

Public Feedback Report

SPEED LIMITS BYLAW
2019





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Executive summary

The overview of key themes from submissions and public hearings

Feedback was sought on the proposed Speed Limits Bylaw 2019 with the following question:

“To make our roads safer, Auckland Transport wants to introduce a new bylaw to set new speed limits, including lower speed limits for approximately 10% of Auckland’s local roads.

What do you think about the proposed new speed limits? (where possible, please state the specific road(s)/location(s) you’re referring to).”

The consultation period ran from 28 February until 31 March 2019.

There was a high level of interest in the consultation as evidenced by:

- 11,722 submissions were received of which 11,658 were from individuals, 51 were from stakeholders including our road safety partners and international road safety organisations, and 13 were from democratically elected local boards.
- A large amount of road and area specific feedback including:
 - 4,860 comments on 385 roads proposed to have speed limit changes in this bylaw
 - 2,158 comments on 776 roads where no speed limit changes were proposed.

We acknowledge the organisations which cited evidence to support their submissions including democratically elected Rodney, Māngere-Ōtāhuhu, Manurewa, Waitematā local boards, road safety partner – the Auckland Regional Public Health Service (ARPHS), and other stakeholders such as, but not limited to; Aecom, the NZ Automobile Association, the Australasian College of Road Safety, Brake, Victim Support, Te Ara Mua – Future Streets and Healthy Future Mobility Solution, Construction Health and Safety New Zealand, Transportation Group New Zealand, Heart of the City, Movement, Alcohol Healthwatch, NZ Post, Freightways, Ports of Auckland Limited and Holy Trinity Catholic Primary School. All of the evidence provided as part of these submissions has been taken into account as part of considering any changes to the proposal.

Submissions from elected members and stakeholders centred around:

- survivable speeds
- the link between speed limits, travel times, productivity and congestion
- the social cost of crashes
- Auckland’s road crisis
- the linkage between speed and the number of crashes
- empirical local and international evidence of the success or otherwise of speed limit changes on deaths and serious injuries
- the safety of vulnerable road users
- changes in city centre population
- healthy streets
- the need for engineering and enforcement, the impact on children
- social and geographical differences in road traffic injuries in Auckland
- the impact of speed limits reductions on air quality and greenhouse gas emissions, and specific geographic based evidence.

- There were 51 stakeholder and 13 local board submissions. Our road safety partners, our democratically elected members, and our stakeholders represent large numbers of constituents or members. With some notable exceptions there is general support for the proposal to lower speed limits.
- In terms of the number of submissions, there were significant pockets of strong support and opposition for the general concept of proposed speed limit changes.
- 700 roads were proposed to have speed limit changes in this bylaw. In almost all cases these are considered to be high risk, medium high risk, or medium risk roads. Of these 700 roads;
 - There were 372 roads where there were no submissions or equal support/opposition for the proposed speed limit
 - There were 168 roads where there was more opposition to the proposed changes than support. In many cases the preference for the status quo was minimal but in other cases as is detailed further on in this report the preference for retaining the status quo was strong
 - There were 160 roads where there was more support for changing (lowering) speed limits than retaining the status quo speed limits.
- We also received feedback requesting speed limit reductions on 876 kilometres of roads which were not part of the proposal we consulted on.

Overall, the level of response has been extraordinary and will contribute significantly to the decision-making process.



Background

Auckland's road safety crisis

The context of Auckland Transport's draft Speed Limits Bylaw consultation

Between 2014 and 2017, deaths on our roads increased at more than three times the rate of the rest of New Zealand and more than five times the growth in kilometres travelled across the region. Serious injury rates more than doubled and increased by more than four times the growth of travel.

In 2018, following a deliberate increase in enforcement and heightened awareness of speed management as well as targeted engineering interventions, DSI dropped by 22%. However, the level of DSI in 2018 remains significantly above the 2013-2017 baseline average. DSI also increased in some local board areas. The DSI results for the Auckland region for 2018 highlight that there is a real need to address the high level of road trauma for those in cars, as well as vulnerable road users, in Rodney, Franklin and Waitemata in particular, but also other town and village centres.

On average, one person dies and 14 others are seriously injured every week. It is a devastating picture. The human cost, and impact it has on whānau, friends and colleagues, is not visible unless people are directly affected. However, the \$1.2 billion annual economic and social cost impacts all Aucklanders.

In late 2017, the Auckland Transport Board commissioned an independent Road Safety Business Improvement Review.

The review, released to the public in May 2018, states:

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

Auckland Transport is committed to reducing deaths and serious injuries on our roads. The New Zealand Government and Auckland Council have set clear policy directions to make significant road safety improvements and introducing lower speeds on high risk roads is one way to quickly improve the dire situation.

Road safety policy direction

At the same time as AT's independent Business Improvement Review was being prepared, the Auckland Transport Alignment Project was refreshed by the Ministry of Transport, the Treasury, KiwiRail, the New Zealand Transport Agency, the State Services Commission, Auckland Council and Auckland Transport. It was agreed by the Minister of Transport and the Mayor of Auckland, unanimously endorsed by Auckland Council, and provided for investment to support...

"A 60 per cent reduction in deaths and serious injuries on Auckland's transport network, from 813 in 2017 to no more than 325 by 2027".

Directly after the finalisation of ATAP, the New Zealand Government and Auckland Council provided clear policy direction to Auckland Transport – Auckland's road safety performance had to improve.



The government has set out in the Government Policy Statement on Land Transport (“GPS”) that ‘safety and access are the key strategic priorities for the Government and reflect the transport system that we are striving for’.¹

The GPS also sets out an objective which supports this strategic direction, that New Zealand should have ‘a land transport system that is a Safe System, free of death and serious injury’.

Auckland Council has also provided leadership with respect to safety on the region’s transport network. The Auckland Plan, which was approved in June 2019, has as a direction to ‘maximise safety and environmental protection’, and in alignment with the GPS a focus area, ‘move to a safe transport network, free from death and serious injury’.

The Safe System and what Auckland is doing

Our approach to tackling this crisis is systematic – AT is adopting the Safe System approach which targets all elements of road safety for all road users.

The Safe System approach acknowledges that as people we all make mistakes; a mistake should not mean someone dies or is seriously injured on our roads. It’s also an approach that values everyone using the road, not just those in vehicles. It is about caring for more vulnerable road users like people walking or riding bikes.

Already in 2018/19 central government and Auckland Council have invested in the following initiatives, delivered by AT, which cover all elements of the Safe System approach:

- The rollout of more red light safety cameras across the region
- The creation of Vision Zero Strategy and Safe System training for AT staff

- The upgrade of 20 pedestrian crossings across the region
- Campaigns such as Home Free public transport
- Programmes with ambassadors including Supercars champion Scott McLaughlin and the Vodafone Warriors
- Education efforts with our NZ Police partners around drink-driving, seat belts, young drivers, and programmes targeted to particularly at-risk groups such as Maori and Pasifika.

We also plan to upgrade ten high risk intersections by the end of the 2019-2020 financial year, as well as engineering treatments in a number of town centres to create safe speed zones in areas of higher pedestrian numbers and people on bikes and scooters.

Addressing this crisis means that Auckland Transport needs the support of its road safety partners. NZ Police, as well as supporting our education programmes, have already committed more resources to enforcement. The Ministry of Transport is considering regulatory change.

Why we are proposing safe speeds

In summary, it is a proposal to reduce speeds on 10% of the Auckland region’s roads, targeted to the roads where the greatest risk is present. Specific information on the proposal can be found at <https://at.govt.nz/projects-roadworks/safe-speedsprogramme/speed-limit-changes-around-auckland>.

In simple terms, the faster people travel the more likelihood there is of an error. The consequences of a crash are exponentially greater at higher speeds. Research undertaken by Austroads² tells us that if a person walking is hit by a car travelling at 30km/h, the risk of dying is 10%.

¹ Government Policy Statement on Land Transport 2018/19 – 2027/28

² Research Report AP-R560-18 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities.

If a person gets hit by a car travelling at 50km/h, the risk of dying increases to 80%. This is particularly relevant for our proposal to set survivable speeds in the city centre. The Austroads² research is consistent with research undertaken by globally recognised organisations such as the United Nations, the World Health Organisation, the Global Road Safety Facility (the World Bank).

Evidence tells us that speed is contributing to over 20% of the deaths and serious injuries in Auckland. The proposed Safe Speeds Programme aims to reduce the number of crashes by a conservative 35%. This view was reinforced by the independent Road Safety Business Improvement Review commissioned by AT's Board in late 2017.

In addition to reviewing speed limits, we are implementing a comprehensive road safety programme that will complement lower speeds across Auckland, which includes the likes of:

- Residential road safety improvements, including engineering measures like speed tables or humps, kerb buildouts and raised intersections.
- Town centre safety improvements, including a combination of speed limit reductions, signage, speed tables or humps, and raised intersections.

The policy direction for safe speeds

Auckland Transport is a Council Controlled Organisation established under the Local Government (Auckland Council) Act 2009³. Its shareholder is Auckland Council. The activities undertaken by AT are set out in the Regional Land Transport Plan which is consistent with the Government Policy Statement on Land Transport⁴.

The GPS 2018 identified that 'safety' and 'access' are the two key strategic priorities for the Government. The objective is to deliver 'a land transport system that is a Safe System free of death and serious injury'.⁵

The Ministry of Transport (and its road safety partners) is charged with translating the objectives and focus areas in the GPS into a new road safety strategy to drive substantial improvements in road safety in New Zealand.

The Ministry of Transport note that;

"Although road travel in New Zealand has generally got safer in the past four decades, for the past five years we have seen an unprecedented rise in the number of deaths on our roads – and it's hard to put that down to one cause. We know that our unforgiving road infrastructure, speed, alcohol, failing to give way or stop, and distraction continue to be the main contributing factors in fatal and serious injury crashes. Everyone makes mistakes, and we have a road system that is unforgiving of human error. We need to do something differently."⁶

The activities undertaken by Auckland Transport must also give effect to the Auckland Plan, developed and approved by Auckland Council⁷. Specifically, this sets out the direction to maximise safety and environmental protection. The focus areas include moving to a safe transport network, free from death and serious injury. The Auckland Plan also states that;

"We should be guided by the 'Vision Zero' movement, which aims to eliminate transport-related deaths and serious injuries. This approach accepts that people make mistakes, and seeks to minimise the harm from any mistakes."⁸

² Research Report AP-R560-18 published in March 2018 by Austroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities.

³ Local Government (Auckland Council) Act 2009, section 38

⁴ Land Transport Management Act 2003, section 14

⁵ Government Policy Statement on Land Transport 2018-27, p8

⁶ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

⁷ Supra at note 1, section 92

⁸ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/transport-access/Pages/direction-maximise-safety-environmental-protection.aspx>



The Auckland Plan also endorses an approach that requires a greater emphasis on safety in decision-making. Compared with the historical approach to safety it will mean, among other things, making ‘necessary regulatory changes to promote safety, such as targeted speed limit reductions’.⁹

“Efforts to achieve a safer transport network must: ... introduce appropriate speed limits in high-risk locations, particularly residential streets, rural roads and areas with high numbers of pedestrians and cyclists”

The Auckland Transport Alignment Project 2018 (ATAP) pulls together the strategic policy direction of central government and Auckland Council. ATAP acknowledges the high economic and social cost of road deaths and serious injuries and that ‘around 70 per cent of transport related deaths and serious injuries over the last two years took place in 50km/h zones with pedestrians, cyclists and motorcyclists disproportionately at risk’¹⁰.

ATAP also states that ‘every element of the transport system has an important role in improving safety, therefore reversing this trend will require a combination of interventions, including among other things, regulatory changes (for example, investigating targeted speed limit reductions in centres, around schools or on dangerous roads)’¹¹.

AT’s road safety programme, including the speed management programme, has been strategically endorsed or approved by the Government and Auckland Council.

Beyond the policy direction, the approach set out in Auckland Transport’s Speed Limits Bylaw proposal is intended to be consistent with the National Speed Management Guide. This was released in November 2016 after approval by the New Zealand Transport Agency Board.

The Speed Management Guide seeks to modernise the approach to managing speed in New Zealand. The guide supports a consistent approach to speed that is appropriate for road function, design, safety, use and the surrounding environment (land use).

The guide is intended to assist Road Controlling Authorities (RCAs), such as Auckland Transport, to identify and prioritise the parts of their networks where better speed management will contribute most to reducing deaths and serious injuries, while supporting overall economic productivity.

The objectives of Speed Management Guide are to:

- Ensure a consistent sector-wide approach is adopted to manage speeds so they are appropriate for road function, design, safety, use and surrounding environment
- Support RCAs and other system designers identify and prioritise the parts of their networks where better speed management will contribute most to reducing deaths and serious injuries, while supporting overall economic productivity.
- Support RCAs to have better conversations and engagement in their communities, improving community understanding for speed management activities and the concept that not all roads are as safe as each other.

⁹ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/transport-access/Pages/focus-area-move-safe-transport-network-free-from-death-serious-injury.aspx>

¹⁰ Auckland Transport Alignment Project (2018), p34

¹¹ Ibid

Earlier support for road safety improvements

The consultation undertaken by Auckland on the draft Speed Limits Bylaw follows broader local board, stakeholder and public consultation completed in 2018. The public had their say on:

- The Auckland Plan
- The Long-Term Plan 2018-2028
- The Regional Land Transport Plan (RLTP)
- The Regional Fuel Tax.

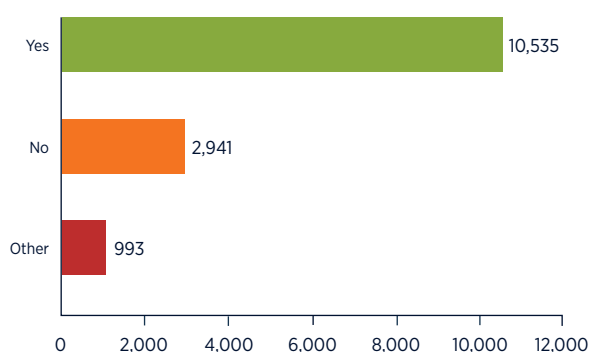
Those public consultations generated a large amount of interest. Over 18,000 responses were received on the RLTP and Regional Fuel Tax consultations.

Submitters were asked for their feedback on specific challenges identified in the RLTP, which were:

- Safety
- Congestion
- Decreases in accessibility
- Impact on the environment
- Supporting growth in the region.

The majority of submitters agreed with the draft RLTP's statement of transport challenges, as shown below.

Do you think we have correctly identified the most important transport challenges facing Auckland?



The draft RLTP set out the approach to addressing the road safety challenge. It specifically included reference to a 'Safer Communities and Speed Management Programme' to address safety and operational deficiencies and implement speed management across Auckland's road network.

Raising awareness with Aucklanders

Significant investment was also made to ensure that Aucklanders also had awareness of Auckland's road safety crisis and the Speed Limits Bylaw consultation. A number of channels were used including traditional media, social media, paid advertising, and panel events sponsored by organisations such as Heart of the City, Brake – The Road Safety Charity, Auckland University of Technology and the Auckland District Health Board among others.

Drop-in events were also held in a number of areas around the region for the residents to find out more about how the changes could affect them.

Some statistics which give an idea of the scale of effort made to ensure the public were informed include:

- Between 1 September and 22 November 2018 there were 132 media clips that mentioned AT in relation to road safety and speed management. During this time there was 307 general road safety clips that reached a total audience of 7,294,328.
- In the three week period leading up to the start of consultation, there was a significant amount of coverage, with 61 pieces of traditional media coverage between 8 February and 1 March 2019.
- Finally, during the consultation from 28 February to 31 March 2019, there were over 90 pieces of traditional media coverage.



Proposed changes

What is happening?

Auckland has a serious problem with people being killed and being seriously injured on our roads. In 2017, 64 people were killed on the region's roads (44% of which were speed related deaths) and 749 people were seriously injured. This represents a 78% increase in road deaths since 2014.

In 2018, following a deliberate increase in enforcement and heightened awareness of speed management as well as targeted engineering interventions, DSI dropped by 22%. However, the level of DSI in 2018 remains significantly above the 2013-2017 baseline average.

To make our roads safer, Auckland Transport wants to introduce a new bylaw to set new speed limits, including lower speed limits for approximately 10% of Auckland's local roads.

Which roads will this affect?

Under the Speed Limits Bylaw 2019, we proposed reducing the speed limit for some high-risk rural, urban and residential roads, as well as various town centres and the city centre.

To see the full list of roads, or sections of roads, proposed to have speed limit changes in this bylaw, please refer to [this list on AT's website](#).

Prioritisation of roads

The roads have been selected based on a number of criteria, namely their risk of death or serious injury as well as those with large numbers of vulnerable road users like pedestrians. Approximately 90% of the total area we want to reduce speeds the speeds of are rural roads. The remaining are made up of the city centre, town centres and residential roads.

The criteria for speed reductions is dependent on the road type:

TYPE OF ROAD	REASON FOR SPEED REDUCTIONS
Rural roads	<p>Approximately 90% of the total area we want to reduce the speeds of are rural roads. They have been selected because they:</p> <ul style="list-style-type: none">• are either high-risk roads or close to high-risk roads.• have high crash rates, or are close to roads with high crash rates.• have speed limits which are unsuitable – they could be winding, hilly or have unsegregated lanes.• don't have a centre median strip. <p>We will introduce safe and appropriate speeds across areas rather than individual roads.</p>
Residential and urban roads	<p>These roads have been selected because they have:</p> <ul style="list-style-type: none">• large numbers of vulnerable road users (people walking and cycling).• they're often near schools, kindergartens and other community facilities.• AT research into speeds and risk factors.• concerns raised by the community.
Town centres and Auckland city centre	<p>These areas have been selected because:</p> <ul style="list-style-type: none">• this is where the highest number of vulnerable road users are – that being people walking and cycling.• population increases mean more people are walking and cycling in these areas.• reducing speeds here has the greatest potential to reduce the chance of serious injuries and deaths occurring.

Some 'self-explaining' roads, or sections of roads, have been proposed for speed limit changes. These are areas where the road conditions already cause drivers to travel at a lower speed – such as winding rural roads and traffic-calmed urban areas. Therefore, reducing the speed limit will make it easier for people who don't know the roads as well to know what the appropriate speed is.

These proposed speed limit changes form part of a wider road safety programme. The nominated roads have been prioritised based on a number of criteria. In the future, AT will continue its programme to review speed limits on roads under its control, and will consider speed reductions where current speed limits are found not be safe and appropriate.

Why did we consult?

AT undertook a comprehensive consultation on its proposed Speed Limits Bylaw to meet its obligations under the law and to ensure that the final decision on whether to make the bylaw, and in what form, is properly informed by the views of all interested parties.

Requirements of the Land Transport Act 1998

As a road controlling authority (RCA), AT has power under the Land Transport Act 1998 (Act) to make bylaws to set speed limits. Specifically, the Act provides that an RCA may make any bylaw that it thinks fit for the following purpose:

“for the safety of the public or for the better preservation of any road, –

- (i) fixing the maximum speed of vehicles or of specified classes of vehicles on any road;
- (ii) designating any area, where that designation will have the effect of determining the speed limit in that area”¹²

The Act requires RCAs to consult on any proposed bylaw before it is made. Different consultation requirements apply depending on whether an RCA is a local authority. Because AT acts as a local authority (as well as an RCA) under the Act, AT used the special consultative procedure under the Local Government Act 2002 to consult on its proposed Speed Limits Bylaw.

The consultation undertaken by AT:

- involved developing a statement of proposal for the public to provide comment on
- provided a 30-day consultation period, allowing for people to present their views by way of spoken (or sign language) interaction with decision-makers, e.g. holding a hearing or have your say event; and
- considered the views of submitters in making a decision on whether to adopt the proposed bylaw with an open mind

¹² Land Transport Act 1998 s22AB(1)(d)

The Land Transport Rule: Setting of Speed Limits 2017

The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) is a rule made by the Minister of Transport under the Act which sets out the roles and responsibilities of the NZ Transport Agency and RCAs for reviewing and setting speed limits.

The Rule provides that RCAs (such as AT):

- a) Must review speed limits in accordance with the Rule.
- b) Must set speed limits in accordance with the Rule.
- c) May set speed limits for designated locations under the Rule.

The Rule requires RCAs to consult on any proposed new permanent, holiday or variable speed limits and it details the information that needs to be made available as part of the consultation process.

When setting new speed limits, the Rule requires RCAs to:

- take account of submissions received during consultation;
- have regard to any other factor the RCA considers relevant to achieving travel speeds that are safe and appropriate on a road;
- aim to achieve a mean operating speed less than 10% above the speed limit.

In carrying out its responsibilities, the ultimate question that AT must consider is whether a speed limit is safe and appropriate in accordance with the Rule. If, after review and consultation on the proposed Speed Limits Bylaw, the Board of Directors of Auckland Transport decides that an existing speed limit is not safe and appropriate it must either:

- a) Set a new safe and appropriate speed for that road.
- b) Take other measures to achieve travel speeds that are safe and appropriate for the road.



In the content of the consultation submissions, the key things we were looking for was local knowledge we mightn't have been aware of and information that either supported or changed the basis of our Statement of Proposal such as:

- The function and use of the road
- Crash risk for all road users
- The characteristics of the road and roadsides
- Adjacent land use
- The number of intersections and property accessways
- Traffic volume
- Any planned modifications to the road.

Other important reasons for consultation and engagement

For any proposed reductions in speed limits to be successful in reducing deaths and serious injuries on our roads they need to be targeted to the highest risk locations and Aucklanders will need to display a high level of compliance to those new speeds.

Our view, supported by the findings of previous work done in South Australia¹², is that the propensity to comply with any new speed limits in part will depend upon the level of support and/or the level of opposition there is to the proposals which in part is driven by communications activities targeted at explaining the rationale for speed limit changes and changing misconceptions about speed limit changes.

Compliance is also likely to be higher to the extent to which those who have a real interest in the outcome of the consultation process, the decision taken by the Board of Directors, is transparent, understandable, takes genuine account of the feedback received and seems reasonable.

This is not to say that consultation was being undertaken for the purposes of being a referendum or a vote on the need for changes to speed limits. Rather, one of the objectives of consultation was to ensure that any final options put to the Auckland Transport Board of Directors for consideration took account of the likelihood of the extent of success of any changes decided upon.

Our road safety journey, set out in the Tāmaki Makaurau Vision Zero Strategy, has a long term goal of zero deaths and serious injuries on our roads.

It will only be achieved if the Tāmaki Makaurau Road Safety Partners including Auckland Transport, the Police, the New Zealand Transport Agency, ACC, the Auckland Regional Public Health Service, Auckland Council and the Ministry of Transport take Aucklanders on the journey.

Consultation gave us the opportunity to understand not only the level of support for the changes on a road by road basis, it also gave us insights into key factors the public, iwi, elected representatives, our partners and stakeholders thought would be key to success.

¹² Dua A, Anderson C, Cartwright F, Holmes J (2013). "The NOW 100 Speed Limit Changes in South Australia". Department of Planning, Transport and Infrastructure (DPTI), South Australia.

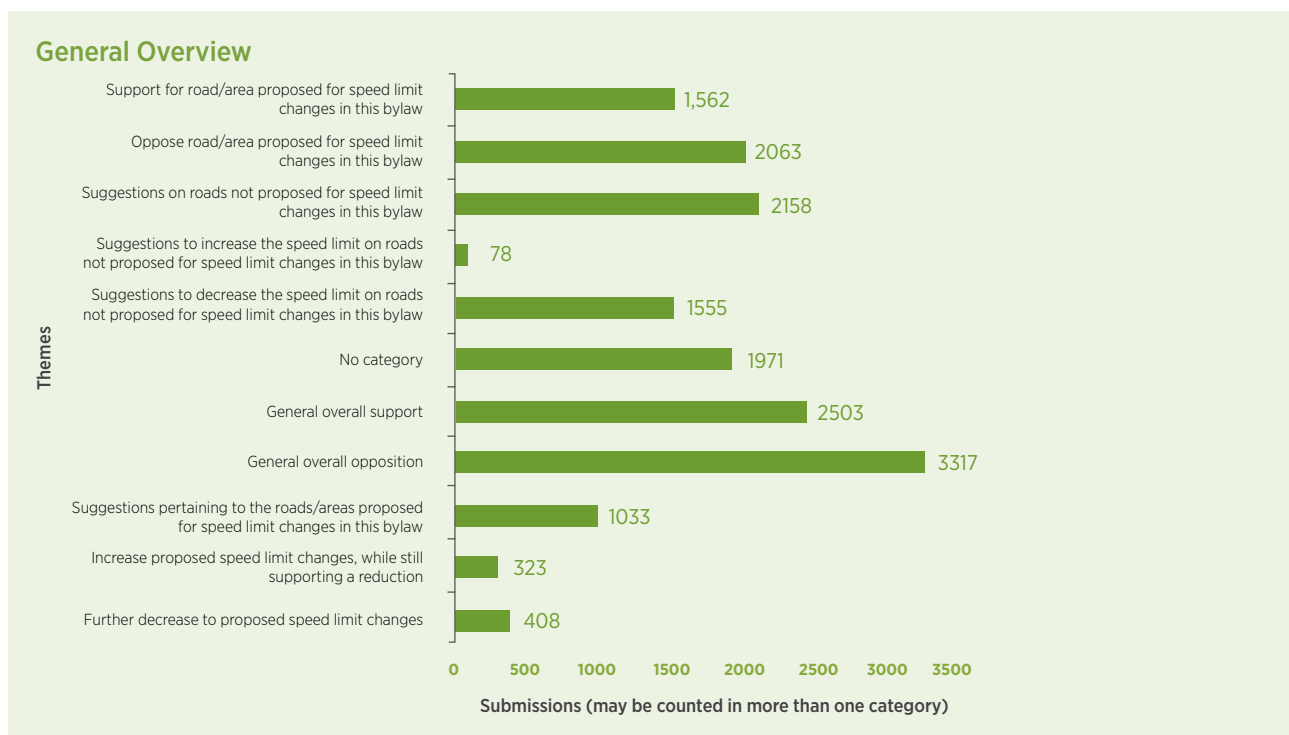
Overview of feedback

AT consulted on the proposed Speed Limits Bylaw from 28 February 2019 until 31 March 2019.

Feedback received

A total of 11,722 consultation feedback submissions were received on the proposed Speed Limits Bylaw 2019 of which 11,658 were from individuals, 51 were stakeholder submissions and 13 were local board submissions.

An overview of the main themes in the feedback received is provided below:



General overview examples

A description of the themes in the previous table is provided below with examples to illustrate the types of comments attributed to each theme.

SUPPORT FOR ROAD/AREA PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 1,562 comments which expressed support for a road or area proposed for speed limit changes in this bylaw.</p>	<p>“I agree with all of the reductions in speed limits. Especially in the city centre. I think there is room to extend 30kph to all urban non-arterial streets.”</p> <p>“As a Beachlands resident I support the soles reductions for Maraetai roads and the Whitfield-Maraetai are and onwards to the Botany area”</p> <p>“The lower speed limit for Albionvale Rd Glen Eden makes it safer because speed is a problem.”</p>
OPPOSE ROAD/AREA PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 2,063 comments expressing opposition to the roads and/or areas proposed for speed limit changes in this bylaw.</p>	<p>“If the speed limit gets reduced to 30km around CBD It is going to make a lot of congestion for the city which will affect businesses in city will quite down, the biggest problem that Aucklanders have is our infrastructure is not ready for this big changes.so I would say it is going to have negative affect for the city.”</p> <p>“Glenbrook Road, Glenbrook-Waiuku Road and Waiuku Road do not need to have the speed limit dropped from 100km.”</p> <p>“I disagree with your blanket reductions in the CBD Area”</p>
SUGGESTIONS ON ROADS NOT PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 2,158 comments which requested, or expressed a desire, for speed limit reductions or road safety measures on roads not proposed for speed limit changes in this bylaw.</p>	<p>“We need to reduce our speed limit in Green Street to 30km/h before a serious accident or death happens.!”</p> <p>“They don’t go far enough and it excludes suburbs like Mt Roskill. Speed limit only also will not cut it. We need enforcement”.</p> <p>“Essential where there are no good bike lanes. eg Market Road. Karekare Rd (The Cutting and valley rd) is winding and narrow. Should be 30mph”.</p>

SUGGESTIONS TO INCREASE THE SPEED LIMIT ON ROADS NOT PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 78 suggestions from submitters suggesting that speed limits are increased from what is currently in place on roads not proposed for speed limit changes in this bylaw.</p>	<p>“The speed limits are fine as they are. If anything motorways should be increased by 10 and main roads should be at 60 not 50.”</p> <p>“What would be good if Rata and Ash road out west where it is a dual carriageway is 60km. Everyone drives that speed anyway and when driving 50 people get very frustrated and do stupid things.”</p> <p>“If anything, the motorway (specifically SH1 through the city and over the bridge and SH16 between the city and Henderson should be permanently 100km/h zones, if not 120 on SH16).”</p>
SUGGESTIONS TO DECREASE THE SPEED LIMIT ON ROADS NOT PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 1,555 comments which requested or expressed support for speed limit decreases on roads not proposed for speed limit changes in this bylaw.</p>	<p>“Good start but I think it should go further - why not a blanket 30km on residential streets. Good example is Wynyard Rd in Mount Eden. Total speed trap with cars racing through from View Rd to New North Rd with 55km or higher completely inconsistent with the needs of pedestrians / cyclists / residents.”</p> <p>“Really good but need them in suburban Auckland too! How about Devonport town centre 30km/h?”</p> <p>“Open road limit 80 kilometres, areas with 60 kilometres down to 40 kilometres, at the school and crossing 30 kilometres.”</p>
NO CATEGORY	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 1,971 comments which were coded as ‘no category’. These comments covered a range of comments where no clear theme could be determined. Some submissions in this category were duplicates or incomplete submissions.</p>	<p>“I live on a road where there is no proposed speed limit change.”</p> <p>“I don’t have a view as I live in Whangarei.”</p> <p>“I think that people will need to get better at time management.”</p>
GENERAL OVERALL SUPPORT	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 2,503 submissions which expressed support for the proposed changes as part of the Speed Limits Bylaw.</p>	<p>“Great, safer roads are worthwhile”.</p> <p>“I completely agree with your speed changes”.</p> <p>“It’s a positive change towards making our city safer for people”.</p> <p>“I think the proposed new limits are a good idea”.</p>

GENERAL OVERALL OPPOSITION	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 3,317 submissions which expressed an opposition to the proposed changes as part of the Speed Limits Bylaw.</p>	<p>“Keep at 100km/h. No reason for change”.</p> <p>“Not addressing the real issue”.</p> <p>“Awful. Keep the speed limit the same as it is”.</p> <p>“No I do not agree”.</p>
SUGGESTIONS PERTAINING TO THE ROADS/AREAS PROPOSED FOR SPEED LIMIT CHANGES IN THIS BYLAW	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 1,033 comments from submitters which pertained to suggestions or requests relating to roads proposed for speed limit changes in this bylaw.</p>	<p>“I believe Kahikatea Flat road in Kaukapakapa should remain at 100kms. Instead the road should be improved and passing lanes/pull over bays put in”.</p> <p>“Whitford maraetai road should not be lowered, I believe it is safe to travel at 100km, there needs to be slow down signs up on high risk corners as people do not drive to the conditions if it is raining which is when the accidents happen,”</p>
INCREASE PROPOSED SPEED LIMIT CHANGES, WHILE STILL SUPPORTING A REDUCTION	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 323 comments from submitters suggesting / requesting that the proposed speed new speed limits should be higher than what is proposed in the Speed Limits Bylaw, while still supporting a reduction.</p>	<p>“Support in general, feel some proposed 30km/h roads may be more likely to work as 40 km/h - eg Nelson / Hobson / Cook and Fanshawe Streets”</p> <p>“Whitford Maraetai Road speed limit reduction to 60km/hr is a bad decision. I do support a drop to 80km/hr as 100km in some places is not suitable due to road condition, cars, and poor driving.”</p> <p>“CBD area blanket 30 kph is wrong. If changing, it should be 40 kph like Ponsonby Road which works brilliantly well.”</p>
FURTHER DECREASE TO PROPOSED SPEED LIMIT CHANGES	EXAMPLES OF COMMENTS RECEIVED
<p>AT received 408 comments from submitters requesting / suggesting that the proposed new speed limits included in the Speed Limits Bylaw are reduced further.</p>	<p>“The proposed speed limit for Robinson Road, Coatesville is too fast,”</p> <p>“Fantastic. Definitely Howe St, K Rd and Hopetoun. The Hopetown needs to include from the bridge to Ponsonby road as many cross there and it’s busy and dangerous”</p> <p>“CBD area should be down to 20km/h so most of drivers will not drive over 40km/h.”</p>

Amongst the feedback, we received 4,860 comments on 385 of the roads proposed for speed limit changes in this bylaw.

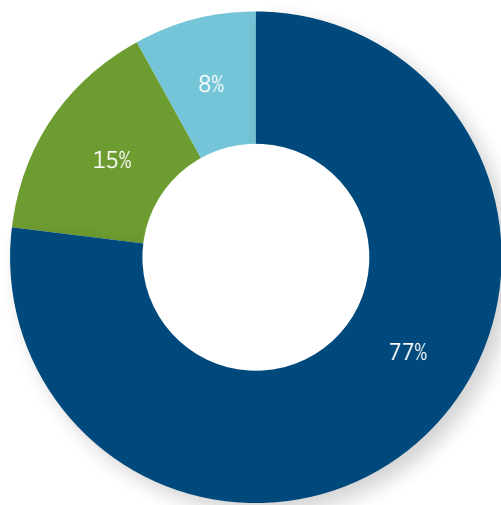
In addition, we received 2,158 comments on 776 roads not proposed for speed limit changes in this bylaw. We also received feedback requesting reductions in speed limits on 876 kilometres of roads not proposed for speed limit changes in this bylaw.

A detailed analysis of the feedback received is provided in the summary of feedback section.

Stakeholder feedback

The majority of the 51 stakeholders who submitted feedback generally support the Speed Limits Bylaw or the principles behind it.

LEVEL OF STAKEHOLDER SUPPORT FOR PROPOSED BYLAW/ PREFERENCE FOR STATUS QUO



- Supportive of proposed bylaw
- Prefer status quo
- No preference expressed

* Data excludes submissions from those parties who form part of the Tāmaki Makaurau Road Safety Governance Group

More information is available in the local board and stakeholder feedback section.



Consultation and public feedback

This report summaries the feedback received through submissions on the proposed Speed Limits Bylaw 2019.

Consultation

Public consultation on the proposed Speed Limits Bylaw 2019 ran from **28 February 2019** until **31 March 2019**.

Feedback was sought on the proposed Speed Limits Bylaw 2019 with the following question:

- To make our roads safer, Auckland Transport wants to introduce a new bylaw to set new speed limits, including lower speed limits for approximately 10% of Auckland's local roads.

What do you think about the proposed new speed limits? (where possible, please state the specific road(s)/location(s) you're referring to).

Feedback was sought through a number of mechanisms:

- By completing an online feedback form
- Via an interactive map where you could pinpoint the precise locations you want to provide feedback on
- By emailing AT
- By calling Auckland Transport
- In person with Auckland Transport upon request

The following public drop-in sessions were held:

- Sunday 3 March – Round the Bays, Madills Farm.
- Saturday 9 March – Te Atatu, Library.
- Thursday 14 March – Albany Community Hub, Albany.
- Saturday 16 March – Franklin Market, Pukekohe.
- Tuesday 19 March – Atrium on Takutai, Britomart.
- Tuesday 19 March – St Heliers Library, St Heliers.
- Wednesday 20 March – Atrium on Takutai, Britomart.
- Saturday 23 March – Warkworth Masonic Hall, Main Hall, Warkworth.

Activities to raise awareness

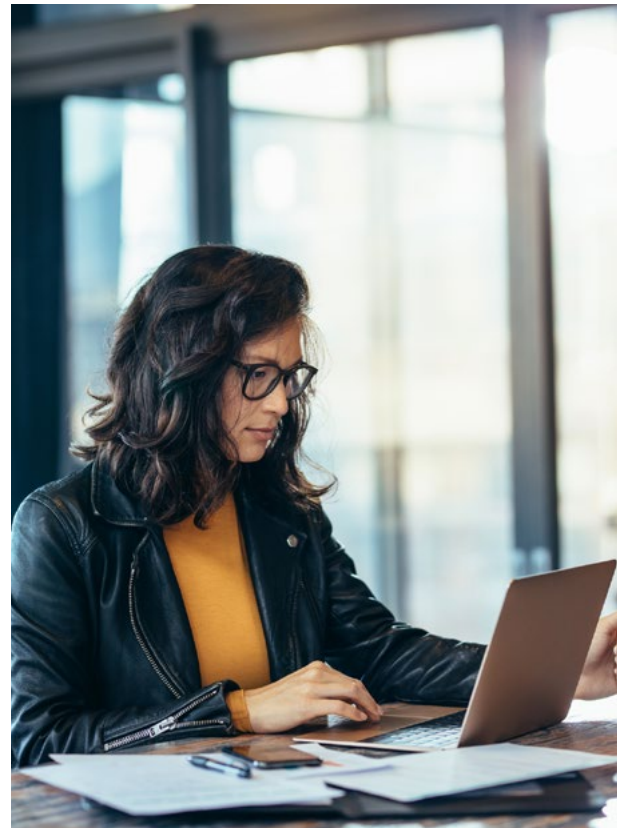
- 111,742 information leaflets sent to properties on, or near, the roads proposed to have new speed limits in this bylaw ([see appendix 1](#))
- Flyers and copies of the bylaw were sent to every library in Auckland
- Adverts in local papers across Auckland as well as in Our Auckland
- Geo-targeted social media advertising and organic posts via AT social media platforms
- Radio advertising on MoreFM, The Rock, The Edge, The Breeze, The Sound, Mai FM, George FM, Magic Radio, Radio Tarana
- Media briefing, media release, on-going media management
- Project webpage on AT website
- Proactive media stories in the Spinoff
- Video content created and shared with stakeholders and partners and on social media
- Newsletters
- Letters and emails to stakeholders
- Stakeholder meetings
- Public panel discussions.

Public feedback

Submissions from individuals & organisations

A total of 11,722 consultation feedback submissions were received on the proposed Speed Limits Bylaw 2019 of which 11,658 were from individuals, 51 were stakeholder submissions and 13 were local board submissions.

We received 7,864 submissions through the online questionnaire, 3,112 submissions through the on-line Geographic Information System (GIS) and 746 submissions through either hard-copy or email replies.



Petitions received

Hobson Road and the intersection of The Avenue, Paremoremo Road and Hobson Road.

A petition, signed by 102 people, was received requesting a speed limit reduction on Hobson Road and the intersection of The Avenue, Paremoremo Road and Hobson Road.

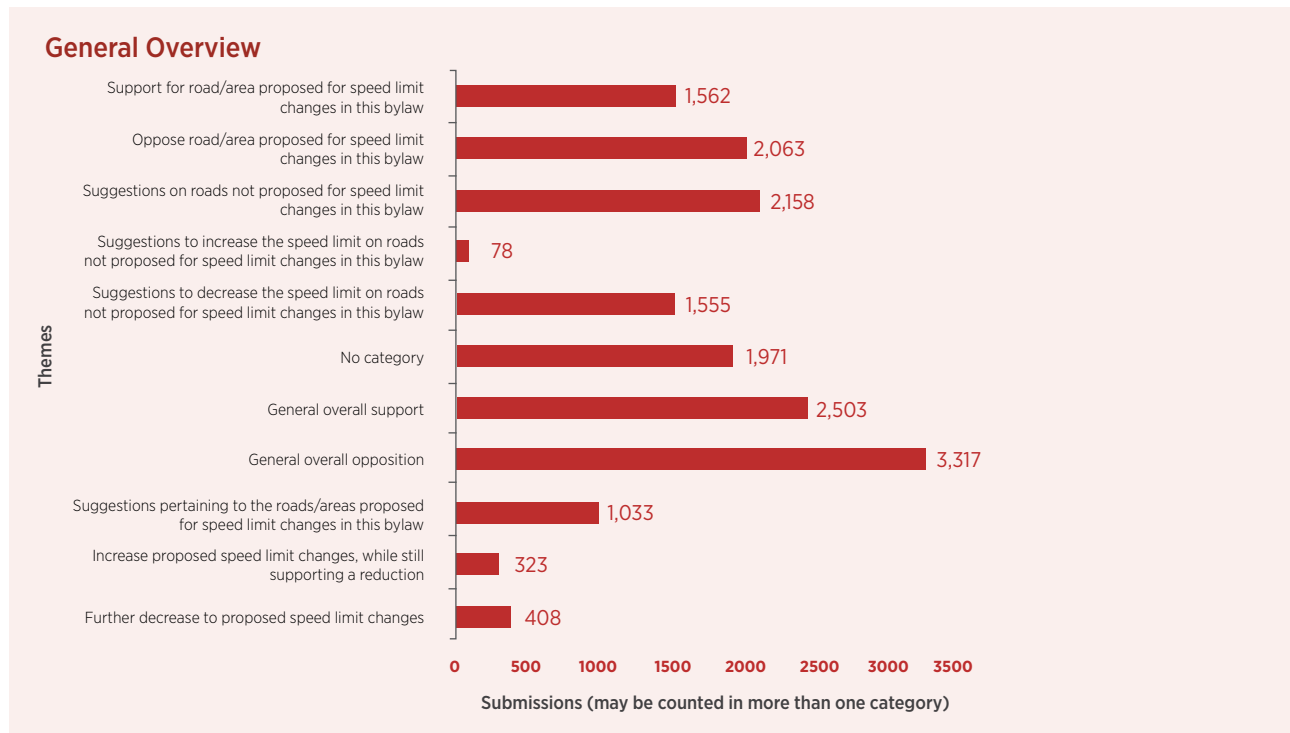
Feedback given in person

Hearings were held for those that requested to be in person. 36 individuals and organisations presented their views in person to an AT panel comprised of two Board members, Sir Michael Cullen and Mark Gilbert and two of the Executive Leadership Team, Andrew Allen and Rodger Murphy. The feedback presented was recorded and incorporated with the other feedback received.

Summary of feedback

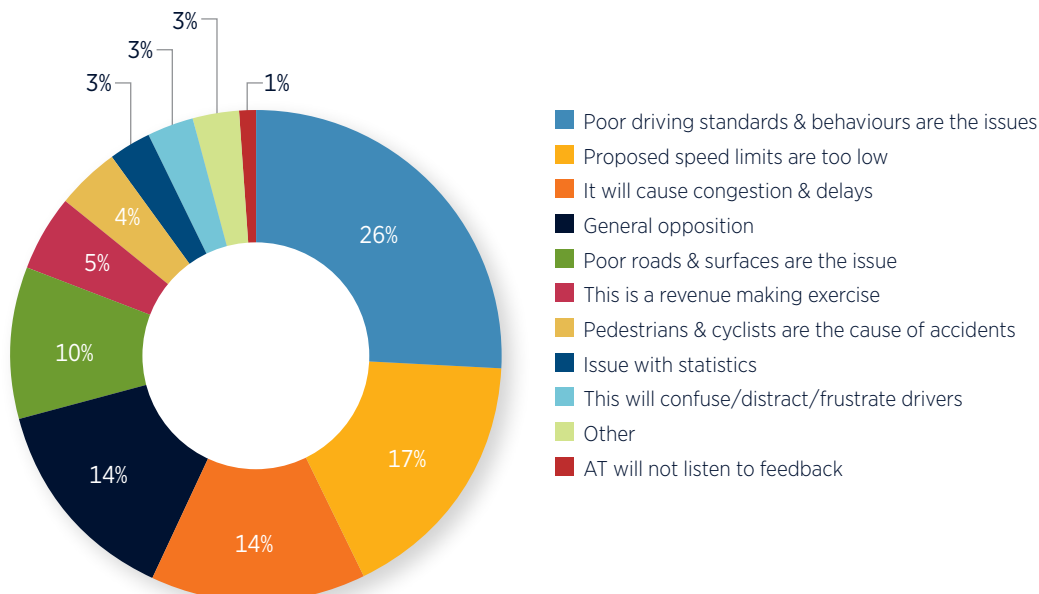
General overview of themes

As shown previously in the [feedback received](#) section the main themes which came through in the consultation were the following:



Reasons submitters gave for opposing the proposed speed limit changes in general

The two most dominant themes that came through in the consultation feedback were 'general opposition' and 'general support', a detailed breakdown of these two dominant themes is provided below.



3,317 submitters expressed opposition to the proposed speed limit changes. Below is a breakdown of the reasons given:

POOR DRIVING STANDARDS & BEHAVIOURS ARE THE ISSUE (26%)

These submitters suggested the main safety concern and cause of accidents on the road where poor driving standards & poor driver behaviour.

“There should be no change on limits. Instead, concentrate on what will work: driver education.”

“Leave the limits as they are. Maybe spend the money on teaching people how to drive properly.”

PROPOSED SPEED LIMITS ARE TOO LOW (17%)

These submitters stated the proposed new speed limits are too low.

“The proposed speed limits are too low.”

“Everything is too slow already. We need to increase speeds, not slow down. Don’t slow anything down!”

IT WILL CAUSE CONGESTION & DELAYS (14%)

These submitters were concerned that the proposed speed limit would cause congestion and delays.

“It will not be effective in reducing road accidents, only further contributing to the congestion problem across the city in rush hour traffic.”

“I think this is a terrible idea and will make our gridlocked city even worse. Undoing all the good that’s been done by the various roading infrastructure improvements.”

NO REASON GIVEN (14%)

These submitters expressed opposition to the proposed speed limit changes without providing an explanation for their views.

“I am opposed to reducing the speed on any road”.

“I am strongly against it.”

“I think that is a terrible idea, you are taking a sledgehammer approach to the complex problem that is road safety.”

POOR ROADS & SURFACES ARE THE ISSUE (10%)

These submitters commented that that poor roads and road surfaces were the main safety concerns on Auckland roads.

“We don’t need to decrease speed limits, we need to increase the quality of the roads.”

“It’s not going to aid with traffic congestion. Fixing the roads would actually make them safer.”

THIS IS A REVENUE MAKING EXERCISE (5%)

These submitters commented that the proposed Speed Limits Bylaw is a revenue making exercise.

“Please don’t reduce speed in the CBD all it’s going to do is create more speed traps for the cops to use and spam out pointless fines. You’re just enabling blatant revenue gathering.”

“The new speed limits to Tamaki Drive are a means to increase the coffers of the police and not to increase safety.”

PEDESTRIANS & CYCLISTS ARE THE CAUSE OF ACCIDENTS (4%)

These submitters commented that pedestrians and cyclists were a safety concern on the roads.

“What you need to do is better educate cyclists so that they don’t hog the whole road and try to compete with cars.”

“Unnecessary. Ban road cyclist they are the only issue.”

ISSUES WITH STATISTICS (3%)

These submitters expressed doubts over the validity of the road safety statistics used in Auckland Transport’s consultation materials.

“I think you are making a crisis out of statistics that are evidently skewed especially when you are taking extremes from your dataset.”

“I believe that they are unneeded across the board. The consultation is using incorrect data that is misrepresented to fit with an agenda.”

THIS WILL CONFUSE/DISTRACT/FRUSTRATE DRIVERS (3%)

These submitters had concerns that the speed limits changes would confuse and frustrate drivers.

“By trying to keep a low speed of 30km/h people will only be more distracted from traffic and more accidents will happen.”

“Reducing speed limits will be ineffective and cause undue frustration for drivers. Drivers are likely to exceed the speed limit and drive more dangerously out of frustration.”

OTHER SUGGESTIONS & COMMENTS (3%)

“Fairly typical AT policy which has become a car hater’s club.”

“Standard stupid policy from AT bureaucrats. 10Kph over all of Auckland would be even safer, AT will get there the way it’s going.”

“This will just cause more accidents.”

AT WILL NOT LISTEN TO FEEDBACK (1%)

These submitters had concerns that the consultation comments would not be considered or taken notice of.

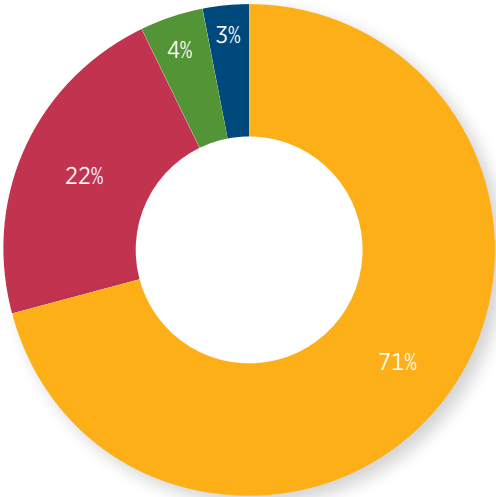
“You have already taken that decision away from the public this is a done deal and you are only going through the process to make the public think that they will be involved.”

“In my experience the ACC has already decided on issues beforehand so what we think is disregarded anyway.”



Reasons submitters gave for liking the proposed speed limit changes

2,503 submitters expressed support for the proposed speed limit changes, below is a breakdown of the reasons given.



- General support
- It will save lives and improve safety
- Support - Concerns over enforcement
- Improve School safety

This graph shows that of those who liked the proposed speed limit changes, 71% expressed a general liking (i.e. that it is a good thing), 22% stated they thought it would save lives, 4% expressed support but had concerns around how the speed limit changes would be enforced and 3% stated they thought it would improve safety around schools.

GENERAL SUPPORT AND EXAMPLES

These submitters expressed general support for the proposed changes without going into detail about the reason for their support.

“Great idea - AT should have the flexibility to adjust limits to suit the conditions.”

IT WILL SAVE LIVES AND IMPROVE SAFETY AND EXAMPLES

These submitters expressed support for the proposed changes and stated the reason for their support was because it will save lives and improve safety.

“I think anything that can be done to improve road safety in the Auckland area should be done. Reducing speed limits doesn’t lengthen journey time but much at all”.

“It is a great idea to reduce speed. Which we can save lives in lieu of few seconds or minutes. Great initiative.”

SUPPORT WITH CONCERNS ABOUT ENFORCEMENT AND EXAMPLES

These submitters expressed support for the proposed changes but stated they had concerns over how the changes will be enforced by the police.

“It’s a good initiative overall. I just hope there are sufficient resources to ensure the new speed limits are adhered to. Besides the new speed limit’s I think we need to look at catching those who beat the red lights.”

“I think speed limits need to be lowered. And, I want to see more speed cameras around to enforce the new limits. People blatantly ignore the limits that are already in place.”

IMPROVE SAFETY AROUND SCHOOLS AND EXAMPLES

These submitters expressed support for the proposed changes because they felt it would improve safety around schools. Examples of these types of comments include:

“Agree with speed reduction. Reason being is the safety of children especially in my area, car accidents. Speed limit is too high to begin with.”

“I think it’s an amazing idea such a small amount but it’s going to help so much in ensuring safer roads etc. I walk to school every day and am heavily affected by the amount of dangerous speeding that happens. This reduction should be AMAZING.”

Road and area-specific feedback

Amongst the 11,722 submissions, we received feedback on 1,161 individual roads around the Auckland region. 385 of those roads were proposed to have speed limit changes in this bylaw and 776 of those roads were not proposed to have speed limit changes in this bylaw.

The feedback on these roads, both those proposed and not proposed to have speed limit changes in this bylaw, covered a number of issues and themes, including:

- Opposition to the proposed speed limit change(s)
- Support for the proposed speed limit change(s)
- Requests for perceived safety risks to be addressed
- Comments on the road conditions
- Comments on the road signage

Feedback on roads proposed to have speed limit changes

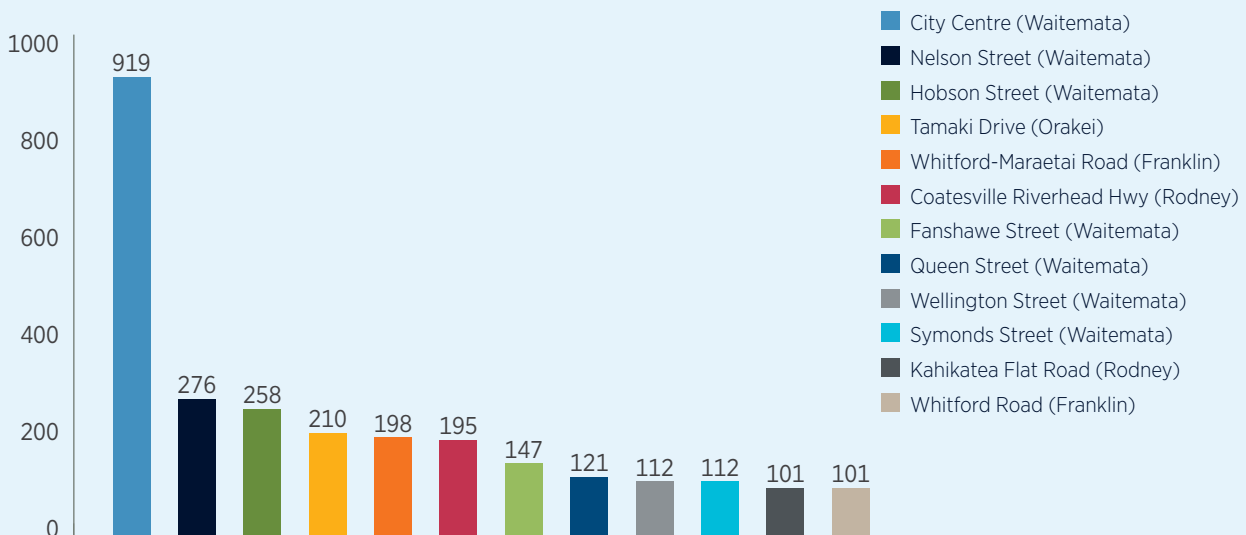
We received a large volume of road and area specific feedback including 4,860 comments on 385 of the roads proposed to have speed limit changes in this bylaw.

The graphs in the following pages highlight examples of themed feedback mentioning specific roads/areas proposed to have speed limit changes:



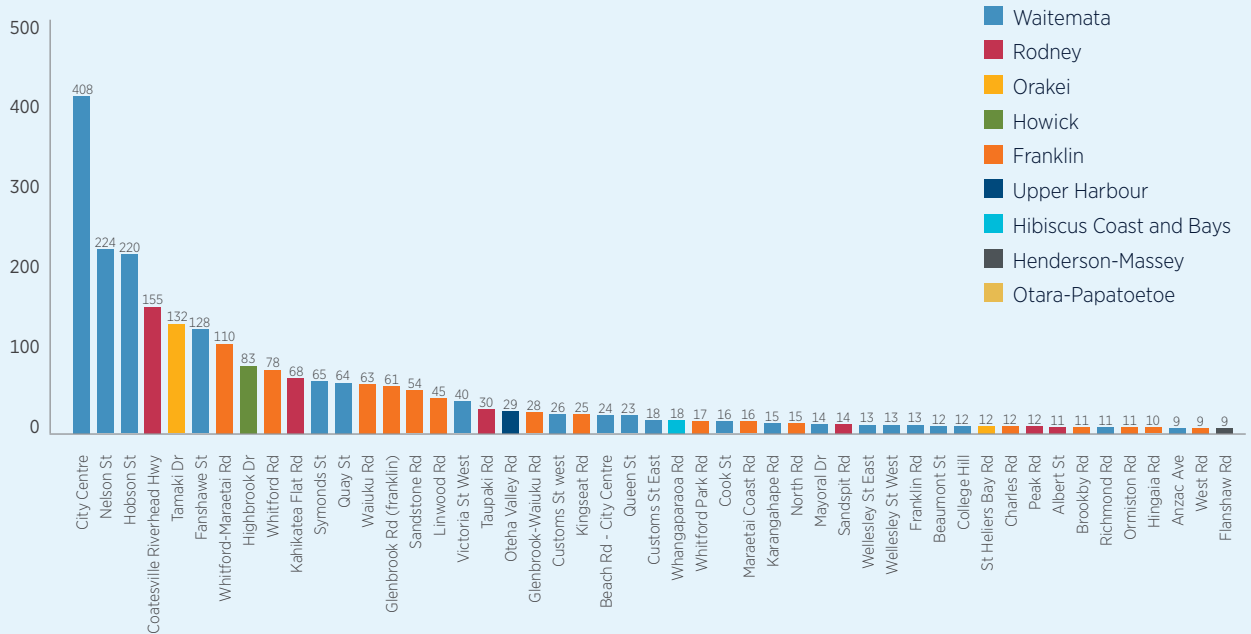
ROADS/AREAS, PROPOSED TO HAVE SPEED LIMIT CHANGES, WHICH RECEIVED THE MOST FEEDBACK

The graph below shows the roads/areas proposed to have speed limit changes, which received the most feedback.



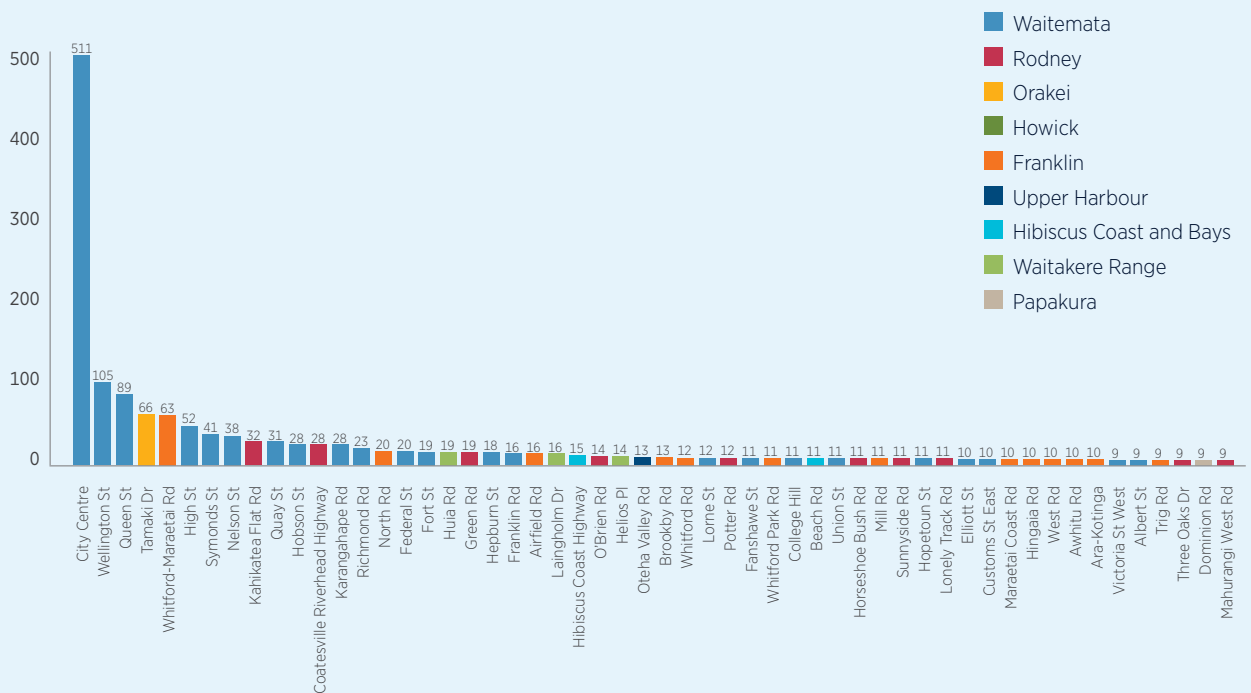
ROADS/AREAS, PROPOSED FOR SPEED LIMIT CHANGES, WHERE THE PROPOSED CHANGES WERE DISLIKED

This graph shows the road and areas, proposed to have speed limit changes in this bylaw, with 9 mentions or more, where the proposed speed limit changes were disliked.



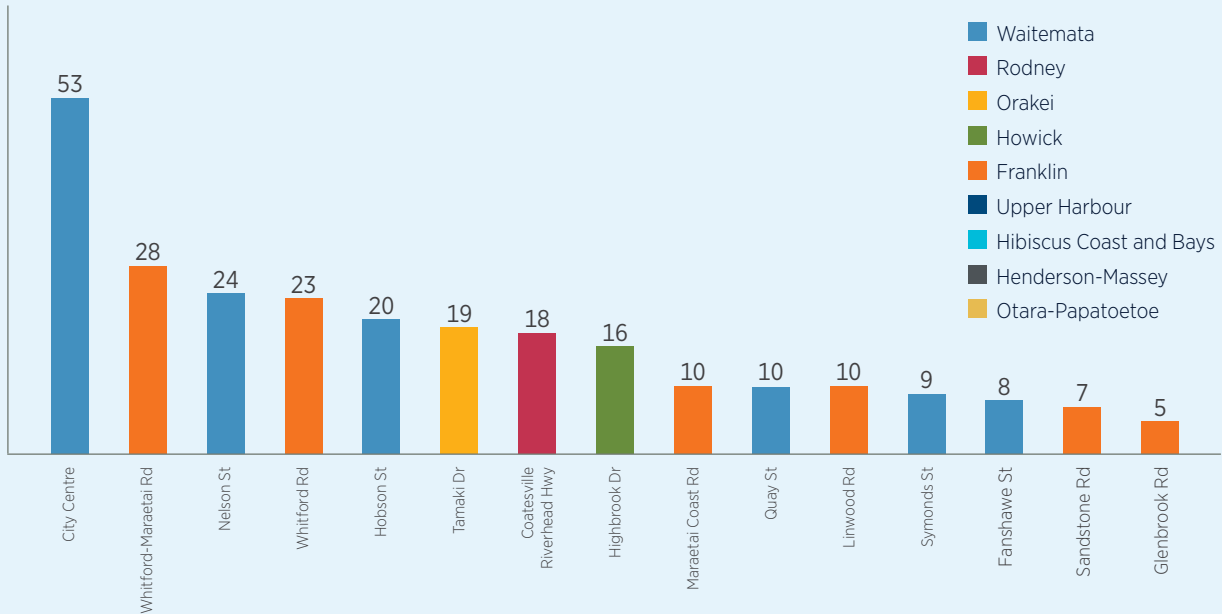
ROADS/AREAS, PROPOSED FOR SPEED LIMIT CHANGES, WHERE THE PROPOSED CHANGES RECEIVED SUPPORT

This graph shows the roads and areas, proposed to have speed limit changes in this bylaw, with 9 mentions or more, where speed limit changes were liked.



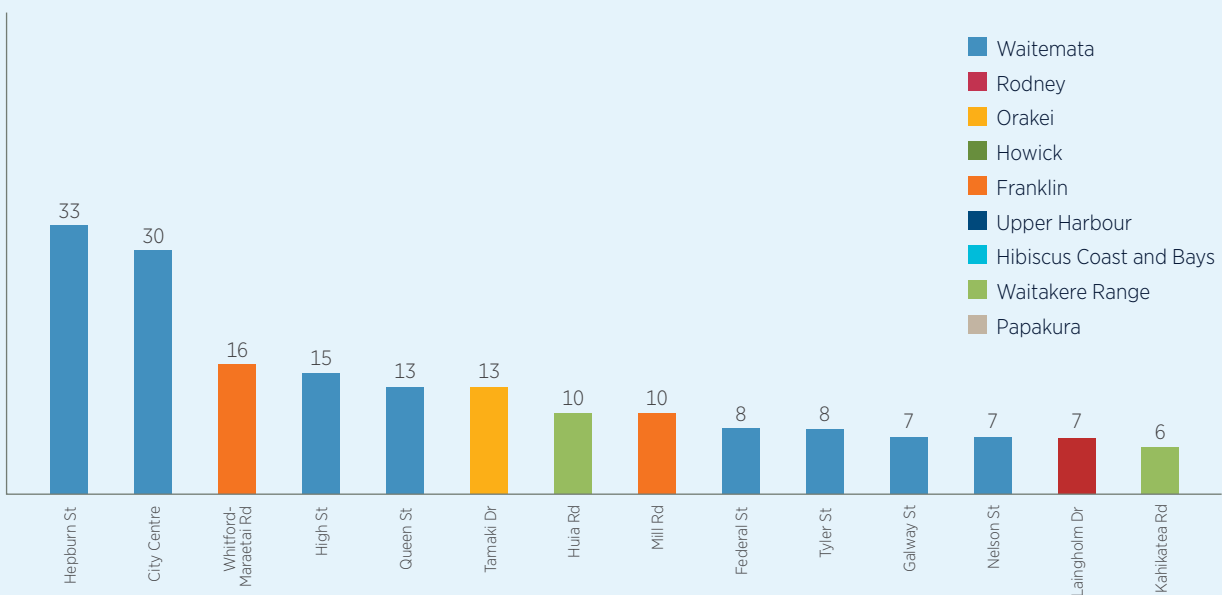
SPEED LIMIT INCREASE SUGGESTIONS ON ROADS/AREAS PROPOSED TO HAVE SPEED LIMIT CHANGES

This graph shows the roads/areas which received the most suggestions to increase the speed limit from what is proposed in the Speed Limits Bylaw – while still supporting a reduction from what is currently in place.

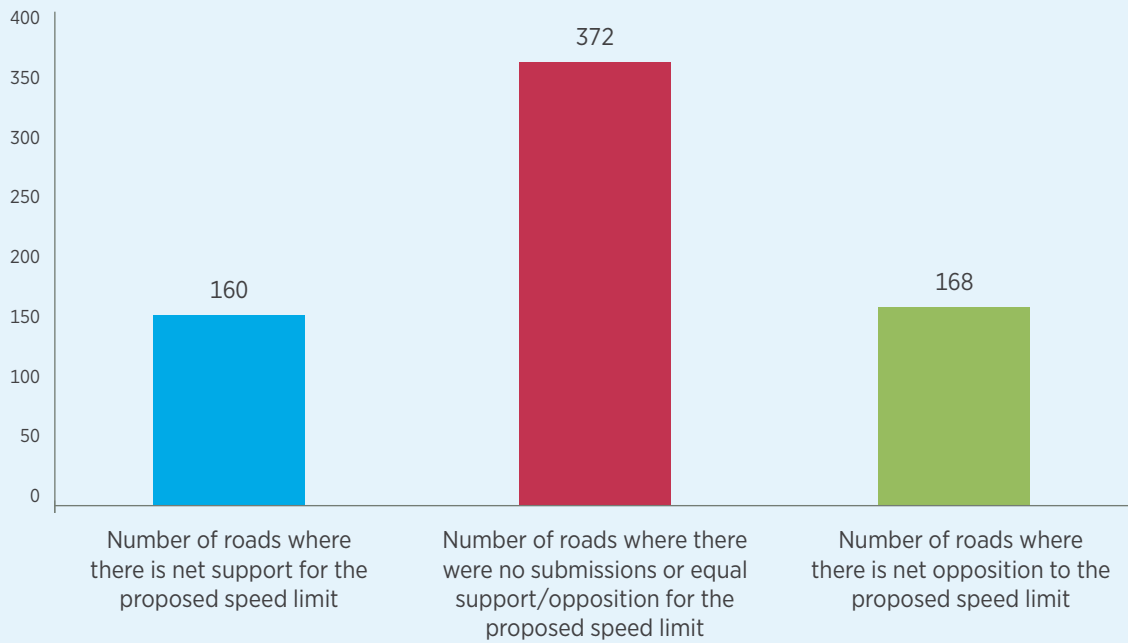


SPEED LIMIT DECREASE SUGGESTIONS ON ROADS/AREAS PROPOSED TO HAVE SPEED LIMIT CHANGES

This graph shows the roads/areas which received the most suggestions to decrease the speed limit from what is proposed in the Speed Limits Bylaw.



NUMBER OF ROADS WHERE THERE IS NET SUPPORT, EQUAL OR NIL SUBMISSIONS AND NET OPPOSITION TO THE PROPOSED SPEED LIMIT CHANGES

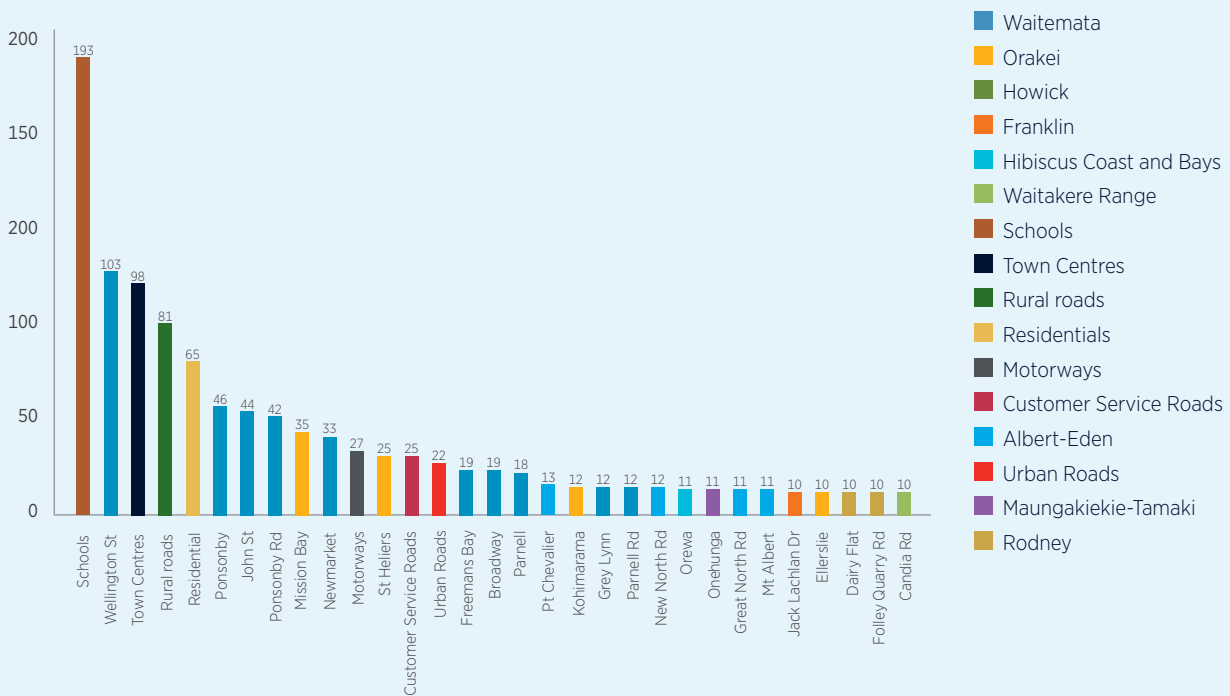


Feedback on roads and areas not proposed to have speed limit changes

We received 2,158 comments on roads and areas that were not proposed to have speed limit changes in this bylaw. There were 776 unique named roads not proposed to have speed limit changes that received suggestions for speed limit changes, road improvements or to remain the same speed.

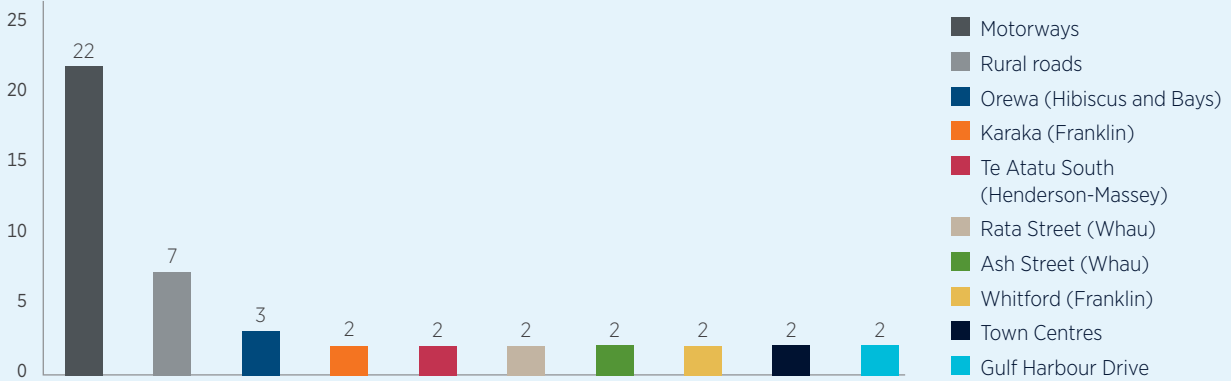
SPEED LIMIT DECREASE SUGGESTIONS (ROADS/AREAS NOT PROPOSED FOR SPEED LIMIT CHANGES)

This graph shows unique named roads/areas roads not proposed for speed limit changes that received comments suggesting speed limit decreases.



SPEED LIMIT INCREASE SUGGESTIONS (ROADS NOT PROPOSED FOR SPEED LIMIT CHANGES)

This graph shows unique named roads/areas not proposed for speed limit changes that received comments suggesting speed limit increases.



Review of road-specific feedback

All of the road-specific feedback was collated and analysed by our road safety engineers who methodically:

- Read and analysed each comment
- Carried out further investigations as required
- Took the feedback into consideration before making their recommendations on the proposed change.

Below is an excerpt from the analysis conducted by AT's team of road safety engineers:

Officer Name	Road Name	ID Number	Comments / Submission
<REDACTED>	Pukapuka Road (Rodney)	GIS_986	Seriously??? That big a drop in speed? Consider - fix the road and educate drivers!
<REDACTED>	Pukekohe East Road (Franklin)	EM466	<p>"In general I am in favour of the lowering of speed restrictions by Auckland Transport on many of the rural roads in the Franklin District. While on the whole these roads are maintained well and well marked with appropriate signs they were not constructed to carry the amount and speed of traffic they do today.</p> <p>However I am particularly concerned with the stretch of Mill Road from the beginning of Mill Road and through the roundabout at the intersection of Mill and Old Great South Roads Bombay to the Intersection of Mill and Harrisville Roads.</p> <p>I live at <REDACTED DUE TO PERSONAL INFORMATION>. The very short distance of road from <REDACTED DUE TO PERSONAL INFORMATION> to the Bombay roundabout has seen a large number of accidents from minor crashes, and injury accidents to several fatalities including a recent fatality at <REDACTED DUE TO PERSONAL INFORMATION>.</p> <p>This stretch of road has a roundabout with 4 exits, 2 motorway on ramps an 2 off ramps the entrances and exits to 3 Service Stations, including the very busy Bombay Service Centre with it's fast food outlets and entrances to 4 Business employing numerous staff and 3 private driveways which like ours serve multiple properties. It carries a large volume of traffic including many large truck and trailer units that use the truck stops and facilities at the service stations. At present the speed limit on this stretch is 70kph. And while I support the proposal to lower it to 60kph I believe this area requires a much more in depth investigation and re-evaluation of the unique conditions of this area. I believe the speed limit in this area should be lowered to 50kph and to 70kph for distances of a few hundred meters before the 100kph areas begin.</p> <p>The exit from the Bombay Service Centre (BP) is a nightmare with at most times a queue of increasingly frustrated drivers waiting to exit. This causes many to make the dangerous decision to make a left turn towards Pukekohe and then U turns in the drive ways and even on the road. I am usually confronted by one or two each time I travel up the road at busy times and have had two near misses while exiting my own driveway.</p> <p>This exit requires a roundabout immediately and hopefully better control of traffic from the motorway off ramps. The intersection of Harrisville and mill Roads, the scene of many collisions also requires urgent attention and I believe a roundabout constructed. As Tuakau and Pukekohe continue to grow this intersection will carry more and more traffic.</p> <p>In the meantime I believe the road markings should be reviewed, A safe lane for traffic turning right into Mill Road and the passing lane which causes a mad scramble to pass as the lane ends, be eliminated.</p> <p>I believe the 100kph limit on Mill and Pukekohe East roads should be lowered to 90kph."</p>
<REDACTED>	Pukekohe East Road (Franklin)	OL_4978	I agree with the proposals, particularly in the city centre. I hope that the proposal includes resourcing for enforcement. My observation of many city centre roads is that people regularly drive 60-65km/h in 50km/h zones. I think additional roads should be considered too e.g. Pukekohe East Road/Mill Road to the west of SH1. 100km/h is too fast, especially with the inadequate intersection for people turning off this road to Tuakau. It should be 70km/h between the two proposed 60km/h areas.
<REDACTED>	Pukekohe East Road (Franklin)	OL_7140	Pukekohe East Road - Belgium Road roundabout to Anselmi Ridge Road. This lower speed limit needs to be taken further on to just past Valley Royal Way. There are 14 houses on the right hand side of Pukekohe East Road (travelling to Bombay) between Anselmi Ridge Road and Valley Royal way. There is no area on the left hand side to pull onto before turning right into one of the driveways, so you have to sit in the fast lane with your indicator on, hoping the 100km traffic behind you is paying attention. There have been numerous accidents with turning vehicles being hit from behind, and hundreds more near misses, with an awful lot of road rage abuse from vehicles as they veer around you. This has been brought to the attention of the Council and also the Police, with nothing being done, even though a Police car was actually involved in one of the accidents. Please, please lower the speed limit to past Valley Royal Way.
<REDACTED>	Pukeoware Road (Franklin)	GIS_130	A lower speed limit on Pukeoware Road makes a lot of sense given the twisty nature of the road, the blind hills and the level crossing with the GVR
<REDACTED>	Quay Street (Waitemata)	EM092	<p>"I very rarely drive into the CBD but however, I have some real issues concerning Hobson Street which is the main route to the on ramps to both the Southern and Western motorways. The congestion that will build up along Streets such as Wellesley Street, and Victoria Street which feed into Hobson Street will create even more congestion, not to mention how many brake linings will wear out and petrol used idling. 30 km. per hour is totally unrealistic, and frankly unnecessary. Peak times determine the speed that cars can go. All the intersections in the CBD are light controlled and therefore there should not be any need to lower speeds in the CBD. Quay Street is another one that should not be reduced as that eventually feeds into the motorway moving north.</p> <p>You may think that people will use public transport if they cannot move around the CBD but however until you upgrade frequency of bus services feeding trains and ferries, you will paralyze Auckland full stop.</p> <p>I am willing to offer my services as an ex. Taxi driver of 28 years to show your pundits in Auckland Transport what works and what does not. E.g. Park Road between Khyber Pass Road and Carlton Gore Road, One bus lane and only one lane to go ahead and a light controlled right turn. It doesn't work!"</p>

Note: due to privacy issues, AT is unable to publish the analysis in its entirety. This is because amongst the feedback, many submitters provided personal information which AT has an obligation to protect.

All of the feedback provided on roads/areas not proposed for speed limit changes in this bylaw will be taken into consideration as part of any future speed limit changes. New permanent speed limits may only be set by way of bylaw following a process of proposal and consultation as required by law (including the requirements under the Land Transport Rule: Setting of Speed Limits 2017). Therefore, AT is unable to set new permanent speed limits for roads that have not been proposed for change or consulted on as part of the currently proposed bylaw. Thank you to all of those who provided feedback on roads not proposed to have speed limit changes in this bylaw.

Engineer Feedback on submission	Recommendation				
	Overall Recommendation	Comments on the final recommendation	Checked by	Change against bylaw	Legal comments
The proposed speed limit is safe and appropriate relating to the existing road layout.	No change to the bylaw		<REDACTED>	No change to the bylaw	
Thank you for the feedback. The feedback that you provided is not part of the current bylaw, however has been considered for future speed limit investigation.	This part of the road is not included in the current bylaw; however, will be considered for future bylaw.	Only for the section of this road that is not part of this bylaw, i.e. to the east, propose decreasing to 80km/hr. Top 10% DSI saving Network section with a SAAS of 80, and a MOS 80-84. The other side of this road is within another TLAs area.	<REDACTED>	No change to the bylaw	
Thank you for the feedback. The feedback that you provided is not part of the current bylaw, however has been considered for future speed limit investigation.	This part of the road is not included in the current bylaw; however, will be considered for future bylaw.	Only for the section of this road that is not part of this bylaw, i.e. to the east, propose decreasing to 80km/hr. Top 10% DSI saving Network section with a SAAS of 80, and a MOS 80-84. The other side of this road is within another TLAs area.	<REDACTED>	No change to the bylaw	
Thank you for the feedback. The feedback that you provided is not part of the current bylaw, however has been considered for future speed limit investigation.	This part of the road is not included in the current bylaw; however, will be considered for future bylaw.	Only for the section of this road that is not part of this bylaw, i.e. to the east, propose decreasing to 80km/hr. Top 10% DSI saving Network section with a SAAS of 80, and a MOS 80-84. The other side of this road is within another TLAs area.	<REDACTED>	No change to the bylaw	
The proposed speed limit is safe and appropriate relating to the existing road layout.	No change to the bylaw		<REDACTED>	No change to the bylaw	
The City Centre has the highest concentration of vulnerable road users in Auckland. For roads in built-up areas where there is a mix of vulnerable road users (people walking and cycling) and motor vehicle traffic, the safe impact speed is internationally recognised as 30 km/h. Impact on travel times will be minor as average speeds on the roads within the City Centre are already at or below 30km/h for large portions of the day. NZTA's Speed Management Guide defines safe and appropriate speed to be 30km/h for City Centres with high place function and concentration of active road users.	No change to the bylaw		<REDACTED>	No change to the bylaw	

Main themes in public feedback and AT's comments

Public feedback	AT's comments
Schools/children	
Reduce speeds / improve safety around schools	
<p><i>"Improve safety around schools/children"</i> <i>"Slow down the speed around school bus pick-up/drop off area during the pick-up/drop off time."</i> <i>Adopt the speed limit changes around schools, local and town centres and all through the central city."</i> <i>"Allowing for children to safely navigate from home to school should be priority. This also has the benefit of creating positive attitudes to options like walking and cycling in new generations."</i></p>	<p>Auckland Transport is dedicated to improving safety around schools. We have a number of initiatives to make travelling to and from school safer for children and caregivers.</p> <p>Any primary, intermediate or secondary school in Auckland can sign up to become part of AT's Travelwise programme, which is an innovative schools-based programme that aims to improve road safety and achieve a reduction in the number of vehicles driving to and from school at peak times.</p> <p>For more information, please visit: https://at.govt.nz/cycling-walking/travelwise-school-programme/.</p>
Location specific feedback	
<p>Freemans Bay School - Wellington Street, Freeman's Bay <i>"I think that Wellington Street that runs directly outside Freemans Bay School should have it's speed reduced as cars zoom down there and it makes it very dangerous for the young school kids."</i></p> <p>Freemans Bay School - Wellington Street and Hepburn Street, Freeman's Bay <i>"Why not Hepburn Street, Wellington Street and others? There are schools and parks in these areas, and these roads are more likely to have higher speeds than the narrow streets around College Hill. Lets just draw the line at a logical place. Having 30km/hr in the CBD, then being allowed to do 50km/hr on Wellington Street, before reducing to 30km/hr on Franklin Road is just silly and would need a lot more signs!"</i> Freemans Bay School - Wellington Street and Hepburn Street, Freeman's Bay <i>"The Wellington / Hepburn Street intersection is extremely dangerous and Police are often present to patrol it. Most infringements are for speeding or running red lights. In the last month we've had a hit and run incident involving a child and parent. 480+ students: 59% of students live within 1km of home, 64% of students walk or scooter to school. Message from the principal: "Our priority is to make our learners journey to and from school as safe as possible. We urge Auckland Transport to include the school's boundary streets, Wellington Street and Hepburn Street, in the proposed 30km/hr zone".</i></p>	<p>Auckland Transport acknowledges the requests for speed limit reductions to Wellington Street and Hepburn Street. We thank everyone who took the time to share their concerns and requests with us.</p> <p>The roads proposed for speed limit changes in this bylaw have been selected based on a number of criteria, namely their risk of death or serious injury as well as those with large numbers of vulnerable road users like pedestrians. 90% of the roads we plan to reduce the speeds of are rural roads. The remaining are made up of the city centre, town centres and residential roads.</p> <p>The criteria for speed reductions is dependent on the road type.</p> <p>The roads selected for speed limit reductions are predominately those which fall within the top 10% of high-risk roads as identified by NZTA.</p> <p>As part of the consultation, we received feedback requesting reductions in speed limits on 876 kilometres of roads which were not part of the proposal that we consulted on.</p> <p>In the future, these requests will be considered as part of any further speed limit reductions AT proposes to make. Under the Land Transport Rule: Setting of Speed Limits 2017, we are required to consult on any proposed speed limit changes, therefore the request received as part of the Speed Limits Bylaw 2019 consultation cannot be implemented without first going through a consultation process.</p>
<p>Campbells Bay School on Aberdeen Road, Castor Bay/Campbells Bay <i>"The school has grown beyond the capacity of its roading network with the school roll growing 25% in the last 4 years and 70% over the past 8 years. The associated congestion coupled with rush hour traffic results in a very dangerous situation for kids and parents alike. Currently speed restrictions of 40kmh during school hours are in place however we recommend a 30kmh speed limit."</i></p>	

Public feedback	AT's comments
Driver education	
<p><i>"Get driving lessons by only a qualified instructor or take defensive driving course before drive getting a full licence".</i></p>	<p>There are a number of factors which contribute to the causes of crashes. Naturally, driver behaviour and driver education are very important and AT advocates defensive driving courses for those who have the opportunity to do so. But even the most skilled drivers make mistakes, and most drivers understand New Zealand's roads can be challenging. Safe and survivable speed limits give drivers the cues they need to judge the safe and appropriate speed for the road they're on.</p> <p>Whatever causes a crash, the severity of the outcome depends on speed. Driving even a few kilometres slower can make a big difference to making our roads safer.</p>
<p><i>"As a teacher, I have to demonstrate every single year that I am fit to teach, I propose a similar system, that every single driver was made to re-take the full driver's license practical test every time they need to renew their registration."</i></p>	
<p><i>"Drivers from overseas should not be allowed to get full license straight away, especially if they drive in the opposite direction in their countries. For future overseas drivers who wants a full NZ license, make them pass the full practical again. AA should change their policy about this."</i></p>	<p>AT has no authority over driver licensing laws.</p>
<p><i>"Money could be better spent on a more thorough student driver course and more rigorous testing of new drivers applying for a licence. Laws to stop young drivers using their mobile devices whilst driving, imposing heavy fines if caught would also help".</i></p> <p><i>"Campaigns to reduce driver inattention are what is required."</i></p>	<p>Driving distracted is a serious issue which can have devastating consequences including death and life-threatening injuries. It's an issue which AT has highlighted in a recent campaign with stuntwoman Zoe Bell. More information on driver distractions is available on our website - https://at.govt.nz/driving-parking/road-safety/distractions/. AT will continue to address this issue via campaigns, community events and Te Ara Haepapa programme to educate all drivers.</p>
<p><i>"Road conditions and driver education need to be focused on before limits are lowered to bandied the problems, especially on rural roads where most accidents are caused by "townies" driving outside their abilities on roads which require a certain amount of skill to operate on due to the poor conditions.(potholes, minimal to no shoulder, and uneven surfaces)."</i></p>	<p>There are a number of factors which contribute to crashes on our roads. AT is cognisant that speed is just one of those factors, but it is a vital one. Whatever causes a crash, the severity of the outcome depends on speed. Driving even a few kilometres slower can make a big difference to making our roads safer. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.</p>
<p>AT stubbornly refuses to acknowledge NZs driving issues are due to a severe lack of driver education. The toad toll has climbed despite the 4kmh tolerance policy. Less than 80% of fatalities are occurring at speeds less than the limit. Until drivers can successfully negotiate roundabouts, cease running red lights, reduce aggression and stop using cell phones whilst driving nothing will change. By ATs logic the accident rate will reduce when we're all walking. Stricter vetting of overseas issued licences is also not a bad idea."</p>	<p>Auckland Council and the Government have signalled that improving safety on our roads is a high priority through the 10 Year Budget, Auckland Transport Alignment Programme (ATAP) and the Government Policy Statement on transport. We have prioritised road safety in our Regional Long Term Plan. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.</p> <p>Crash data shows that most crashes occur in 50km/h zones in urbanised areas, where there are more people walking with young families.</p>
<p>There is big ulterior motives at play. The stats being used are conveniently comparing the best possible year with the worst possible year, ignoring overall trends. Poor road maintenance, driver education and NZTA support of the Substandard VTNZ inspectors are all bigger risks.</p>	<p>The only motive AT has is to reduce the number of deaths and serious injuries occurring on Auckland's roads. Auckland Council and the Government have signalled that improving safety on our roads is a high priority through the 10 Year Budget, Auckland Transport Alignment Programme (ATAP) and the Government Policy Statement on transport. We have prioritised road safety in our Regional Long Term Plan.</p> <p>At the time this consultation took place, the 2018 road deaths and serious injuries had not been finalised – this is why the 2017 statistics were used.</p>

Public feedback

AT's comments

Driver education

Far too much interest is placed on speed limits when focussing on the road toll. Rather than reducing speed limits AT should be prioritising driver training. It is common place to see people that should not be behind the wheel driving in Auckland more than any other town or city in New Zealand. Reducing the overall efficiency of an already terribly inefficient road network is not the way to improve road safety. I strongly disagree with any speed reductions for this reason. These changes should be dropped in favour of driver education and improving the public transport system between outer suburbs. Not everyone works in the CBD

There is an enormous body of research which demonstrates that the severity of the outcome of a crash is dependent on the speed at which a vehicle(s) is travelling. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.

AT has embraced Vision Zero. Vision Zero, a Swedish ethics-based strategy, focuses on a core principle that 'human life and health can never be exchanged for other benefits within society.'

Vision Zero recognises that people make mistakes and that we humans are vulnerable creatures. We are not built to withstand high impact forces. In terms of road safety, this puts the spotlight on safe speeds. Vision Zero speed limits must be determined by the core protective qualities of road infrastructure and the vehicles using it. It moves away from the tradition of blaming drivers.

In regards to efficiency, journey times are also dependent on a number of factors other than speed, including:

- Traffic volumes and patterns
- Traffic light signals
- Road environment
- There will be some increases in journey times:



In regards to the effect on congestion in the city centre, journey times are constantly monitored in Auckland city centre. Results shows that the average speed to travel the length of some these routes are below 19km/h. Additional modelling has shown that a reduction in speed limit will have a negligible effect on journey times across the city centre. As part of the City Centre speed programme, we will synchronise the traffic lights on the corridors of Nelson Street; Hobson Street; Fanshawe Street; Symonds Street; and Queen Street (Mayoral Drive to Ian McKinnon Drive section) to create a 30kp/h "green wave". This will allow smoother traffic flow along the corridors, rather than the stop-start "grasshopper" approach as people race up to signals.

Today, more than 50,000 people live in the city centre which is more than double what the population was 10 years ago. Hobson Street now has the highest residential density in NZ. This growth has seen the number of people walking throughout the city centre increase by 34% since 2012. The dominant mode of travel today throughout the city centre is walking.

During the five-year period 2013 to 2017 there were 2 deaths, 89 serious injuries and 469 minor injury crashes reported within the city centre. The image below shows the location of deaths and serious injuries in the city centre between July 2013 and end June 2018.

Lowering speed limits in the city centre will help to reduce the number of deaths and serious injuries, and also provide a safer, nicer place for residents and visitors to the city.

Public feedback	AT's comments
Police enforcement	
<p><i>"I do agree our speed limits need lowering. However, they also need to be policed more with speed cameras & an active show of law enforcement."</i></p>	<p>AT is working in partnership with a number of agencies, including NZTA, ACC and NZ Police to improve road safety. NZ Police have fully staffed their traffic safety team to bolster enforcement, the Ministry of Transport is exploring making safe speed measures more streamlined, and the NZTA is working with us to implement trials such as point-to-point speed cameras.</p>
<p><i>"Stupid. Why don't you enforce the current speed limits? The people who drive well above the current speed limits will still be speeding with the lower limits. It will make zero difference except to frustrate the law-abiding drivers having to drive slower."</i></p>	
<p><i>"I agree with the proposals, particularly in the city centre. I hope that the proposal includes resourcing for enforcement. My observation of many city centre roads is that people regularly drive 60-65km/h in 50km/h zones."</i></p>	
<p><i>"My only question whether these limits will be enforced. Every day we see examples of red light running, close passing, hostile driving and pavement parking. Only rarely do they appear to be policed. I'd like to see these new limits actively policed."</i></p>	
<p><i>"Why don't you / the Police monitor random lane changing, no indicating, failing to stop at stop signs, driving too slow in the right hand lane on motorways, dangerous overtaking, pulling out from curb-side parks without looking, etc, etc."</i></p>	
<p><i>If people just drove at 50 it would be fine, but they don't and nothing happens now. Police that and enforce that first. Also what are the implications in policing and monitoring, must be huge.</i></p>	
<p><i>"They will only work if they are enforced. Putting up a sign will not work the current 50 signs don't work. They need to be monitored by speed camera results in fines etc. These same restrictions need to be in place for bicycles and other transport aids such as e scooters as these also cause accidents that are not reported. I walk home every night as see bicycles exceeding speed usually faster than the cars!"</i></p>	<p>To support the speed limits bylaw change, engineering measures will also be implemented in some residential areas, some town centres and parts of the city centre. These include installing speed calming measures like:</p> <ul style="list-style-type: none"> • Speed humps and speed tables • Raised intersections • Improved road markings and signage • Narrowing roads

Public feedback	AT's comments
Road maintenance	
<p><i>"The road repairs done on these roads are to a poor standard and within weeks and sometimes days the chip metal is already patchy which makes the surface very bumpy."</i></p>	<p>If you are aware of any safety hazards, please report them to us. Please do so by calling 09 355 3553 or filling in a webform https://at.govt.nz/about-us/contact-us/report-a-problem/.</p>
<p><i>I have lived in the Karaka District all my life and I am very familiar with the roading network in the area.</i></p> <p><i>1)Does it not seem strange that after many years of improved vehicle safety and the transition from metalled to sealed roads that AT now feels the need to reduce speed on virtually all roads in the district ?</i></p> <p><i>2)Does it not recognise that there has been a totally inadequate budget to maintain these roads?</i></p> <p><i>3)In most all cases these roads either, have lack a white centre line, have been poorly maintained, have inadequate yellow no passing strips and in some instances appropriate "give way , Stop and similar signage have NEVER been installed .. WHY</i></p> <p><i>4)A complete lack of centre right turning " bays(painted)through out the district and appropriate road widening to allow following traffic to pass or Exit at these intersections ? Why ?</i></p>	<p>AT works hard to keep our transport infrastructure in good condition so your travel around Auckland is as safe, swift and enjoyable as possible, whichever way you choose to do it.</p> <p>If you are aware of any safety hazards, https://at.govt.nz/about-us/contact-us/report-a-problem/ report them to us. Please do so by calling 09 355 3553 or filling in a webform https://at.govt.nz/about-us/contact-us/report-a-problem/.</p> <p>If you have location-specific road safety concerns, as stated in points three and four, please contact us and provide location-specific feedback. Thank you kindly.</p> <p>The reason we are proposing speed limit reductions is because there is an enormous body of research which demonstrates that the severity of the outcome of a crash is dependent on the speed at which a vehicle(s) is travelling. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.</p>
<p><i>"I do not support the lowering of the speed limit. Improve the condition of the road rather than lower the limit. This road is neglected. If it was maintained it would reduce the number of potholes, washouts on the side, rutting then there is less risk to road users."</i></p>	<p>If you are aware of any safety hazards, please report them to us. Please do so by calling 09 355 3553 or filling in a webform https://at.govt.nz/about-us/contact-us/report-a-problem/</p>
<p><i>"I believe the plans do not address the real issues. The infrastructure is inadequate, roads are generally poor and not capable of dealing with traffic levels, drivers are lack ability, driving education is lacking so overall there is a bigger picture host of issues."</i></p>	<p>All of the issues you stated can play a role in crashes occurring. They all need to be addressed and we're working with a number of agencies like NZTA and NZ Police on the bigger picture issues you mention. The reason we want to reduce speed limits on some roads is because we know, through a large body of evidence, that whatever causes a crash, the severity of the outcome depends on speed. Driving even a few kilometres slower can make a big difference to making our roads safer.</p>
<p><i>"Revenue collecting never reduces road toll doesn't make roads safer. The only way for this to happen is put the billions already collected back into making decent safer roads and driver/rider education. "</i></p>	<p>This is not a revenue collecting exercise. Its sole motivation is to make our roads safer, reducing the number of crashes and hence reducing the number of deaths and serious injuries.</p>

Public feedback	AT's comments
Road maintenance	
<p>Many people feel a speed reduction is being proposed in lieu of road maintenance.</p>	<p>We can assure you that is not the case. AT invests heavily in road maintenance and has a number of initiatives, other than reducing speeds, designed to make our roads safer. At an operational level we have a number of programmes including:</p> <ul style="list-style-type: none"> • Road safety engineering programme targeting urban and rural high-risk roads and intersections • Improvements to make walking, cycling and motorcycling safer • Walking school buses and road safety community education • Asset management plan • Red light camera programme with NZ Police. <p>To complement our Safe Speeds programme, we are also looking at making the entire transport system safe for all road users. With our road safety and community partners, we are working on the following:</p> <p>Safer Communities Programme</p> <ul style="list-style-type: none"> • Using a localised approach to make roads safer and create more opportunities for active transport (walking and cycling). For our 2018-21 programme, we are working with three communities: Māngere Bridge, Mt Roskill and Papakura. <p>Safe roads and roadsides (urban and rural) programme</p> <ul style="list-style-type: none"> • We are investing \$38.9 million this financial year to improve infrastructure across our rural and urban areas – having invested around \$30m last financial year. <p>Rural road delineation programme</p> <ul style="list-style-type: none"> • We are improving road markings and signage on more than 400km of rural roads across Auckland with more than \$3.5 million (including funding from Regional Fuel Tax) due to be spent this year following a spend of around \$4.3 million last financial year. <p>Safe road use – red light running programme</p> <ul style="list-style-type: none"> • We are partnering with NZ Police to change dangerous driver behaviour at intersections through red light running enforcement. • We are delivering over 600 campaigns, events, training and checkpoints to our key stakeholders to target high-risk groups and communities. • Eight more red light camera sites will be installed by the end of the third quarter of this year at high-risk intersections in Auckland to reduce dangerous driving and help save lives – with plans for a further eight to be installed in the current financial year. <p>Pedestrian crossings</p> <ul style="list-style-type: none"> • We are upgrading 20 pedestrian crossings across the region this financial year having upgraded 26 last financial year
<p>Auckland Council keeps on building houses without any forward road planning. Two lane roads that use to serve rural areas or communities are now clogged up with traffic from new subdivisions further out Auckland. In the mean time there are more vehicles on the road and less maintenance. Look at Whitford Road, the problem was not speed, but lack of maintenance due to the volume of daily traffic. Suddenly there are a few accidents and AT blames it on speed! The speed is temporary lowered as an excuse, but the real reason is a unsafe, run down and unmaintained road.</p>	<p>AT has no jurisdiction regarding the granting of consents to build houses.</p> <p>Speed limits were lowered on Whitford Road to address safety concerns. We believe that 80km/h on this road is an unsafe speed. The sections of this road which has the temporary speed limit posted have the following crash history over the period of 2013-2017:</p> <ul style="list-style-type: none"> • 11 Serious Injuries crashes • 35 Minor Injury Crashes • 100 Non-Injury crashes. <p>The number of injuries that have occurred due to the number of crashes:</p> <ul style="list-style-type: none"> • 15 Serious Injuries • 59 Minor Injuries <p>Note that the number of injuries is different to the number of injury crashes because more than one injury can occur from any given injury crash.</p>

Public feedback

AT's comments

Pedestrians and cyclists are the issue

*"I am totally opposed to any changes in speed limits. The Council should have a jay walking bylaw and enforce it."
"Put some bridge walkways over big city roads or add pedestrian crossings which slow the traffic when there are pedestrians. It's a bit of a cheek to propose this when lime scooters are on the streets AND footpaths doing just what you say you want to stop, i.e. hurting vulnerable people."*

AT recommends pedestrians use the designated crossings available and does not condone jaywalking.

AT is working on:
improvements to make walking, cycling and motorcycling safer
walking school buses and road safety community education

We are upgrading 20 pedestrian crossings across the region this financial year having upgraded 26 last financial year.
Our minor improvements programme addresses safety issues raised across the network by customers.

"Your logic is flawed with regards to pedestrian safety. Pedestrians should only be crossing these roads at ped crossings, as for cyclists you have already cluttered the city up with cycle lanes with more to come. Auckland is too hilly to be a true cyclist city, its NOT Amsterdam which is as flat as a pancake. Lester Levy has got this all wrong. Do any of the people making these rules actually drive a car? 30 kmh is just wrong!"

Auckland's transport systems are under pressure due to:

- A rapidly growing population
- An increasing number of cars on our roads
- A history of underinvestment in our public transport network

As roads become more and more congested, AT is investing in ways to improve traffic flow, improving public transport and encouraging active modes of transport like getting people walking and on bikes.

AT's investments in cycleway infrastructure have helped to increase the number of people on bikes. We publish monthly cycling monitoring reports and the April 2019 automatic cycle counts at 26 city sites found that:

3.70 million cycle movements were recorded for the year of May 2018 to April 2019, an increase of 6.5% on the previous 12 months.

311,000 cycle movements were recorded in April 2019, an increase of 6.0% when compared to April 2018.

"This will not make our roads safer, better driver training and getting cyclists, Lime scooters, pedestrians reading mobile phones etc off the same roads will. Stop restricting drivers, who actually pay for the roads, and give them the roads back. The only speed restrictions should be around schools & hospitals."

There is a large body of evidence which proves that these proposed speed limit changes will in fact make our roads safer.

Whatever causes a crash, the severity of the outcome depends on speed. Driving even a few kilometres slower can make a big difference to making our roads safer. For roads in built-up areas like the city and town centres, where there is a higher number of people walking, cycling and e-scootering, the safe impact speed is internationally defined as 30km/h.

Research shows that if a person is hit by a car at 50km/h the chances of dying are 4-5 times higher than if they were hit at 30km/h. If a car hits someone at 30km/h, the chance of someone dying drops dramatically to just 10%.



Pedestrian crossings need to be made safer, so that you are not crossing when traffic is also turning, with shorter breaks between crossing opportunities. A longer break between light phases will reduce the risk of accidents as a result of red light runners. Reducing the speed to 30km is too slow to make movement around the city effective.

AT is working on improvements to make walking, cycling and motorcycling safer walking school buses and road safety community education

We are upgrading 33 pedestrian crossings across the region this financial year.
Our minor improvements programme addresses safety issues raised across the network by customers.

Public feedback	AT's comments
<p>“This is a revenue gathering exercise”</p> <p>Whilst I agree with a lot of areas the speed limit should be reduced, this wouldn't be necessary, please focus efforts on the amount of people who are driving inattentively, the amount of people I often see texting and driving is truly shocking, I see very little advertisement, education and enforcement. Whilst someone going 61 in a 50 is ticketed on the spot or many speed cameras hidden in a bush after a passing lane, efforts directed completely wrong and for the outsider seems EXTREMELY revenue focused and not life saving focused.</p>	<p>Driving distracted is a serious issue which can have devastating consequences including death and life-threatening injuries. It's an issue which AT has highlighted in a recent campaign with stuntwoman Zoe Bell. More information on driver distractions is available on our website - https://at.govt.nz/driving-parking/road-safety/distractions/.</p> <p>The only motive AT has is to reduce the number of deaths and serious injuries occurring on Auckland's roads. Auckland Council and the Government have signalled that improving safety on our roads is a high priority through the 10 Year Budget, Auckland Transport Alignment Programme (ATAP) and the Government Policy Statement on transport. We have prioritised road safety in our Regional Long Term Plan.</p> <p>There is an enormous body of research which demonstrates that the severity of the outcome of a crash is dependent on the speed at which a vehicle(s) is travelling. Lowering speeds and working with Police to enforce those limits is a proven tool internationally to be one of the easiest and most effective interventions available.</p> <p>The money generated from infringements goes into the Government's Consolidated Fund. Neither AT nor NZ Police receive money from infringements/fines. https://www.police.govt.nz/faq/where-does-money-infringementsfines-go</p>
<p>The data you present is very biased & selected to support the argument that speed is responsible for over 40% of injury accidents. This is a lie. How many pedestrians are hit because they are crossing the road using devices and not looking? How many drivers are under the influenced by meth? How many accidents are significantly contributed to by the lack of road shoulder maint? You don't know, because you are not interested in that data, grappling with that involves work, much easier to cover the district with blanket speed limits, knowing the fine revenue with give you a very nice cash pile to play with. The limits proposed in my area of Pukekohe, Patumahoe, Waiuku, are absurd, the whole district is covered, even roads that have no history of problems. This is just another excuse for a cash grab, as if the fuel tax is not enough.</p>	<p>64 people died on Auckland roads in 2017 and 749 people were seriously injured. 44% of road deaths in 2017 were speed related. Sadly, those are facts that cannot be ignored.</p> <p>There are a number of factors which contribute to crashes occurring on our roads. AT acknowledges that speed is one part of the equation, but it is the biggest part. People make mistakes. Even the best drivers make mistakes on the road.</p> <p>AT has embraced Vision Zero in our commitment and emerging work programme across the business. Vision Zero, a Swedish ethics-based strategy, focuses on a core principle that 'human life and health can never be exchanged for other benefits within society.'</p> <p>Vision Zero recognises that people make mistakes and that us humans are vulnerable creatures. We are not built to withstand high impact forces. In terms of road safety, this puts the spotlight on safe speeds. Vision Zero speed limits must be determined by the core protective qualities of road infrastructure and the vehicles using it. It moves away from the tradition of blaming drivers. Vision Zero takes into account that potential crashes must be anticipated, planned for and accommodated.</p>
<p>Your own stats prove that you are missing the point. 64 deaths in 2017 44% speed related. Therefore you are proposing a solution for a minority reason. Even if speed at 44% is the largest percentage it follows that there are many other reason for more deaths that should be addressed.</p>	<p>The Safe System is an approach for realising Vision Zero aims for a more 'forgiving' road network, one that takes human imperfection and vulnerability into account through safe vehicles, safe speeds, safe roads and road users.</p>
<p>Totally unnecessary. On a gobal scale we have the slowest speed limits. Revenue collection. Will not lower the potential risk of accidents. In fact people in Auckland drive stupidly slow as to cause accidents and road rage.</p>	<p>The reason we want to reduce speed limits on some roads is because we know, through a large body of evidence, that whatever causes a crash, the severity of the outcome depends on speed. Driving even a few kilometres slower can make a big difference to making our roads safer.</p> <p>The roads we propose reducing the speed limits of have been selected based on a number of criteria, namely their risk of death or serious injury as well as those with large numbers of vulnerable road users like pedestrians.</p>

Public feedback

AT's comments

“This is a revenue gathering exercise”

The proposals are too prescriptive and take no account of the time of day - traffic density is not the same 24 hours per day- nor the fact that in most cases a limit of 30kph is too low. No doubt it will generate a great deal of revenue for the Council however. Traffic speeds are generally self regulating and speeds are low because of the density of the traffic at any time.

I reject the proposal as these roads are already crawling during peak traffic times, so it makes no sense to enforce a lower speed limit. A lower speed limit will frustrate users of the road during offpeak times, and slow down traffic when it should just flow. 50km/h is already slow, 30km/h will make cars crawl even at off-peaks. Traffic will get choked ALL the time.... It makes no sense whatsoever. It seems like a revenue generating scam! And also, it will increase car pollution.

This is not a revenue gathering exercise. The only motive AT has is to reduce the number of deaths and serious injuries occurring on Auckland's roads. Auckland Council and the Government have signalled that improving safety on our roads is a high priority through the 10 Year Budget, Auckland Transport Alignment Programme (ATAP) and the Government Policy Statement on transport. We have prioritised road safety in our Regional Long Term Plan.

Journey times are constantly monitored in Auckland city centre. Results shows that the average speed to travel the length of some these routes are below 19km/h. Additional modelling has shown that a reduction in speed limit will have a negligible effect on journey times across the city centre. As part of the City Centre speed programme, we will synchronise the traffic lights on the corridors of Nelson Street; Hobson Street; Fanshawe Street; Symonds Street; and Queen Street (Mayoral Drive to Ian McKinnon Drive section) to create a 30kp/h “green wave”. This will allow smoother traffic flow along the corridors, rather than the stop-start “grasshopper” approach as people race up to signals.

Today, more than 50,000 people live in the city centre which is more than double what the population was 10 years ago. Hobson Street now has the highest residential density in NZ. This growth has seen the number of people walking throughout the city centre increase by 34% since 2012. The dominant mode of travel today throughout the city centre is walking.

During the five-year period 2013 to 2017 there were 2 deaths, 89 serious injuries and 469 minor injury crashes reported within the city centre. The image below shows the location of deaths and serious injuries in the city centre between July 2013 and end June 2018.

The money generated from infringements goes into the Government's Consolidated Fund. Neither AT nor NZ Police receive money from infringements/fines. <https://www.police.govt.nz/faq/where-does-money-infringementsfines-go>

Comments won't be considered by Auckland Transport

It's virtually impossible to do 30kph now in the city anyway,it feels like.council has shortened light phases all around auckland which hinders getting around considerably . now travelling I expect what used to take me 20,30 whatever minutes,u can pretty much double your time.we have disgusting Auckland traffic. THIS EMAIL WILL FALL ON DEAF EARS LIKE NORMAL SO IVE JUST.WASTED MY TIME ACTUALLY!

We are sorry to hear you feel that way. We can assure you that this has been a genuine consultation process. Every piece of feedback received has been read, analysed and taken into consideration as part of the decision-making process.

As part of the City Centre speed programme, we will synchronise the traffic lights on the corridors of Nelson Street; Hobson Street; Fanshawe Street; Symonds Street; and Queen Street (Mayoral Drive to Ian McKinnon Drive section) to create a 30kp/h “green wave”. This will allow smoother traffic flow along the corridors, rather than the stop-start “grasshopper” approach as people race up to signals.

Journey times are also dependent on a number of factors other than speed, including:

- Traffic volumes and patterns
- Traffic light signals
- Road environment
- There will be some increases in journey times:



Public feedback

AT's comments

Comments won't be considered by Auckland Transport

I know with all my heart that my feedback on the AT Plan to reduce speed limits around Auckland will fall on deaf ears because, despite calling for feedback, the decision is earmarked to go ahead anyway.

Have I considered using public transport, especially because I both live and work close to railway stations? No, I don't because quite simply it is cheaper to drive. Address the pricing issue and I might consider it.

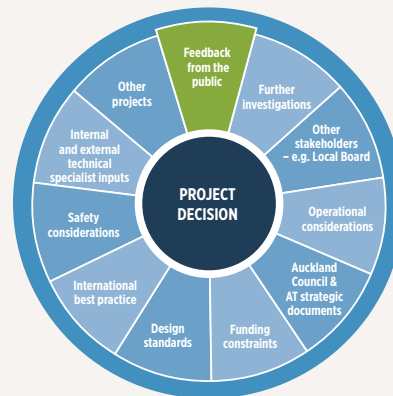
In the 5 years I have commuted between Glen Eden and Avondale, AT changes have resulted in an additional 15 minutes being added to my morning commute because of the introduction of a bus lane along Great North Rd (between New Lynn and Avondale). I now have to queue with traffic using St Jude St whereas I used to be able to use the left lane (now bus lane) and turn left at the Avondale roundabout, to remain on Gt North Rd. Did this change mean a faster commute for bus users? Absolutely not because the left lane was virtually empty in peak times anyway.

So, it is a common belief in my circle of friends, workmates and acquaintances that traffic congestion to some extent, is manufactured by AT in an endeavour to coerce people into using public transport. I am definitely in that camp and that is why I believe the proposed reduction in speed limits is part of that manufactured congestion.

You have already taken that decision away from the public this is a done deal and you are only going through the process to make the public think that they will be involved

We are sorry to hear you feel that way. We can assure you that this has been a genuine consultation process. Every piece of feedback received has been read, analysed and taken into consideration as part of the decision-making process.

Consultation is the process of asking for feedback on projects that AT is working on. The feedback we receive is important as it often helps us improve our plans. The public's local knowledge can help give us a better understanding of any needs or improvements we may not have considered. Public feedback is, however, just one part of the decision-making process as there are a number of factors we need to consider:



Consultation is an information-gathering process. It is not a referendum. Our job is to take public feedback on board and decide what is going to be best for the community.

Auckland Transport unequivocally refutes the claim that we are manufacturing traffic congestion. Between 2012 and 2017, Auckland's population increased by 180,000. Our population is projected to reach 2 million by as early as 2029 and could hit 2.5 million by 2043, according to Statistics New Zealand medium projections. The number of cars on our roads is constantly increasing.

Auckland is changing and we must find ways to improve our transport system - now and into the future. Our job is to find ways to make travelling around Auckland safer, easier and more efficient for all.

Auckland's transport systems are under pressure due to:

- A rapidly growing population
- An increasing number of cars on our roads
- A history of underinvestment in our public transport network

As a city, our reliance on single occupancy vehicles is not sustainable. To reduce traffic congestion, other transport methods like public transport and active modes of transport need to increase. You will see from other cities around the world that building more roads and increasing traffic lanes does not improve congestion in the long-run - take Los Angeles as a case in point.

Auckland Transport will continue to invest in road infrastructure and find ways to decrease congestion. But investment in better public transport options and making active modes of transport more accessible also needs to happen.

Public feedback

AT's comments

Comments won't be considered by Auckland Transport

I've tried a 2nd time to use the interactive map to give feedback on the proposed change in my area. I put the green marker on the map, fill in my details and where I heard about the plan. No place to leave any actual feedback! Unless I get a form emailed to me???

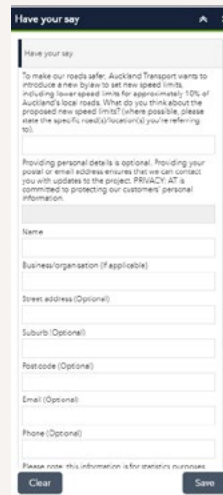
How dumb. Or if I was cynical, exactly as designed, to avoid getting feedback.

If there really is a way to leave feedback on a proposed speed limit change for a specific road then please make the instructions better. It seems AT has plenty of money to throw around on this proposal, but can't be bothered to check the usefulness of the consultation methods.

You just made me click four (well hidden) links to provide feedback. 90% sure you don't ACTUALLY want feedback and even if anyone does give feedback you won't listen (or will do a Hamilton City council trick and start making up stats). You're a terrible organisation and you should all, honestly, resign. You are the primary reason I hate the idea of having to move back to Auckland. Because you are so inept at your jobs it gives me a migraine. You could lower the speed to 0. That would also reduce 'road traumer'. How about... Actually spending money to make roads safer.

We are sorry to hear you had difficulty using the online, interactive map. The first question and text box gave people the opportunity to leave their feedback (see below). People could also provide feedback in other ways:

- an online SurveyMonkey feedback form
- via email
- in person



Concerns that speed limit changes will confuse and frustrate drivers

I would be very surprised if any of the thousands of fatal accidents are actually caused by people obeying the road rules including following the current speed limits and driving to the conditions. I believe reducing the current speed limit will only further frustrate conscientious drivers, add to the current traffic problems by creating more back log and more congestion on our roads and furthermore have no impact whatsoever on the real problem which is drivers not following road rules or showing any consideration for fellow commuters; as well as poor infrastructure of our roads.

Can you please leave the speed limits where they are at 50km per hour around the Auckland district. Drivers should be driving to the conditions and roads are for vehicles, just as footpaths are for people. The issue of bikes and scooters needs to be sorted and pedestrians need enough crossing so they are not interfering with the traffic flow. Motorists have enough to contend with without altering some road speeds here and there; otherwise a motorist who is unfamiliar with a certain area ends up being so busy looking for speed change signage, his/her attention will be diverted from other things happening on the road. Is there data available that shows accidents at these various selected sites – and were any issues clearly the fault of the driver, the cyclist, the pedestrian, or the scooter rider.

64 people died on Auckland roads in 2017 and 749 people were seriously injured. 44% of road deaths in 2017 were speed related. 'Speed related' means that in the Police report that was filed, the officer recorded speed as a determining factor for the crash.

The proposed speed limit changes are based on a large body of evidence and international best practice methodology. These types of changes have already been employed in some areas of Auckland, other parts of New Zealand and in many cities around the world. The evidence shows that reducing speed limits does reduce the number of crashes that occur.

There are a number of factors which contribute to crashes occurring on our roads. AT acknowledges that speed is one part of the equation, but it is the biggest part. People make mistakes. Even the best drivers make mistakes on the road.

AT has embraced Vision Zero in our commitment and emerging work programme across the business. Vision Zero, a Swedish ethics-based strategy, focuses on a core principle that 'human life and health can never be exchanged for other benefits within society.'

Vision Zero recognises that people make mistakes and that we humans are vulnerable creatures. We are not built to withstand high impact forces. In terms of road safety, this puts the spotlight on safe speeds. Vision Zero speed limits must be determined by the core protective qualities of road infrastructure and the vehicles using it. It moves away from the tradition of blaming drivers. Vision Zero takes into account that potential crashes must be anticipated, planned for and accommodated.

The Safe System is an approach for realising Vision Zero aims for a more 'forgiving' road network, one that takes human imperfection and vulnerability into account through safe vehicles, safe speeds, safe roads and road users.

Public feedback	AT's comments
Concerns that speed limit changes will confuse and frustrate drivers	
<p>Ridiculous - this will increase driver frustration and make roads less safe with all the erratic changes of speed. Interesting something think it is 30km inner city but 40km around schools. Especially when most busy times around either you end up driving at about 20 anyway. This is out of touch</p>	<p>Thank you for sharing your concerns. Speed limits will be clearly signposted to avoid the confusion or driver inattention that you refer to.</p> <p>To support the speed limit bylaw change, engineering measures will also be implemented in some residential areas, some town centres and parts of the city centre. These include installing speed calming measures like:</p> <ul style="list-style-type: none"> - Speed humps and tables - Improved road markings and signage - Raised intersections - Narrowing roads <p>The measures above will assist motorists to drive within the posted speed limits.</p>
<p>So many changes to speed limits on roads in the same area, such as the Brookby area - drivers will be so busy watching out for what speed they're allowed to travel at, that they will inevitably not be watching the road carefully enough, which will inevitably lead to more rather than fewer accidents. Better to get drivers to drive to the road conditions at all times. Seems like a revenue gathering exercise to catch drivers not quick enough to drop to ever changing speed limits!</p>	
<p>I feel like it would become very confusing as some places will go from 30 into 50 and vice versa 50 into 30 depending what streets you travel through. Keeping it simple will be essential especially, as we have so many tourists and unexperienced drivers (youth and new drivers) in our city.</p>	
<p>Inappropriate. Most drivers adjust their speed according to the conditions e.g. when driving through a town centre during the day, my speed is reduced because I am aware that a pedestrian could appear between parked cars at any time, or another car, with limited vision, could pull out of a driveway. At night time, I am still cautious but can drive a bit faster as there aren't so many cars parked on the road, and visibility is better. There are so many things to look out for, that adding looking for a sign as to what the speed limit is, would be a further distraction. The main priority is to keep traffic flowing, which tends to be dictated by the conditions, not the speed limit.</p>	



Petitions received Hobson Road and the intersection of The Avenue, Paremoremo Road and Hobson Road.

A petition, signed by 102 people, was received requesting a speed limit reduction on Hobson Road and the intersection of The Avenue, Paremoremo Road and Hobson Road.

Group Submissions

Submission covering Ararimu Road and Kern Road, Ramarama.

The proposed 2019 Bylaw change for Ararimu Road, Ramarama, is to lower the existing 70 km/hr limit to 60 km/hr.

We support this change but feel there are three more important speed limit changes necessary in the Ramarama area.

We submit that the additional changes of speed limits for roads in Ramarama should be:

- Extend the area of Ararimu Road covered by the current 70 km/hr zone by at least 500 m eastwards towards Ararimu.
- All of Ararimu Road from approximately Pratts Road to Ararimu be speed reduced from 100 km/hr to 80 km/hr.
- Kern Road to have its speed reduced from 100 km/hr to 80 km/hr.

Appendix 1

Information leaflet sent to properties on, or near, the roads included in the bylaw.



What else are we doing to improve road safety?

To support the speed limit bylaw change, engineering measures will also be implemented in some residential areas, some town centres and parts of the city centre. These include installing speed calming measures like:



Auckland Transport is working closely with partners including the NZ Transport Agency and NZ Police to make our roads safer.

The wider road safety programme is the Regional Fuel Tax (RFT).

Have your say

We want you to let us know what you think about the new speed limits we are proposing (the new speed limits bylaw) for roads under our control.

To provide feedback, please go to:

www.at.govt.nz/haveyoursay

If you have difficulty completing the form online, or if you want to present your views to us in person, please call us on 09 308 3000 or email us at ATSpeedProgramme@at.govt.nz.

Talk to us in person

You can also talk to us about the bylaw and proposed speed changes at any of the following drop-in sessions:

Sunday 3 March 10am - 1pm
Round the Bays, Madills Farm
6 Baddeley Ave, Kohimarama

Monday 5 March 10am - 2pm
Market Street

Speed Limits Bylaw 2019

Reducing speed to save lives

Improving safety on Auckland's roads
AT.govt.nz/haveyoursay



What's happening?

Auckland has a serious problem with people being killed and being seriously injured on our roads.

To make our roads safer, Auckland Transport wants to introduce a new bylaw to set new speed limits, including lower speed limits for approximately 10% of Auckland's local roads.

Under the Speed Limits Bylaw 2019, we plan to reduce the speed limit for some high-risk rural, urban and residential roads, as well as various town centres and the city centre.

Which roads will this affect?

The proposed speed changes could be on your road - or on a road nearby. The roads selected have been identified as high-risk areas. To find out which streets are included in the proposed changes, go to:

www.at.govt.nz/haveyoursay

Aucklanders are getting hurt and killed



Why do we need to slow down?

Because speed determines both the likelihood of a crash occurring and the severity of the outcome:

Death risk percentages

Impact speed Km/h	Death risk Percentage risk
30	10%
40	32%
50	80%
60	95%

44% of road deaths in 2017 were speed related

10% of the Auckland road network is proposed to have speed limit changes.*



Speed limit reductions are proposed for over 700km of road. The roads have been selected based on a number of criteria, namely their risk of death or serious injury as well as those with large numbers of vulnerable road users like pedestrians.

Approximately 90% of the total area we want to reduce the speeds of are rural roads. The remainder is made up of the city centre, town centres and residential roads.

* Excludes motorways and state highways which are controlled by NZTA.

