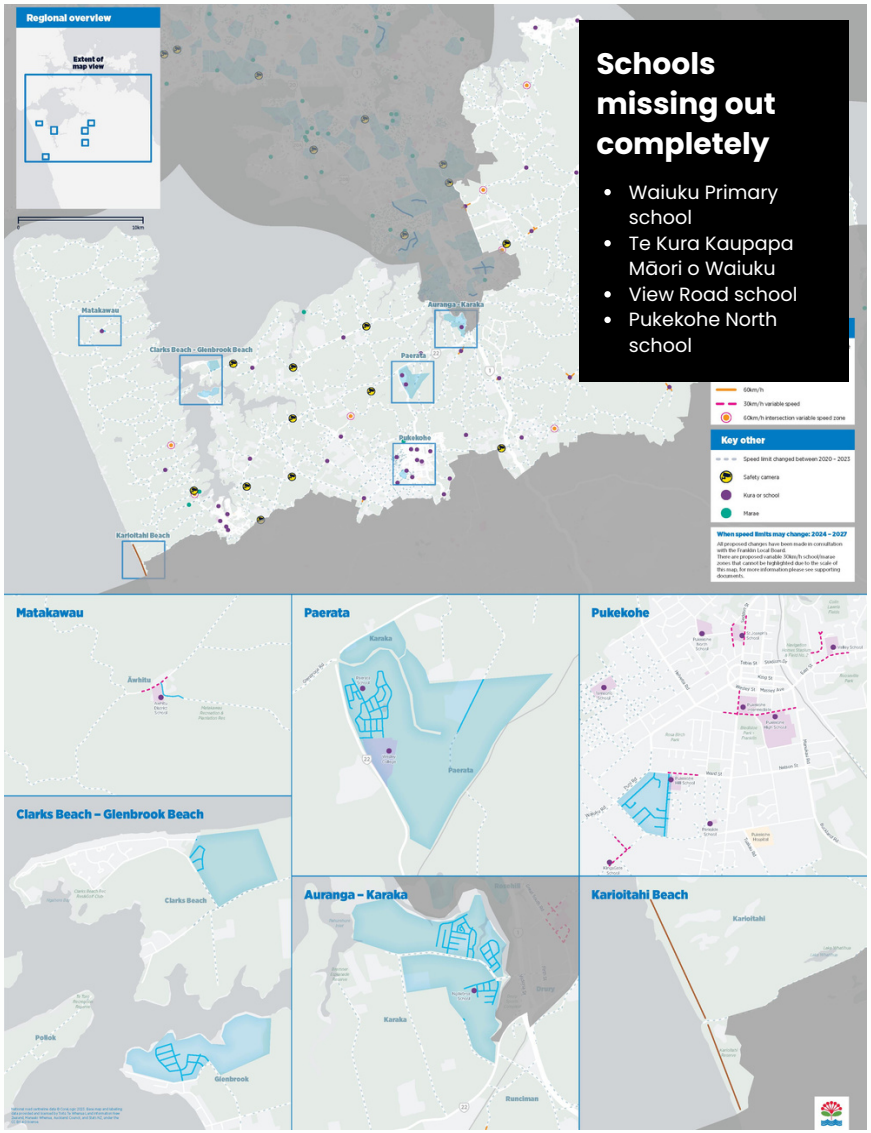
Between 2018 and 2022, crashes in Ōtara-Papatoetoe caused a total of:

189
SERIOUS INJURIES

19
DEATHS

FRANKLIN

C



Source: https://haveyoursay.at.govt.nz/kko

Schools missing out completely

- Waiuku Primary school
- Te Kura Kaupapa Māori o Waiuku
- View Road school
- Pukekohe North school

64%

of schools will have adequate safe speed catchment protection

4

schools have no proposed safe speed adjustments.

10%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Franklin is a rural local board that scored moderately as almost two-thirds of all schools are covered by comprehensive catchment areas, and a low number of schools use variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	4
Overall grade	**C**

Death & serious injury

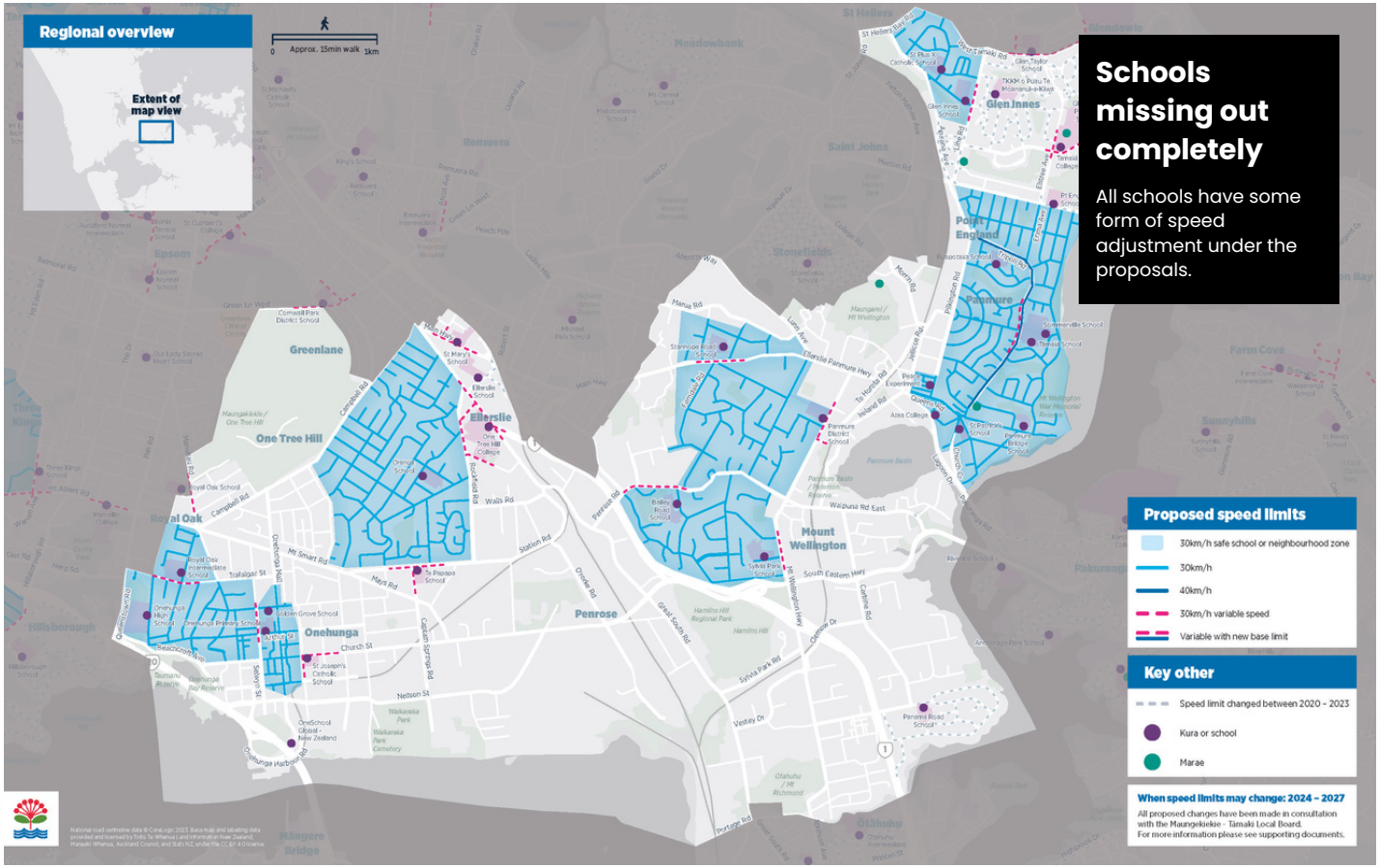
Between 2018 and 2022, crashes in Franklin caused a total of:

284
SERIOUS INJURIES

36
DEATHS

MAUNGAKIEKIE -TĀMAKI

C



Source: https://haveyoursay.at.govt.nz/kko

Summary

Maungakiekie-Tāmaki received a moderate score as almost two-thirds of all schools have a comprehensive safe speed catchment, but it proposes an above average use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	0
Overall grade	**C**

62%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments

21%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Death & serious injury

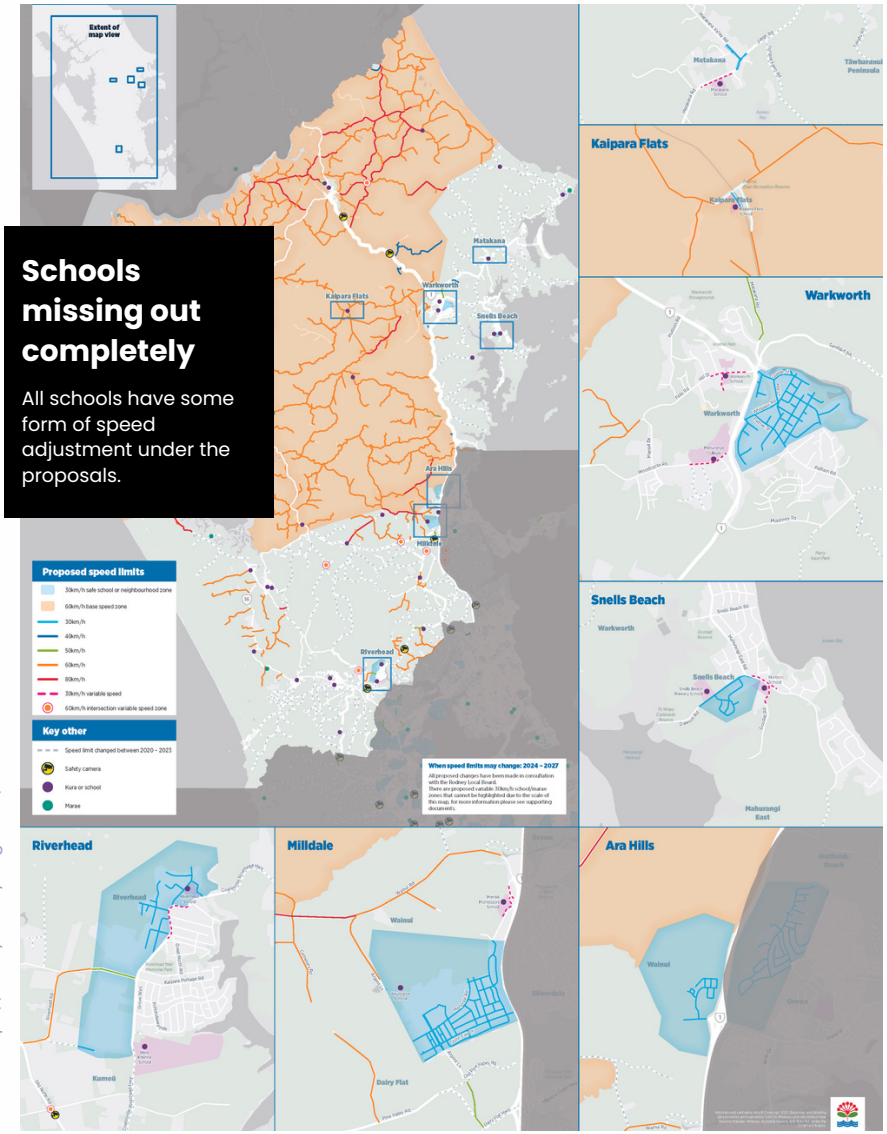
Between 2018 and 2022, crashes in Maungakiekie -Tāmaki caused a total of:

141
SERIOUS INJURIES

11
DEATHS

RODNEY

C



Source: https://haveyoursay.at.govt.nz/kko

Schools missing out completely

All schools have some form of speed adjustment under the proposals.

63%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments - limits are appropriate for rural roads

16%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Rodney is a rural local board that scored moderately. Almost two-thirds of all schools have adequate safe speed catchment areas and reductions on rural roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	B
Number of schools with no safe speed adjustments	0
Overall grade	**C**

Death & serious injury

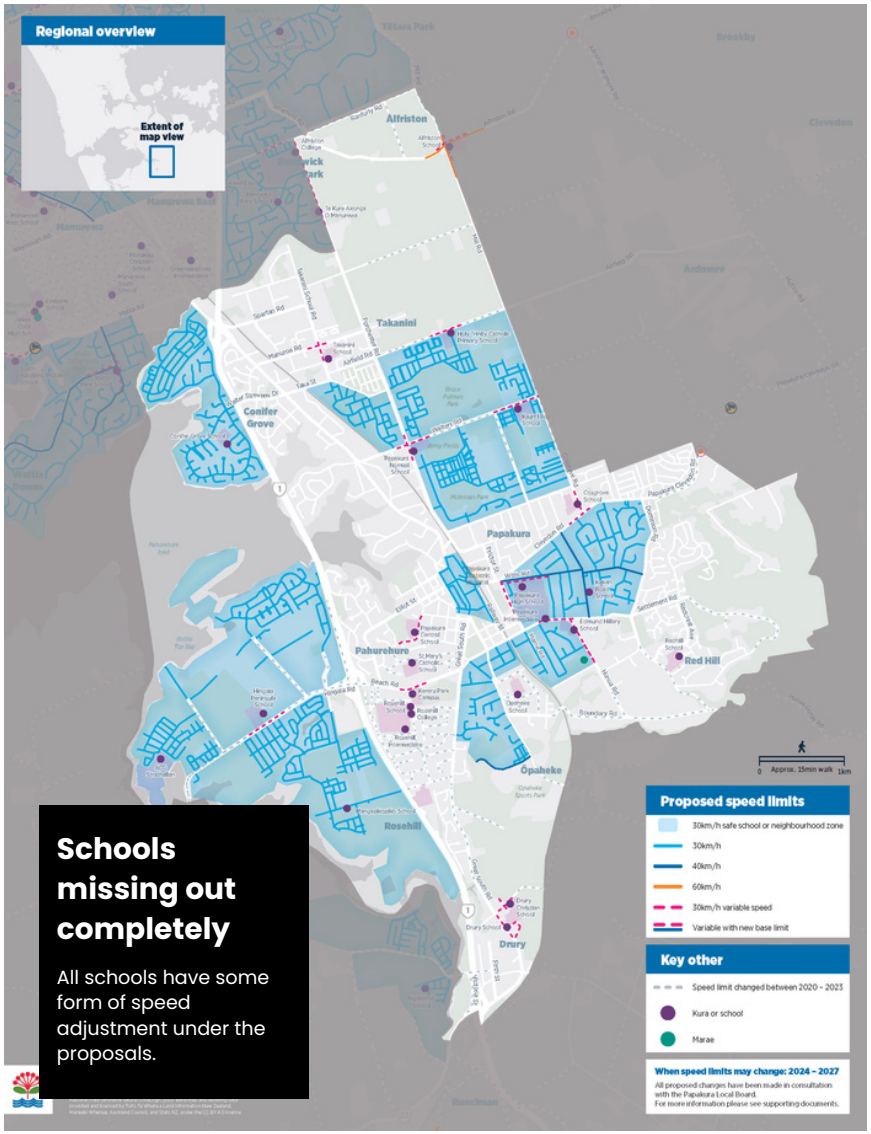
Between 2018 and 2022, crashes in Rodney caused a total of:

292
SERIOUS INJURIES

41
DEATHS

PAPAKURA

B



Source: https://haveyoursay.at.govt.nz/kko

70%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments.

17%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Papakura has a good score as over two-thirds of schools have comprehensive safe speed catchment areas, and there is a moderate use of variable speed limits on non-arterial roads

Grading

Schools with adequate safe speed catchment protection	**B**
Use of permanent speed limits over variable speed limits	**B**
Number of schools with no safe speed adjustments	**0**
Overall grade	**B**

Death & serious injury

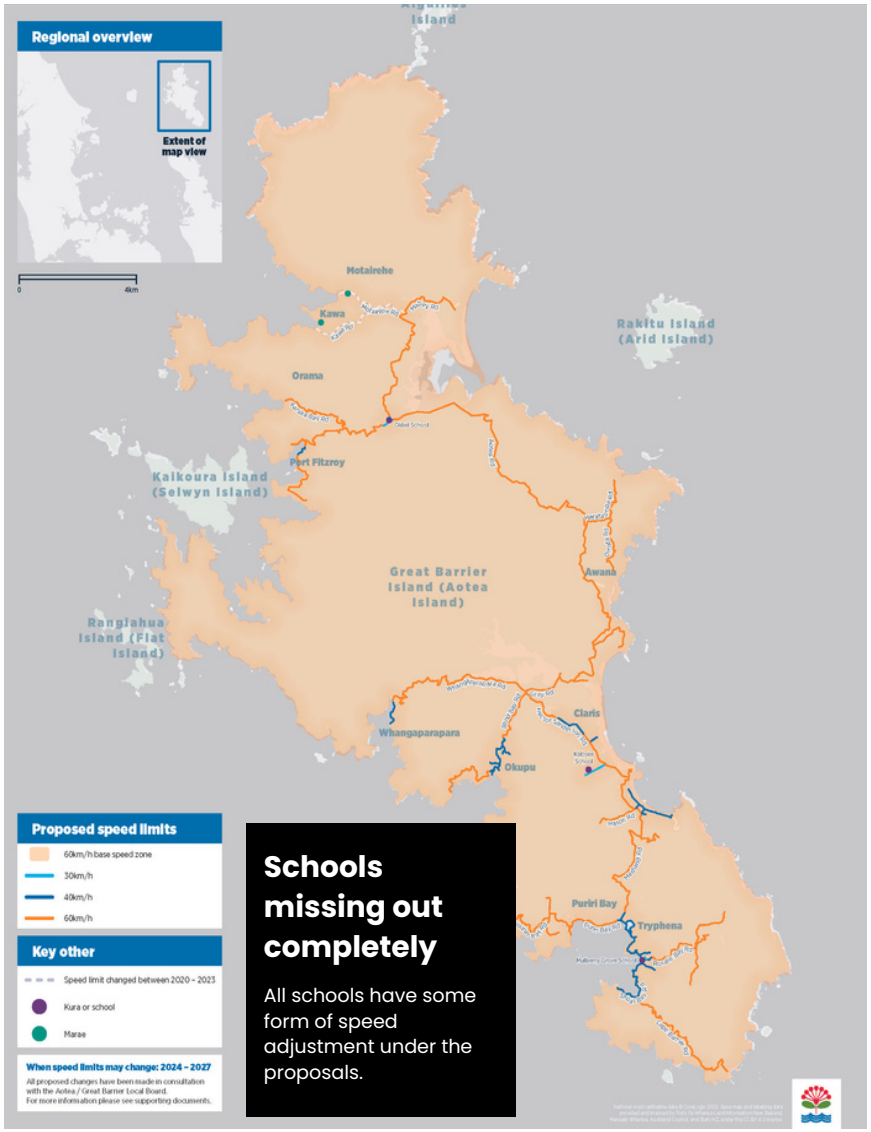
Between 2018 and 2022, crashes in Papakura caused a total of:

126
SERIOUS INJURIES

10
DEATHS

AOTEA / GREAT BARRIER

B



Source: https://haveyoursay.at.govt.nz/kko

67%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments - limits are appropriate for rural roads

0%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Aotea/Great Barrier is a rural local board. It has a good score as two-thirds of all schools are covered by safe speed catchments or safe speeds on the rural roads. There is no use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	C
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	0
Overall grade	**B**

Death & serious injury

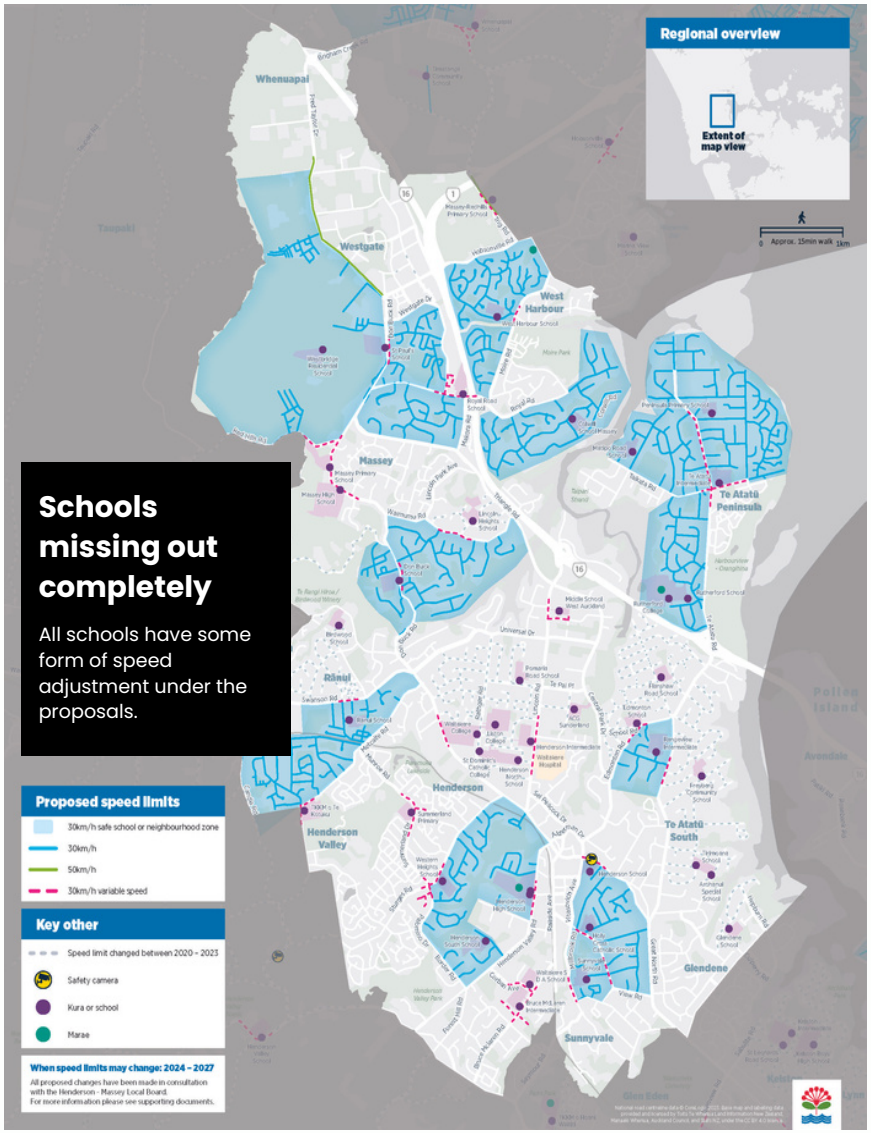
Between 2018 and 2022, crashes in Aotea / Great Barrier caused a total of:

7
SERIOUS INJURIES

0
DEATHS

HENDERSON-MASSEY

B



Schools missing out completely

All schools have some form of speed adjustment under the proposals.

Source: https://haveyoursay.at.govt.nz/kko

77%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments.

13%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Henderson-Massey scored well, with over three quarters of schools being covered by safe speed catchments and a moderate use of variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	B
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	0
Overall grade	**B**

Death & serious injury

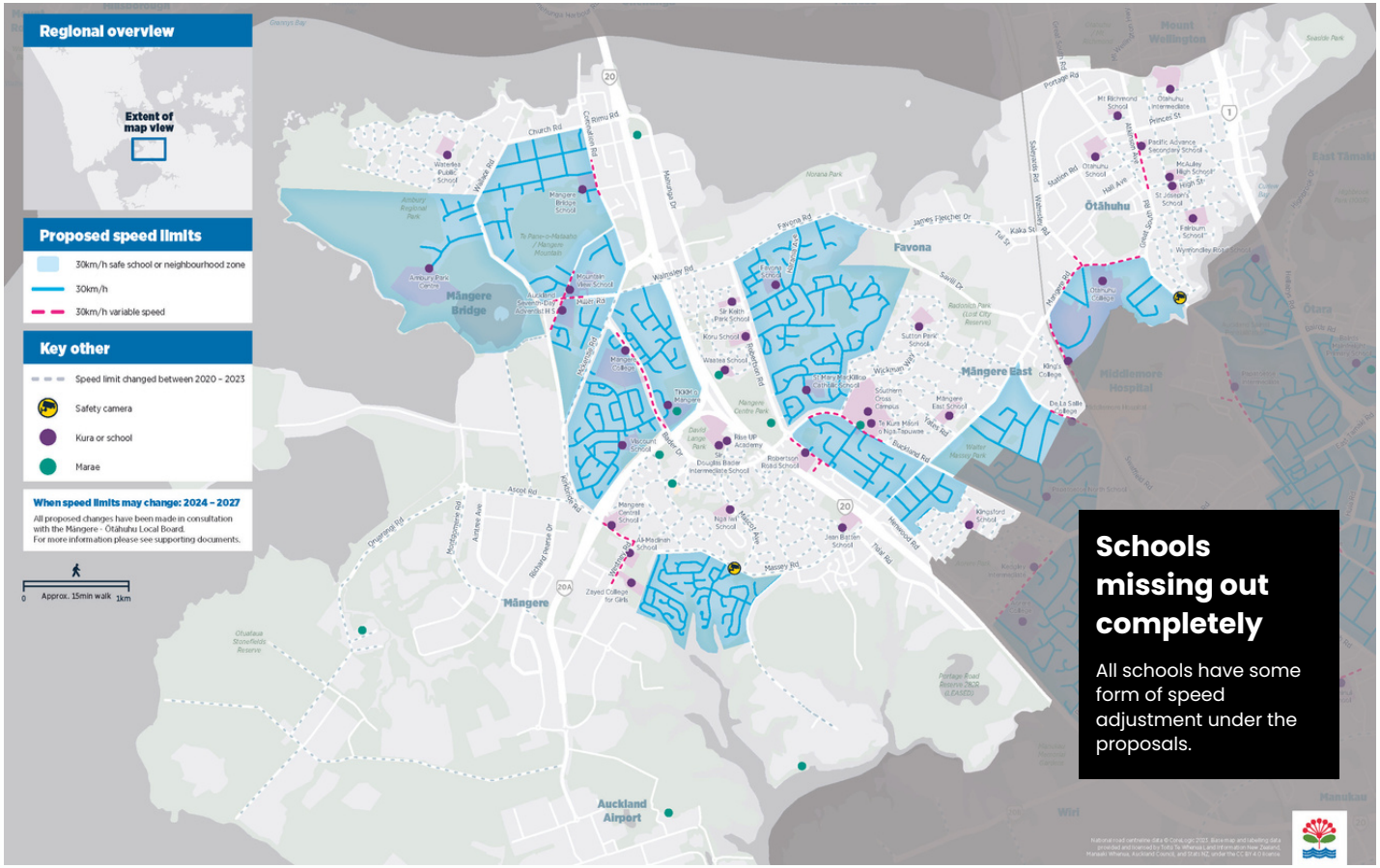
Between 2018 and 2022, crashes in Henderson-Massey caused a total of:

147
SERIOUS INJURIES

14
DEATHS

MĀNGERE-ŌTĀHUHU

A



Source: https://haveyoursay.at.govt.nz/kko

Summary

Māngere-Ōtāhuhu scored highly as it has over 80% of schools having comprehensive safe speed catchments areas, and a very low amount of schools using variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	B
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	0
Overall grade	**A**

82%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments

6%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Death & serious injury

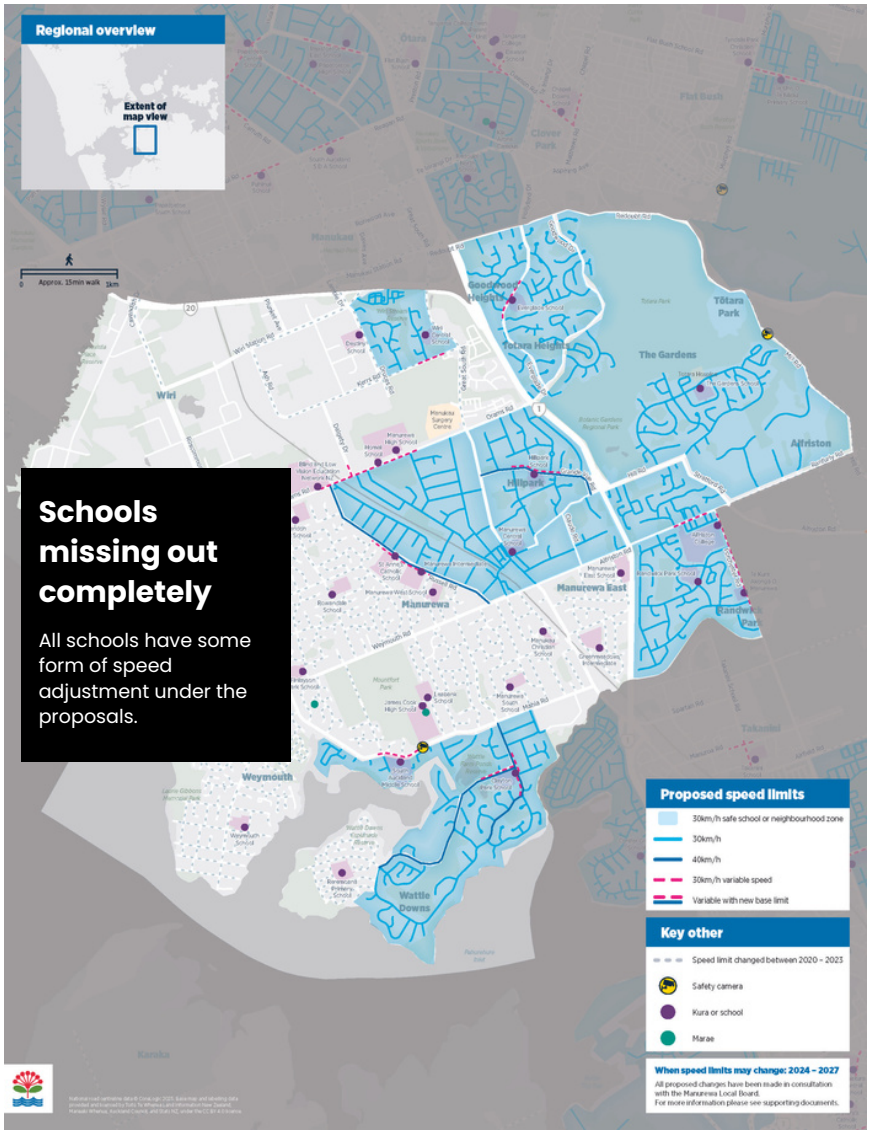
Between 2018 and 2022, crashes in Māngere-Ōtāhuhu caused a total of:

139
SERIOUS INJURIES

12
DEATHS

MANUREWA

A



Source: https://haveyoursay.at.govt.nz/kko

100%

of schools will have adequate safe speed catchment protection

0

schools have no proposed safe speed adjustments.

3%

of schools will have variable speed limits on access roads where a permanent reduction would be more appropriate

Summary

Manurewa scored very high as every single school has comprehensive safe speed catchments, with a very low number of schools using variable speed limits on non-arterial roads.

Grading

Schools with adequate safe speed catchment protection	A
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	0
Overall grade	**A**

Death & serious injury

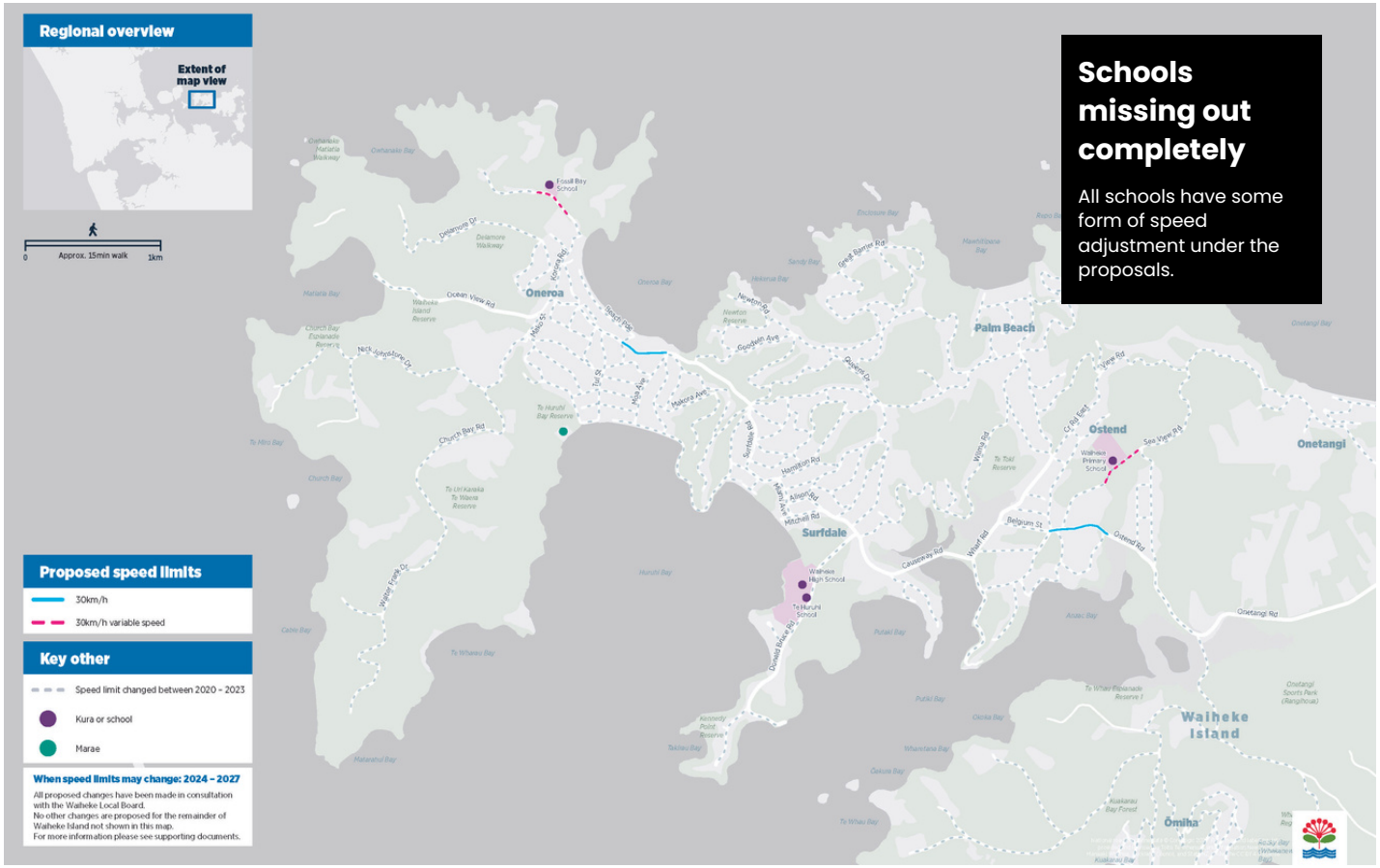
Between 2018 and 2022, crashes in Manurewa caused a total of:

170
SERIOUS INJURIES

14
DEATHS

WAIHEKE

A



Source: https://haveyoursay.at.govt.nz/kko

Summary

Waiheke, as a semi-rural local board, has the highest score, as every school and most roads have safe speed protection. The majority of changes have been implemented in previous phases of Auckland Transport's Speed Management Plan.

Grading

Schools with adequate safe speed catchment protection	A
Use of permanent speed limits over variable speed limits	A
Number of schools with no safe speed adjustments	0
Overall grade	**A**

100%
of schools have had adequate safe speed catchment protection applied

0
schools had no safe speed adjustments

0%
of schools have variable speed limits on access roads where a permanent reduction would be more appropriate

Death & serious injury

Between 2018 and 2022, crashes in Waiheke caused a total of:

20
SERIOUS INJURIES

0
DEATHS

Healthy Auckland Together

Healthy Auckland Together is a coalition of 25 organisations working to make Tāmaki Makaurau a healthier place to call home.

We want to enhance the places we live, learn and work so they better support physical activity and balanced, healthy diets. Our partnership includes local government, mana whenua, health agencies, NGOs, academics, community representatives and consumer interest groups.

Our focus is on the whole system; our transport and roads, our neighbourhoods, our food supply and shops, our early learning services and schools, and our workplaces.

To learn more visit:
www.healthyaucklandtogether.org.nz/safe-speeds