

Entered by Board Secretary

Speed Limits Bylaw 2019 Update

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Receive the paper for noting.
- b) Note that the Speed Limits Bylaw 2019 was made by the board in October 2019,
- c) Note that tranche one is still on target for completion of the first speed limit changes by 30 June 2020 despite the time lost during the COVID-19 pandemic lockdown period.
- d) Note that a marketing campaign will be launched in June 2020 to inform the public of the speed limits changes.
- e) Note that, whilst tranche one is progressing well for delivery, the balance of delivery that is planned by 30 November 2020 and 30 June 2021 may be impacted by potential budget cuts in the 2020/2021 financial year due to the COVID-19 pandemic.

Te whakarāpopototanga matua / Executive summary

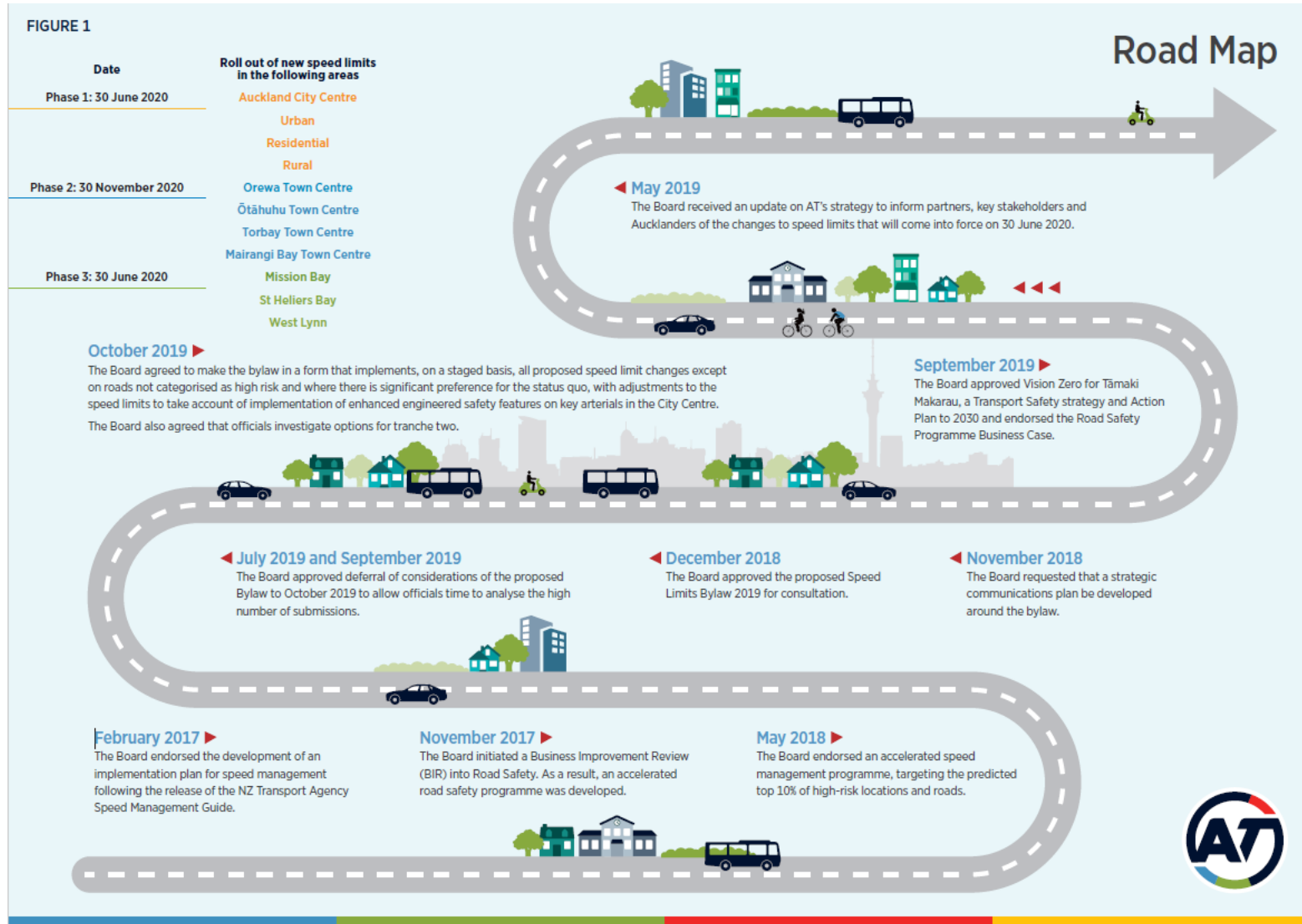
1. In response to the poor safety performance in Auckland, AT together with road safety partners and key stakeholders developed the accelerated safe system programme to lift road safety performance in Auckland.
2. Strong mandates for change were received from both Auckland Council and the New Zealand government.
3. Speed management is one part of the total road safety response for Auckland and it plays a critical role. It is the single lever that will give us the most cost effective and quickest road safety gains. Existing speed limits are not best practice and do not align with safe system or vision zero outcomes.
4. In October 2019 the board made one of Auckland's most important road safety decisions, to implement safe and appropriate speed limits on 828km of roads. Making the AT Speed Limits Bylaw 2019 (Bylaw) is a key move toward reducing loss of life and serious harm on our road network, and it showed strong leadership and commitment by AT.

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5. Changing speed limits is a challenging public conversation. With this in mind, AT undertook extensive engagement with the Auckland public and elected members in the lead up to this decision. This engagement also continues into the delivery phase. Detailed technical analysis, assurance reviews and a strong evidence base was developed, which was used to workshop Bylaw options with Directors.
6. In addition to the road safety gains, speed management also contributes to positive environmental sustainability outcomes.
7. The Bylaw sets three important milestone dates of 30 June 2020, 30 November 2020 and 30 June 2021 for the staged implementation of tranche one of the speed management programme. These are the dates when the new speed limits become legal. It is critical that AT meets these milestones and this paper provides an update on the progress that AT has made.
8. This paper also includes an update on the planned second tranche of speed limit reviews and next steps.

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Ngā tuhinga ō mua / Previous deliberations



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Te horopaki me te tīaroaro rautaki / Context and strategic alignment

9. Noting an adverse trend in road safety across Aotearoa the Government Policy Statement on Land Transport (GPS) has a new emphasis on safety, with a doubling of investment in road safety promotion and a significant increase in road policing.
10. In September 2019, the AT Board approved Vision Zero for Tāmaki Makarau, a Transport Safety Strategy and Action Plan to 2030, which sets a target of no more than 250 deaths and serious injuries (DSI) by 2030 and includes *“Providing a safe transport environment by increasing investment in safe infrastructure, technology and speed management”* as a strategic priority. The Board also approved the Road Safety Programme Business Case (RSPBC), which puts in place a 10-year action plan to achieve a 60% DSI reduction.
11. In December 2019, the New Zealand government released Road to Zero, New Zealand’s Road Safety Strategy 2020-2030, which set a target to reduce DSI by 40%, equating to approximately 750 fewer deaths and 5,600 fewer serious injuries, over the next decade and *“...requires us to establish safe and appropriate travelling speeds across our road network.”*

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

12. Due to its scope and scale, the accelerated speed management programme is divided into three tranches for delivery purposes. This first tranche targets a mix of self-explaining roads and high-risk roads for vulnerable road users, with more challenging ‘engineering up’ roads to follow in tranches two and three. Speed management is only one part of a very significant road safety investment of over \$700 million over the next 10 years.
13. Following the RSPBC, the Safe Speeds Single Stage Business Case (SSBC), which outlines the need for investment and proposes staged delivery of the speed management programme, was approved by the Transport Agency in March 2020.
14. Under the staged implementation of the Bylaw, the infrastructure required for the speed limit changes is scheduled for delivery by the key dates of 30 June 2020, 30 November 2020 and 30 June 2021.
15. In accordance with the Bylaw, a monitoring and evaluation plan to determine the effectiveness of this programme has been developed, and pre-implementation data collection is currently underway.
16. Progress on tranche one **City Centre, Rural Roads, Urban Roads** and **Residential Roads** is as follows:

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Workstream and Due Date	Progress Update
City Centre 30 June 2020	<p>Gateway and repeater sign concept designs have been developed in response to stakeholder feedback and that are sufficient to deliver the minimum gateway legal requirements by 30 June 2020. A contractor has been engaged to complete the works. AT has received a commitment from the Transport Agency to deliver gateway signage on the State Highway network by 30 June 2020 and agreements are being formalised. Further gateway enhancements will be developed in consultation with stakeholders beyond 30 June 2020, to maximise compliance with the new limits.</p> <p>In May 2019, the Board received an update on AT's strategy to inform partners, key stakeholders and Aucklanders of the changes to speed limits that will come into force on 30 June 2020.</p>
Rural Roads Urban Roads Residential Roads 30 June 2020	<p>The works span the Auckland region, including rural roads in Rodney, Franklin, urban roads in Albany, Hobsonville, Mangere, Massey, Papakura and two Residential Speed Management (RSM) zones in Papakura and Te Atatu. Approximately 2400 signs will be installed on 30 June 2020 to reflect the new speed limits under the bylaw. Two contractors commenced construction on 18 May 2020. Both contractors have indicated that, under COVID-19 Alert Level 2 conditions, they are on target to complete the works by 30 June 2020.</p>
Residential Roads Manurewa Wordsworth quadrant 30 June 2020	<p>Safety engineering measures that are part funded by the Manurewa Local Board are currently under construction and were scheduled for delivery by 30 June 2020 but, due to the COVID-19 pandemic, completion has been delayed to September 2020. A review of speed limits will follow as part of tranche two.</p>
Town Centres	
Torbay 30 November 2020	<p>This project is funded by the Hibiscus and Bays Local Board. Safety engineering measures to support a lower speed environment were completed in December 2019. Speed limit changes are to be installed on 30 November 2020.</p>
Mairangi Bay 30 November 2020	<p>This project is also funded by the Hibiscus and Bays Local Board. Safety engineering measures to support a lower speed environment are currently under construction and should be completed in June 2020. Speed limit changes are to be installed on 30 November 2020.</p>
Orewa 30 November 2020	<p>A Community Liaison Group (CLG) has been set up to agree on the safety enhancements that will support a lower speed limit. The scheme design is complete and will go to public consultation during June 2020. Detail design will</p>

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	follow, with construction of the engineering measures to start in August 2020 and the speed limit changes to be installed on 30 November 2020.
Otahuhu 30 November 2020	Speed limit changes only are required, as safety engineering measures have already been introduced.
St Heliers Mission Bay 30 June 2021	Following the results of the previous consultation, a CLG has been set up to discuss the need for safety enhancements and to agree on the designs that will support a lower speed limit. The CLG has met a number of times and draft proposals are being finalised, taking into account all of the CLG comments. Drawings of the proposals will be sent to the CLG for sign-off in June 2020, following which, consultation with the community will be undertaken. The results of the consultation and any proposed changes to the design will then be discussed with the CLG, with construction of the safety enhancements and speed limit changes being completed before 30 June 2021.
West Lynn 30 June 2021	This project is to introduce a lower speed limit to support a cycle scheme that is being constructed.
City Centre Nelson Street, Hobson Street and Fanshawe Street 30 June 2021	Following the Board decision to make the speed limits on these roads 40km/h, an infrastructure project was initiated to deliver DSI outcomes as if these roads were operating at a survivable speed of 30km/h. High level short, medium and long-term treatment options have been developed and are currently under internal review. Further optioneering will be undertaken to confirm the preferred concepts and develop opportunities for tactical urbanism prior to public consultation and engagement. Funding for detail design and construction has yet to be secured.
Rural Roads 26 Roads 30 June 2021	26 rural roads in Auckland's West and North were omitted from the Speed Limits Bylaw 2019 due to an administrative error. AT has given an undertaking to the affected Local Boards to amend the bylaw as part of the tranche one delivery. Reviews of the safe and appropriate speeds for these roads are complete. The amended bylaw and communications strategy are being drafted. Approval from the Board to consult with the public on the amended bylaw will be sought in July 2020 and is the subject of a separate Board paper.
Residential Roads Manurewa Coxhead quadrant 30 June 2021	Safety engineering measures that are also part-funded by the Manurewa Local Board are currently under detail design, with construction scheduled for delivery by to 30 June 2021. A review of speed limits will follow as part of tranche two.

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17. Seven workstreams for tranche two have been investigated at the highest level. These include:

1. **Urban Roads** – A 70km/h speed limit is no longer included for consideration as a proposed safe and appropriate speed in the Speed Management Guide. This workstream will review these speed limits and then recommend safe and appropriate speed limits for these roads.
2. **Rural Roads** – Packages under consideration for speed limit reviews include Franklin West, Franklin East, Waiheke island and Henderson Massey.
3. **Residential Roads** – A review of speed limits is proposed for Manurewa Wordsworth quadrant and Manurewa Coxhead quadrant following the construction of safety engineering measures as part of tranche one that are being part-funded by the Manurewa Local Board.
4. **Town Centres** – Safety engineering measures and a review of speed limits are being considered for Devonport. A review of speed limits only is proposed for Takapuna, Glenn Innes and Otara to complement engineering measures or cycling facilities that are being funded and delivered by Panuku and others.
5. **Schools** – Schools were not originally included in the speed management programme but have been added due to the recently released New Zealand government targets for safe and appropriate speed limits around 40% of schools by 2024 and 100% of schools by 2030. A methodology for prioritising speed limit reviews for schools has been developed and is currently being independently peer-reviewed.
6. **Public Requested Roads** – Likewise, public requested roads were not originally included in the speed management programme but have been added for consideration following requests for reduced speed limits on an additional 625 roads received during public consultation on the Speed Limits Bylaw 2019. A methodology for prioritising speed limit reviews of public requested roads has been developed and is currently being independently peer-reviewed.
7. **Urban Roads and Rural Roads** with new or upgraded infrastructure – Recent changes to roading infrastructure may have affected operating speeds such that the existing or default speed limits may no longer be safe or appropriate. Examples of roads under consideration include roads with new or upgraded infrastructure around schools or roads in private sub-divisions in rural areas. Roads will be identified and then prioritised for review.

18. An interactive tool has been developed to enable the testing of alternatives and options to determine the appropriate scope and scale of tranche two. The principles and considerations for tranche two, along with the interactive tool, will be presented to the Board at a workshop in August 2020.

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Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
AT Board made the Speed Limits Bylaw 2019 in October 2019. Events such as COVID-19 pandemic have happened since, and it is likely that the community recollection of impending speed limits changes is low.	AT has launched a region-wide communications and engagement campaign. This campaign will ensure that Aucklanders know that speed limits are changing and where these changes are happening on our network.
Budget reductions for the 2020/2021 financial year due to the COVID-19 pandemic may impact the delivery of speed limit changes required under the Speed Limits Bylaw 2019.	Confirm the budget for the 2020/2021 financial year, investigate the impacts of any reductions and reprioritise the safety programme accordingly.
The COVID-19 pandemic will impact on the SSBC benefits realisation due to changes in DSIs, infrastructure costs and delivery timeframes.	Investigate the impacts of these changes and include in the SSBC scope cost adjustment for Transport Agency approval. This will be the subject of a separate Board paper by others.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

19. The budget required to change the speed limits and implement engineering solutions to create low speed zones was secured through the Auckland Regional Land Transport Plan (RLTP) 2018.
20. The SSBC for the safe speeds programme was approved by the Transport Agency in March 2020, securing \$32,921,688 of funding for programme delivery by 30 June 2021. Due to increases in both delivery costs and timeframes, as well as the inclusion in the programme of Nelson, Hobson and Fanshawe Streets, schools and public requested roads, a cost scope adjustment to the SSBC is required.
21. A process is currently underway to determine capital budget reductions resulting from the COVID-19 pandemic. It is likely that the budget for Road Safety will be cut significantly in the 2020/2021 financial year and this is likely to impact our ability to deliver the accelerated speed management programme beyond 30 June 2020. At the time of writing this paper, the full extent of the 2020/2021 budget reduction was not known. Further analysis will be carried out to quantify the actual impact to the Speed programme.
22. Police enforcement – A 30-day grace period has been agreed for motorists, with warning letters to be issued only from any static speed cameras affected by the changes. Mobile cameras will not be used during the 30-day grace period.

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Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

23. Speed has important impacts on the environment and these are highlighted in more detail in the SSBC.
24. Slower speeds reduce transport emissions, which supports the council's ability to achieve its climate goals and is well aligned with Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework and with the in-principle changes to this framework endorsed by the Environment and Climate Change Committee (ECC/2020/12).
25. Slower speeds also make active mode choices safer and more attractive, contributing to a shift to a lower carbon transport system.

Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

26. AT consulted with the public on the proposed Speed Limit Bylaw in March 2019. More than 11,700 submissions were received, including submissions from Local Boards, our road safety partners, mana whenua and other key stakeholders such as the Automobile Association, NZ Post, Auckland's tertiary education sector, district health boards and Ports of Auckland.
27. The Board received memorandum in May 2020 (Attachment 1) on AT's strategy to inform partners, key stakeholders and Aucklanders of the changes to speed limits that will come into force on 30 June 2020.
28. Communications with key and directly affected stakeholders advising of the first phase of tranche one speed limit reductions has started. Elected members, Business Improvement Districts, residents' groups, residents living on the affected roads, schools, sports clubs and community groups are being informed.
29. In early June, there will be a marketing campaign advising of the safer speed limits. As most of the changes are in Rodney, Franklin and Waitemātā, the marketing campaign will be targeted to those areas and will use billboards, bus backs and social media. Local people are being used to help spread the message.
30. As the speed limit changes will affect approximately 800kms of roads, the AT website will be the one source of truth for holding data and have an interactive map so people can search for specific roads.

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Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

31. Speed management has direct safety benefits and is consistent with Vision Zero principles. The aim of the speed management programme is to achieve sustained reductions in DSI on the Auckland road network.
32. Implementation of safer speeds will enable safer access to public transport, will make walking and cycling facilities safer and more attractive and will encourage safe road user behaviour.
33. Even modest speed reductions can prevent the occurrence of collisions and can significantly reduce the outcomes when crashes do occur.

Ā muri ake nei / Next steps

34. Finalise 2020/2021 budgets and quantify the impacts to the delivery of the speed management programme.
35. Seek approval from the Board to consult on the amended Speed Limits Bylaw for 26 rural roads in July 2020.
36. Conduct a workshop with the Board in August 2020 to determine the scope and scale for review for tranche two of the speed management programme.

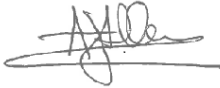
Ngā whakapiringa / Attachments

Attachment number	Description
1	Memorandum - Communications Strategy for Speed Limits Bylaw 2019 Roll-out

Te pou whenua tuhinga / Document ownership

Submitted by	Randhir Karma Group Manager Network Management	
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Entered by Board Secretary

Recommended by	Andrew Allen Executive General Manager Service Delivery	
Approved for submission	Shane Ellison Chief Executive	