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# Safe Speed Plan

## Recommendation

That the Board:

- i. Notes the attached safe speed programme communications strategy (attachment 2) for the implementation of the safe speed programme.
- ii. Notes that a review of the existing speed limits across the Auckland local road network has been completed and we now seek to implement a safe speed programme and that setting safe speed limits are only one part of Auckland Transport's (AT) programme to improve road safety.
- iii. Proposes a new bylaw to set new speed limits in response to the Business Improvement Review (BIR) findings and replace the AT Speed Limits bylaw 2012.
- iv. Approves the draft AT speed limits bylaw 2019 (attachment 4) for consultation.
- v. Adopts the attached Statement of Proposal (attachment 3) to support the public consultation on the proposed bylaw under the special consultative procedure.
- vi. Establishes a hearings panel to receive submissions on the proposed bylaw via hearing(s) in person, the panel to be chaired by two Board Directors and include two Executive Leadership Team members.
- vii. Delegates authority to the Chief Executive to approve any minor and technical amendments to the proposed bylaw before it is released for public consultation.
- viii. Notes that following consultation on the proposed bylaw, officials will report back to the Board with recommendations on the making of the proposed bylaw.

## Executive summary

1. Auckland has a serious problem with people dying and being seriously injured on our region's roads. In 2017, 64 people died on our roads and an additional 749 were seriously injured. This is a more than 70% increase in deaths and serious injuries since 2014 and is five times greater than the rate of vehicle growth in Auckland and over three times the rate of growth for the rest of New Zealand.
2. Speed management is the quickest and most effective tool we have available to address Auckland's road safety crisis, and the central Government political will supporting this approach is strong. The Auckland public are also concerned about increasing road trauma and requests

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to lower speeds are one of the leading Customer Requests fielded by AT (30+ requests per month). Other elements of AT's road safety improvement programme, such as transformational engineering interventions at high risk intersections, may take three to six years to implement and the safe speed programme is an effective shorter scale intervention while these other improvements are progressed. The cost of not progressing speed management is estimated at an additional 24 road deaths and serious injuries per annum.

3. In May 2018, the Board endorsed a speed management programme targeting known high risk locations as an early intervention to address Auckland's increasing road deaths and serious injuries. The Board is now being asked to approve a public consultation on the proposal, which is consistent with the programmed endorsed by the Board, of a new bylaw to set new speed limits across the road network affective from August 2019. Speed management is not new to Auckland or AT and where we have already made changes to speed limits we have seen marked improvements.
4. Safe speeds support urban placemaking, liveability and community wellbeing and are a key tool in addressing one of four primary policy objectives in the Government Policy Statement and the objectives of the Auckland Plan
5. This Board paper:
  - illustrates AT's safe speed programme and proposed time lines
  - confirms AT's safe speed communications strategy supporting programme implementation and partnerships as critical success factors
  - provides international and local evidence which supports our safe speed programme and the Vision Zero approach (attachment1)
  - highlights international good practice.

## Previous deliberations

6. A briefing paper on speed management outlining the principles for applying the new NZ Transport Agency guide and the need for additional funding was presented to the Board in February 2017.
7. Extensive stakeholder and internal AT engagement was held in September and October 2017 to develop agreed speed management criteria and principles for Auckland in alignment with the NZ Transport Agency Speed Management Guide.
8. Following the declining road safety performance over the past five years, and the Board's Business Improvement Review into Road Safety by Eric Howard, an accelerated Road Safety Programme has been developed, which recommends significant, targeted implementation of speed management. The accelerated programme is funded through the current Regional Land Transport Plan (RLTP), with partial funding from the Regional Fuel Tax
9. In March 2018, the Customer Focus Committee (CFC) were presented a paper outlining the AT Speed Management Programme and programme options. The CFC were in support of the recommendations and requested the team investigate ways to accelerate delivery.

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10. In May 2018, the Board endorsed an accelerated speed management programme, which proposed a \$23.8 million investment over the next three years and will address the top 10% high risk locations from across the region and areas that predicative analysis shows will become high risk areas in future. This programme is estimated to prevent 24 deaths and serious injuries per annum. The May 2018 Board resolution states that the Board:

- *endorse Option Three Speed Management (high benefit top 10% priorities, including high cost engineering measures), subject to the outcome of the proposed Regional Land Transport Plan and Long Term Plan.*
- *note that we are currently reviewing the process for setting of speed limits with relevant partners.*
- *support further exploration of safety cameras and enforcement thresholds with the NZ Transport Agency and the NZ Police.*

11. In November 2018, a Speed Limits Bylaw paper was presented to the Board. Following this meeting the Board provided the following feedback:

- Report needs to be re-framed in order for the public to understand the scale and scope of the work being undertaken
- Requires a strategic communications plan around the bylaw. The Board enquired as to whether AT had the internal capacity for the strategic communications plan and do we need to engage the services of an external public relation person.
- The Communications plan to include the key messages for the key stakeholders
- The Board requested that Management bring back a report to the December Board meeting for approval incorporating the concerns raised by the Board.

## Strategic context

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

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

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

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

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16. On 4 September 2018 the Planning Committee unanimously supported AT's proposed road safety programme, which includes speed management.
17. Many existing speed limits in Auckland are not best practice, and do not align with safe system and vision zero outcomes.
18. As mentioned in the national Safer Journeys Strategy, safe speeds is one of the four components that make up the safe system and has a vital role to play in bringing crash forces down to a level that is compatible with the frailty of the human body.
19. The Regional Land Transport Plan, which was overwhelmingly supported by some 18,000 submitters, places a high priority on road safety and active transport, in line with the strategic priorities of the new Government Policy Statement on Land Transport.
20. AT is working closely with our partners through the Tamaki Makaurau Road Safety Governance Group. Speed management is a key focus area of this group. AT is also contributing to the development of the national road safety strategy and speed management is expected to be a key lever of the national strategy.
21. Setting safe speeds is one of many tried and proven levers AT has to move towards creating a safe, healthy and sustainable region. AT, along with partners are making a long-term commitment to Auckland's future. It supports the Auckland Plan outcome for transport and access, specifically direction three, which focusses on improving safety and the environment. Aspirations of lower speed limits are included in the Auckland Council City Centre Master Plan as a key tool for delivering placemaking outcomes, and is strongly supported by the Auckland Design Office.

## **Background and evidence**

### **1. The anatomy of road crashes**

22. Speed management is a fundamental component of all successful road safety strategies. Speed is a crucial factor in *all* road deaths and injuries. It contributes to the level of body-damaging kinetic energy exchanged in a crash, and contributes to the likelihood of a crash occurring in the first place, either in terms of not being able to stop quickly enough when a dangerous situation arises, or by losing vehicle control.

A Safe System can significantly reduce deaths and serious injuries and is determined by the four pillars of:

- The protective qualities of roads and road sides
- The safety of vehicles
- Setting of safe speed limits
- Safe road users.

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## 2. Vision Zero

23. International evidence strongly supports the proposed changes to speed limits in Auckland. A recent publication by the International Transport Forum (ITF) reviewed the available evidence on the relationship between vehicle speeds and crash risks and the effectiveness of recent changes in speed limits – or the wide scale introduction of automated speed enforcement – in 10 case study countries and whether this delivered the safety impacts predicted by theoretical models of the relationship between speed and crashes<sup>1</sup>

24. Key conclusions reached by the ITF report merit quoting in detail:

*“All the cases indicated a strong relationship between speed and the number of crashes, i.e. an increase in mean speed was accompanied by an increase in the number of crashes and/or injured road users. Conversely, a decrease in mean speed was associated with a decrease in the number of crashes and injured road users. **In no cases** was an increase in mean speed accompanied by a decrease in the number of crashes or casualties. The pattern of the relationship is consistent across cases, although the size of the effect differs substantially between them. These differences are explained partially by varying definitions for injury crashes between countries and the small overall numbers of fatal crashes for some of the countries studied.”*

25. Vision Zero design principles require the separation of moving vehicles with large speed and mass differences, to avoid crashes; and designing for lower travel speeds where potential crashes cannot be avoided, to ensure impact speeds do not exceed human injury tolerances. Research is continuing in this arena and new evidence may result in revision of the threshold limits, but indications are that they set reasonable upper limits for light vehicle speeds.

*Indicative* Vision Zero safe speed thresholds for different road types are:

- 30km/h for roads with possible conflicts between cars and vulnerable road users
- 50 km/h for roads with possible side-on conflicts between cars, including intersections
- 70 km/h for roads with possible frontal conflicts between cars, e.g. rural roads without median barriers
- 100 km/h for roads with no possible frontal or side-on conflicts between road users, or perhaps more depending on road quality.

26. In line with the growing consensus concerning the benefits of lower speeds, cities around the world are implementing 30 km/h speed limits and the City of London provides a leading case study for these initiatives. The introduction of 20 mph (30 km/h) limits underpins London's Vision Zero action plan which has been designed to support its Transport Strategy, and which aims for 80% of all journeys in London to be made by walking, cycling, and public transport by 2041. The Vision Zero action plan recognises that this ambitious mobility and accessibility

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<sup>1</sup> International Transport Forum (2018), 'Speed and Crash Risk', International Traffic Safety Data and Analysis Group, Research Report, OECD, Paris.

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goal can only be achieved by eliminating the road dangers that discourage the use of more active, sustainable and efficient transport modes.<sup>2</sup>

27. The proposed speed limit reduction in the City Centre aligns with the City Centre Master Plan, which proposes an enhanced pedestrian experience in the city centre. This could be achieved by actions such as the creation of shared spaces, streetscape upgrades, lower speed limits, additional midblock crossings, more 'green time' for pedestrians, signalised intersections, the continued removal of free left turns (at signalised intersections), and new pedestrian and cycle access. It proposes to increase active travel modes from 8% to 20% by 2041.
28. Speed management has already been tried and proven in several instances in Auckland. For example in 2008 the speed limit on Queen Street was lowered from 50km/h to 30km/h. Within a 10 year timeframe, crash rates came down 39.8% with a 36% reduction in deaths and serious injuries (DSI). Positive results have also been seen in the city centre and the Wynyard Quarter. For example the 30 km/h temporary work zone has seen injury crashes reduce by 25% and deaths and serious injuries reduce by 27%. The Wynyard Quarter 30 km/h zone has seen injury crashes reduce by 25% and deaths and serious injuries fall to zero.
29. More supporting evidence of the impact of speed management is included in the safe speed programme presentations (attachment 1).

## Programme rationale

30. The proposed safe speed programme will address the most pressing areas first, including the surrounding/adjoining roads where appropriate. The guiding document for the safe speed programme is the Speed Management Guide produced by the NZ Transport Agency and relates directly to the Setting of Speed Limits Land Transport Rule 2017.
31. The guidance provided by NZ Transport Agency indicated where to focus our efforts, and they provided information on the top 10% of roads nationally that would provide the greatest benefit from a risk reduction and reduction in DSI perspective. There are approximately 1000km of roads of the national top 10% within the Auckland region. The 2019 programme proposes to address over 400 km of these roads.
32. We expect to have addressed all of the national top 10% high risk and high benefit roads in Auckland by 2021. The national top 10% is evidence based and determined by the highest risk and crash statistics, but also considers areas that predicative analysis shows will become high risk areas in the future.
33. Quite simply we will focus our attention on the worst affected areas. In some cases, communities have been requesting improvements for some time. The Dairy Flat Highway improvements for example have been welcomed by the local community who have been concerned about the roads and intersections in the area. Media coverage of this project has been very positive.

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<sup>2</sup> Transport for London (2018), 'Vision Zero action plan: Taking forward the Mayor's Transport Strategy', London.

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34. Speed management has become increasingly relevant in a region where there are more people living in town centres, where greenfield areas have become increasingly populated, and where there are increased trips being made by vulnerable road users (walking, cycling, motorcycling and new personal mobility devices).
35. This programme is conservatively estimated to deliver an annual saving of 24 DSI and will contribute significantly to AT's wider road safety programme, which seeks to reduce DSI by 52 per year (6%) based on analysis carried out on the estimated effectiveness of the 2018/19 road safety programme. However, the synergistic effects of the combined safe speed programme and other road safety programmes over a three to five year period will increase overall DSI savings, as new safe speed norms are adopted amongst road users in response to the expanding influence of safe infrastructure. For further information on AT's systemic approach to road safety and the safe speed programme please refer to attachment 5.
36. This 2019 programme of speed management will deliver safety improvements to approximately 760km of roads in total. These are a mixture of self-explaining roads that already operate at lower speeds, those roads with a high amount of vulnerable road users and those roads identified in the national top 10% of high risk roads (along with adjoining roads):
- 8.6 km town centres (1% of the total 2019 speed programme)
  - 46.4 km city centre (6%)
  - 686.6 km rural roads (90%)
  - 17.6 km residential roads (2%)
37. In addition, a further 68km of roads will be modified due to customer requests and/or changes required to meet the technical requirements of the speed setting rule.
38. The safe speed programme has been classified into five areas to allow for targeted treatments for each area, set out in the paragraphs below:

**Rural areas**

39. A large portion of the DSI is concentrated on the rural arterial roads so this is where we anticipate significant DSI reduction.
40. Due to the size of the rural area there was a need to split the work into prioritised packages, while the DSI in each of these packages is primarily on the rural arterials the treatment packages are holistic covering all roads in the package area, in order to achieve consistency for road users rather than leave the lower quality side roads at 100km/h when lowering the speed limits on the main arterial roads.

**City Centre and Town Centres**

41. Within the urban area where operating speeds are generally lower, the main crashes occur between vehicles and vulnerable road users. The City Centre and town centres are the areas where the greatest levels of vulnerable users are present and therefore where the biggest



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impact on DSI can be expected. The proposed speed management measures are mainly prioritised by DSI, but we have also included some sites where speed limit changes complement investment in engineering measures to slow town centre traffic being made by Local Boards.

**Residential areas**

42. We already have a traffic calming programme to manage speed issues in residential areas. Investment in this programme is proposed to be increased, and speed limit changes have been included in the proposed bylaw to complement the traffic calming measures.

43. Prioritisation for residential areas considers a number of factors:

- Crash data
- Vulnerable road user risk
- Presence of schools, kindergartens and other community facilities
- Existing “rat-running” issues (inappropriate use of non-arterial roads to shortcut or bypass from arterial routes)
- Complaints/concerns about speeding raise by community and elected members.

**Urban areas**

44. The proposed bylaw includes updating the urban traffic areas, the urban traffic areas defines the areas to which the default speed limits of 50km/h (urban) and 100km/h (rural) apply. Only roads where the speed limit differs from the defaults are specifically listed in schedules 2 to 8 of the proposed bylaw.

45. The urban traffic areas were determined by identifying areas of existing urban land use, and also including areas identified for future urban land use in the Auckland Unitary Plan. This ensures that where new roads are built within urban or future urban areas they will have a default speed limit of 50km/h until any decisions are made to set another speed limit in these roads.

46. As most urban arterials outside of town centres will remain at 50 km/h there are only limited numbers of urban arterials with existing limits higher than 50km/h proposed to be treated and, in some cases, these are quite complex and intertwined with other projects. The proposed bylaw does include some changes to urban arterials e.g.

- Oteha Valley Road (60 km/h to 50 km/h, due to high number of deaths in recent years),
- Great South Road (Drury to Papakura section, 70 km/h to 50 km/h),
- Highbrook Drive (70 km/h to 60km/h).

47. The bylaw is proposed to come into effect from 20 August 2019, which will allow for consultation, the making of the bylaw and completion of all associated works.



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48. As part of the review, options have been considered in the Statement of Proposal (SOP). Some existing speed limits as listed in schedules seven and eight of the proposed bylaw will also be confirmed (retained). Many of these speed limits will be reviewed during the next two years as part of the safe speed programme and any changes will be effected through amendment to the new bylaw.
49. In years 2019/2020 to 2020/2021, we propose to continue to prioritise and implement safe speeds on high risk roads, town centres and residential areas.
50. The programme will also be monitored and evaluated over the longer-term to ensure it achieves its objectives.

## **Issues and concerns**

51. There will be adverse reactions to speed limit reductions and speed calming measures, based on congestion versus safety myths, and delivery delays due to consenting and consultation requirements. To mitigate the delivery risk, AT is taking a more streamlined approach to consulting with communities, and also looking at a more proactive approach to engaging with industry delivery partners.
52. Early conversations have been undertaken with the NZ Police (NZP), NZ Automobile Association (AA), National Road Carriers, Walk Auckland, Bike Auckland and NZ Transport Agency (The Agency) for their technical input on the speed limits proposed by the bylaw. Initial feedback from these stakeholders has been positive however the AA has some concerns over the extent of the changes proposed, particularly within the city centre. Local Boards and Councillors have been briefed on the proposed speed limit changes for 2018/2019.
53. A key issue that is likely to attract media attention is the proposed reduction in speed limits from 50 km/h to 30km/h on Hobson, Fanshawe and Nelson Streets. It is noted that Hobson, Fanshawe and Nelson Streets are part of the national top 10% of high risk and high benefit roads. The City Centre is dramatically changing with a large increase in residents, pedestrians and people on bikes. International best practise recommends a 30km/h speed limit where there are high numbers of vulnerable road users and even on these larger and busier roads there are high numbers of vulnerable road users and people living. Nelson Street and Hobson Street have New Zealand's highest residential density with more development proposed. The city centre population is growing rapidly with almost 50,000 residents recorded in 2016. With this development and increasing numbers of vulnerable road users there is a real justification for introducing safe and appropriate speeds. The proposed speed limit changes are required to facilitate further changes and enhancements to this area of the city. It should be noted that the average operating speeds based on travel time data on many of the major routes are below 30km/h. Analysis has shown that throughout the day current operating speeds are below 20km/h.
54. Previous and recent engagement with the Minister of Transport and Associate Minister of Transport and the Ministry of Transport has indicated their strong support for addressing speed as a cause of road safety trauma and the Associate Minister has expressed her support for our approach in principle.
55. While this proposed bylaw affects all the regions road speed limits, it is only proposing changes to 760 km of the 7700 km that make up the network. As it replaces the 2012 bylaw, all other existing speed limits need to be retained.

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56. The AA have raised concerns with the extent of the changes being proposed and have surveyed their members around the proposed changes. The results of the survey were not very favourable, however those surveyed were given no context as to why lower speed limits are being proposed and no explanation about town centres having infrastructure improvements to make the area self-explaining. It should also be noted that this survey was for AA members only and hence would not have canvassed views of the wider general public. We therefore consider that the AA's survey is not representative of the wider Auckland public. AT's proposed special consultative procedure will canvass all of Auckland, and all of New Zealand.
57. The AA have also raised concerns around the information contained in the infographics used as part of our communications strategy, more specifically they have questioned the accuracy of the survivability curves. The information used for these infographics was sourced directly from Austroads and was recognised as a legitimate source of information, although alternative research papers question the exact percentage of the likelihood of a fatality they all agree that a vulnerable road user is more likely to die at 50 km/h as opposed to 30 km/h.
58. An alternative perspective to that offered by the results of the AA survey is that offered by the highly representative quality of life survey undertaken by eight Councils across New Zealand since 2003. 62% of Aucklanders surveyed viewed 'dangerous driving' as a problem in their local area. This was rated the biggest issue by respondents with respect to the topic of 'Crime and Safety'.
59. Safe speeds is a complex and challenging programme. To support this programme, clear communications and easily understood language are paramount in building support and alliances with all our road safety partners and stakeholders. Towards these goals, we have developed the first edition of AT's frequently asked questions, terminology guide along with a glossary of terms. It is designed to have consistent information for AT's internal stakeholders as well as our road safety partners, external stakeholders, the media and members of the public. Please find this information in (attachment 5)

## Enforcement

60. AT and NZP have been working in close partnership to ensure that our activities around Auckland's safe speed programme are well aligned. The integration of our activities are being managed through NZP's proven Tasking and Coordinating process to ensure that compliance monitoring supports the speed management roll out. As of July this year NZP have fully resourced their Road Policing Unit in Auckland and, in accordance with their Prevention First strategy, NZP have prioritised Road Policing and road safety. NZP are also reviewing their current regionally based Road Policing deployment model to enable more flexibility to deploy resources to greatest areas of need in the future.

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61. The New Zealand Transport Agency in partnership with NZP will be initiating a point-to-point safety camera trial in 2019. This technology will enable more efficient and consistent compliance monitoring and enforcement of speed related offences, and AT has suggested some local road corridors that could be included in the trial. If successful, this technology will support AT's safe speeds programme.

## **Communications and engagement strategy**

62. AT has an overarching communications and engagement strategy for road safety and the safe speeds communications plan sits underneath it. The communications plan is a three-year plan with distinct phases. Phase one, which started in September and will run until public consultation begins has been focussed on raising the issue in the public realm.

63. The communications objective has been to provide context and the "fuller picture" to media/social media, stakeholders, staff and elected members.

64. In the past three months, there have been some 130 mainstream media stories referencing AT and road safety.

65. In this first phase, we have also focussed on working with stakeholders, listening to their views, and explaining the objectives of the safe speed programme.

66. A key message underscoring the business case for the proposed safe speeds programme is that the costs of delayed action are high. Each year of delay in its delivery is estimated to result in 24 preventable deaths and serious injuries at an estimated social cost of \$290.40 million, ignoring the compounding effect on subsequent years' programmes.

### **Scope of proposed consultation and engagement**

A consultation and engagement plan has been developed which includes

- Engage with Mana Whenua, as Treaty partners, Auckland Council Governing Body and all Local Boards
- Media briefings on the day consultation opens to alert media and key stakeholders
- Social media plan that spans the length of the consultation
- Dedicated project webpage with all relevant information and ability to provide online feedback
- Paid advertisements through mainstream media
- Brochure-style consultation summary document (including PDF that can be emailed and printed copies available at libraries, service centres and Local Board offices)
- Letters to directly affected residents and businesses (for town centre projects)

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- Public drop-in session events across the city (including City Centre), to allow members of the public to engage the project team and provide verbal feedback if requested
- Hearings on submissions for those that wish to be heard
- AT will fulfil all its statutory obligations towards holding a successful and engaging consultation, and will go above and beyond its statutory obligation by running a wide-ranging consultation to include and incorporate the views of all Aucklanders.

67. In addition, the New Zealand Transport Agency will be launching their national campaign making the case for investment in safety, which will further support the consultation.

## **Regulations governing speed limits**

68. New speed limits must be set by bylaw, as detailed below.

69. According to Land Transport Rule: Setting of Speed Limits 2017 (“2017 Rule”), a road controlling authority may only set speed limits (other than temporary or emergency speed limits) and designate an urban traffic area by making a bylaw.

70. AT is responsible for all the transport-related bylaws that relate to the Auckland transport system. AT has the power to make bylaws under the Land Transport Act 1998 (LTA98) and Local Government Act 2002 (LGA02) for matters including traffic controls, parking restrictions, speed limits, signage visible from roads, vehicle crossings, pedlars and street trading and construction over or under roads.

71. The current 2012 Bylaw was created in accordance with the Land Transport Rule: Setting of Speed Limits 2003 (“2003 Rule”) and in accordance with the more flexible wording of that Rule, allowing for changes to individual speed limits to be made by way of resolutions passed under the bylaw rather than needing to be set out in the bylaw itself.

72. The 2003 Rule has now been replaced by the 2017 Rule. Following the introduction of the 2017 Rule, AT has undertaken a review of existing speed limits, focusing on the high risk roads across the network. In view of the results of the review, it is considered necessary to set new speed limits for a number of roads within the network.

73. AT has the functions and powers of a road controlling authority (“RCA”) and a local authority under the LTA98 and any regulations or rules made under that Act. This includes power to make bylaws to set speed limits under section 22AB of the LTA98.

74. It is considered that the proposed bylaw does not raise any implications under the New Zealand Bill of Rights Act 1990.

75. Consultation will be open for a minimum of one month and all submissions will be considered.

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## Next steps

### 76. Consultation

- February and March 2018 – Public consultation on the proposed bylaw.
- March and April 2019 – Submissions received on the proposed bylaw will be summarised into a report prepared for the AT Board with recommendations regarding the making of the bylaw.

### 77. Making the Bylaw

- May/June 2019 – Taking account of the submission received as part of consultation the proposed bylaw (incorporating any necessary changes) and recommendations will be presented to the AT Board.

### 78. Notify the Minister of the Bylaw

- If a new bylaw is made, and as required under Section 22AB (4) Land Transport Act 1998, the Minister of Transport must be notified within one week after the making of the bylaw by the AT Board.

### 79. Public Notice of the Bylaw





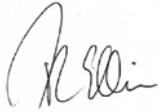
- Subject to the above steps, the notice will confirm the date the bylaw comes into effect, which is expected to be on 20 August 2019.

## Attachments

Attachment Number	Description
1	Safe Speed programme presentation
2	Safe speed programme communications strategy
3	Statement of Proposal
4	Proposed Speed Limits bylaw 2019 – <i>document uploaded to the Resource Centre in Boardbooks, please click on the link</i>
5	Safe Speed Programme Frequently Asked Questions

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## Document ownership

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## Glossary

Acronym	Description
AT	Auckland Transport
AC	Auckland Council
legacy bylaws	Bylaws made by the previous Auckland Councils
LGA02	Local Government Act 2002
LGACA	Local Government (Auckland Council) Act 2009

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LGOIMA	Local Government Official Information and Meetings Act 1987
LTA98	Land Transport Act 1998
RCA	Road Controlling Authority
SCP	Special Consultative Procedure
AA	Automobile Association
NZP	NZ Police
NZTA	New Zealand Transport Agency
DSI	Death and Serious Injury
BIR	Business Improvement Review