

Auckland Transport Speed Limits Bylaw 2019 – Consultation Update

Recommendations

That the Board:

- i. Note that the proposed Auckland Transport Speed Limits Bylaw 2019 (Proposed Bylaw) went out for public consultation from 28 February 2019 to 31 March 2019 and over 11,000 submissions were received in response
- ii. Note that 37 submissions were heard on 15 and 16 April by an AT Hearings Panel consisting of AT Directors and ELT members
- iii. Note that the Proposed Bylaw was drafted to come into effect on 20 August 2019, subject to consideration of recommendations taking into account submissions received as part of the consultation process
- iv. Note that more time is needed to fully consider the views of submitters and analyse the wealth of feedback received and develop options for the Boards consideration on the Proposed Bylaw
- v. Set aside the previously proposed date of 20 August 2019 and defer making any decisions regarding the Proposed Bylaw until a future Board meeting occurring on, or before, 30 September 2019.

Executive summary

1. In December 2018, the Auckland Transport Board gave approval to publicly consult on the Proposed Bylaw. Auckland Transport (AT) consulted on the Proposed Bylaw using the special consultative procedure and invited feedback to be provided between 28 February 2019 and 31 March 2019.
2. Public engagement and interest in the topic of speed limits in Auckland has been high. This is evident in the 11,719 submissions received in response to our consultation. These submissions included 51 submissions from stakeholders and 10 submissions from Local Boards.
3. Due to the high public interest, the volume of submissions and the detail in some of the submissions, more time is now required to fully analyse and consider the feedback received against the proposed speed limit changes in the proposed bylaw.

Previous deliberations

4. A briefing paper on speed management outlining the principles for applying the new NZ Transport Agency guide and the need for additional funding was presented to the Board in February 2017.
5. 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.
6. 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. The May 2018 Board resolution states that the Board:
 - endorse Option Three Speed Management (high benefit top 10% priorities, including high cost engineering measures), subject to the outcome of the proposed RLTP and LTP.
 - note that we are currently reviewing the process for setting of speed limits with relevant partners
 - support further exploration of safety cameras and enforcement thresholds with the NZ Transport Agency and the NZ Police.
7. In November 2018, a Proposed Speed Limits Bylaw paper was presented to the Board. Following this meeting the Board provided feedback requesting a number of changes to the communications supporting the proposal.
8. In December 2018, a paper was presented to the Board seeking approval to consult on the Proposed Bylaw. It was noted in this paper that Management would report back to the Board with recommendations for consideration of the proposed bylaw once the consultation process was complete. At this meeting the Board gave approval to consult on the proposed speed limits bylaw.

Strategic context

9. 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.
10. AT is working closely with our partners through the Tamaki Makaurau Road Safety Governance Group to address Auckland's road safety crisis. As a pillar of the safe system approach speed management is one 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. Safe speeds have a vital role to play in bringing crash forces down to a level that is compatible with the frailty of the human body.

11. AT has been working with stakeholders both nationally and regionally to develop an agreed safe speed programme. This has been facilitated by Central Government legislation change which has opened the way for doing things differently in terms of the setting of speed limits.
12. The Business Improvement Review into road safety highlighted the crisis in Auckland and recommended large-scale implementation of road safety measures, including setting safe speeds. Specifically, recommendation 4 for 2019, which states: *use appropriately lowered speed limits to bring safe roads to Auckland*. And recommendation 16 for 2018 which states: *to develop and implement an Auckland speed management public information campaign*.
13. On 4 September 2018 the Planning Committee unanimously supported AT's proposed road safety programme, which includes speed management.
14. 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.
15. The Auckland Plan also clearly reference speed reductions: Focus area six: move to a safe transport network free from death and serious injury. How to do this:
 - introduce appropriate speed limits in high-risk locations, particularly residential streets, rural roads and areas with high numbers of pedestrians and cyclists
 - make necessary regulatory changes to promote safety, such as targeted speed limit reductions.
16. 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

17. Following the Board's approval in December 2018, the Proposed Bylaw went out for public consultation and the following questions were asked:
- What do you think about the proposed speed limit changes?
 - Please state the specific location(s) you are referring to and any suggested change you would like to make.
18. The consultation opened to public on 28 February 2019 and closed on 31 March 2019 and was accompanied by an extensive communications campaign to raise awareness of road safety and the Proposed Bylaw. There has been significant public interest in the subject of road safety and we received a great deal of feedback from the public and stakeholders. Feedback was received via online forms, the GIS online mapping system, letter and email and in person at hearings.
19. A total of 11,719 consultation feedback submissions were received on the Proposed Bylaw of which 11,658 were from individuals, 51 were stakeholder submissions and 10 were local board submissions.
20. Feedback from the 51 stakeholder groups represented thousands of residents. Many of these submissions were thorough and detailed and required investigation, in some cases follow up and clarification with stakeholders was needed.
21. Of the 11,719 submissions, 5,174 submissions commented on one or more roads proposed for speed limits changes in the draft Bylaw and 2,158 submissions commented on 776 roads where no speed limit changes were proposed in the draft Bylaw. The submissions included requests to reduce speed limits on 876 kilometres of roads where no speed limit changes were proposed in the draft Bylaw. All feedback and comments require investigation and thorough consideration in shaping recommendations to take back to the Board.

Consultation feedback analysis

22. The questions asked about the proposed bylaw were open ended and in two parts. Therefore, coding needed to be done by a person rather than automated and our quality processes included peer review and triple checking of all submissions. Some submissions include several different items of feedback, so the total number of separate items of feedback far exceed the 11,719 submissions.
23. Each piece of feedback received on specific roads included in the Proposed Bylaw for proposed speed limit changes are being assessed by internal teams. These comments are being considered along with other factors such as, but not limited to, historical crash trends, risk exposure for road users, national and international guidelines to inform final recommendations.

24. In total the time estimated to analyse all the feedback to date is upwards of 6,500 hours. The feedback analysis is well progressed but not yet complete.
25. Due to the high public interest, the volume of submissions, the detail in some of the submissions more time is required to ensure the process is rigorous and there can be confidence in any recommendation presented to the Board and any decision taken by the Board.






Issues and options

26. The Proposed Bylaw is drafted (subject to conditions) to come into effect on 20 August 2019 with all speed limits within it to come into force on that date unless a later date is specified for a speed limit relating to a particular road.
27. The additional time required to complete analysis of consultation feedback will mean that the drafted commencement date of 20 August 2019 will need to change to a future date (yet to be determined). Existing speed limits will remain effective until revoked by a new speed limits bylaw.

Next steps

28. Considering and potentially making the bylaw on, or before, 30 September 2019. Management will take account of all the feedback received as part of consultation (incorporating any necessary changes) in addition to any other evidence or research which has been procured and recommendations will be presented to the AT Board for consideration and potentially making of the bylaw.
29. Notify the Minister of Transport of the bylaw. If a new bylaw is made, and as required under Section 22AB (4) Land Transport Act 1998, the Minister of Transport must be notified within one week after the making of the bylaw by the AT Board.
30. Public Notice of the Bylaw. Subject to the above steps, the notice will confirm the date the bylaw comes into effect. This is proposed to be accompanied by communications activities including provision of feedback to Elected Members, stakeholders, submitters and the public.

Document ownership

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Glossary

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