

Entered by Board Secretary

Auckland Transport Speed Limits Bylaw 2019 – Update

Recommendations

That the Board:

- i. Note, that following the previous update on 23 July 2019, more time is needed to complete the analysis and independent assurance activities in order to develop options for the Board's consideration of the proposed Speed Limits Bylaw 2019 (proposed bylaw)
- ii. Note that the proposed bylaw was drafted to come into effect on 20 August 2019, subject to consideration of recommendations taking into account submissions received as part of the consultation process. That date was set aside at the meeting of the AT Board on 23 July 2019 with a view to the AT Board considering the proposed bylaw on, or before 30 September.
- iii. Defer taking any decision on the making of the proposed bylaw until a future scheduled Board meeting occurring on, or before, 31 October 2019.

Executive summary

1. In December 2018, the Auckland Transport (AT) Board gave approval to publicly consult on the proposed bylaw. AT consulted on the proposed bylaw using the special consultative procedure and invited feedback to be provided between 28 February 2019 and 31 March 2019.
2. Public engagement and interest in the topic of speed limits in Auckland has been high. This is evident in the 11,719 submissions received in response to our consultation. These submissions included 51 submissions from large organisations or stakeholders and 10 submissions from Local Boards.
3. Further information received recently indicates that a broader range of options with respect to the making of any new bylaw may be available to AT and hence this requires further consideration and analysis by management prior to presentation of any recommendations to the Board. It is considered extremely important that the options and the evidence and implications associated with these options is fully considered. In this context it is proposed to extend the date by which the AT Board will be asked to take a decision on the proposed Speed Limits Bylaw to 31 October 2019.

Entered by Board Secretary

Previous deliberations

4. A briefing paper on speed management outlining the principles for applying the new NZ Transport Agency guide and the need for additional funding was presented to the Board in February 2017.
5. Extensive stakeholder and internal AT engagement was held in September and October 2017 to develop agreed speed management criteria and principles for Auckland in alignment with the NZ Transport Agency Speed Management Guide.
6. Following the declining road safety performance over the past five years, and the Board's Business Improvement Review into Road Safety by Eric Howard, an accelerated Road Safety Programme has been developed, which recommends significant, targeted implementation of speed management. The accelerated programme is funded through the current Regional Land Transport Plan (RLTP), with partial funding from the Regional Fuel Tax (RFT).
7. In March 2018, the Customer Focus Committee (CFC) received a paper outlining the AT Speed Management Programme and programme options. The CFC were in support of the recommendations and requested that staff investigate ways to accelerate delivery.
8. In May 2018, the Board endorsed an accelerated speed management programme, which proposed a \$23.8 million investment over the next three years which will address the top 10% high risk locations from across the region and areas that predicative analysis shows will become high risk areas in future. This programme is estimated to prevent 24 deaths and serious injuries per annum. The May 2018 Board resolution states that the Board:
 - endorse Option Three Speed Management (high benefit top 10% priorities, including high cost engineering measures), subject to the outcome of the proposed RLTP and LTP.
 - note that we are currently reviewing the process for setting of speed limits with relevant partners
 - support further exploration of safety cameras and enforcement thresholds with the NZ Transport Agency and the NZ Police.
9. In November 2018, the Board considered another Speed Limits Bylaw paper and requested another report for December that year.
10. In December 2018, a paper was presented to the Board seeking approval to consult on the proposed bylaw. It was noted in this paper that Management would report back to the Board with recommendations for consideration of the proposed bylaw once the consultation process was complete. At this meeting the Board gave approval to consult on the proposed speed limits bylaw.

Entered by Board Secretary

11. In July 2019, a paper was presented to the Board outlining the extent of public feedback received in response to the consultation undertaken for the proposed bylaw. The paper also sought to defer the Board's consideration of proposed bylaw to a later date to allow time to analyse all feedback received.

Strategic context

12. In the past three years, deaths on Auckland roads due to crashes have increased at more than three times the rate of the rest of NZ and more than five times the growth of travel.

13. During that time, AT has been working with stakeholders both nationally and regionally to develop an agreed safe speed programme.

14. Central Government legislation change has opened the way for doing things differently.

15. The Business Improvement Review into road safety highlighted the crisis in Auckland and recommended large-scale implementation of road safety measures, including setting safe speeds. Specifically, recommendation 4 for 2019, which states: *use appropriately lowered speed limits to bring safe roads to Auckland*. And recommendation 16 for 2018 which states: *to develop and implement an Auckland speed management public information campaign*.

16. On 4 September 2018 the Planning Committee unanimously supported AT's proposed road safety programme, which includes speed management.

17. Many existing speed limits in Auckland are not best practice, and do not align with safe system and vision zero outcomes. On the 5 June 2019 NZ Transport Agency released a media statement that 87% of New Zealand speed limits were not deemed safe or appropriate.

18. As mentioned in the national Safer Journeys Strategy, safe speeds is one of the four components that make up the safe system and has a vital role to play in bringing crash forces down to a level that is compatible with the frailty of the human body.

19. The Regional Land Transport Plan, which was overwhelmingly supported by some 18,000 submitters, places a high priority on road safety and active transport, in line with the strategic priorities of the new Government Policy Statement on Land Transport.

Entered by Board Secretary

20. AT is working closely with our partners through the Tamaki Makaurau Road Safety Governance Group. Speed management is a key focus area of this group. AT is also contributing to the development of the national road safety strategy and speed management is expected to be a key lever of the national strategy.
21. The Auckland Plan also clearly reference speed reductions: Focus area six: move to a safe transport network free from death and serious injury. How to do this:
- introduce appropriate speed limits in high-risk locations, particularly residential streets, rural roads and areas with high numbers of pedestrians and cyclists
 - make necessary regulatory changes to promote safety, such as targeted speed limit reductions.
22. Setting safe speeds is one of many tried and proven levers AT has to move towards creating a safe, healthy and sustainable region. AT, along with partners are making a long-term commitment to Auckland's future. It supports the Auckland Plan outcome for transport and access, specifically direction three, which focusses on improving safety and the environment. Aspirations of lower speed limits are included in the Auckland Council City Centre Master Plan as a key tool for delivering placemaking outcomes and is strongly supported by the Auckland Design Office.

Issues and options

23. The proposed bylaw is drafted(subject to conditions)to come into effect on 20 August 2019 with all speed limits within it to come into force on that date unless a later date is specified for a speed limit relating to a particular road.
24. The additional time required to complete the assurance activities and develop options for consideration by the Board will mean that the drafted commencement date of 20 August 2019 will need to change to a future date (yet to be determined). Existing speed limits will remain effective until revoked by a new speed limits bylaw.

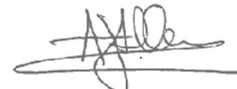
Next steps

25. Making the bylaw – on, or before, 31 October 2019. Taking account of all the feedback received as part of consultation (incorporating any necessary changes) and recommendations will be presented to the AT Board for consideration of the proposed bylaw.
26. Notify the Minister of Transport of the bylaw. If a new bylaw is made, and as required under Section 22AB (4) Land Transport Act 1998, the Minister of Transport must be notified within one week after the making of the bylaw by the AT Board.

Entered by Board Secretary

27. Public Notice of the Bylaw. Subject to the above steps, the notice will confirm the date the bylaw comes into effect.

Document ownership

Submitted by	Randhir Karma Group Manager Network Management	
Recommended by	Andrew Allen Executive General Manager Service Delivery	
	Wally Thomas Executive General Manager Communities, Communications, Stakeholders	
Approved for submission	Shane Ellison Chief Executive	

Glossary

Acronym	Description
AT	Auckland Transport
AC	Auckland Council
RLTP	Regional Land Transport Plan
RFT	Regional Fuel Tax
CFC	Customer Focus Committee
Legacy bylaws	Bylaws made by the previous Auckland Councils
RCA	Road Controlling Authority
SCP	Special Consultative Procedure
DSI	Death and Serious Injury

Entered by Board Secretary

BIR	Business Improvement Review
-----	-----------------------------