



Hearing Notes: Feedback given in person

SPEED LIMITS BYLAW
2019



Feedback given in person

As part of the proposed Speed Limits Bylaw 2019 making process, Auckland Transport provided the opportunity for people and organisations to present their views to AT in person. It was important to us to canvas views from many parts of our diverse communities and stakeholder groups in order to make the right decision. Auckland Transport is committed to openness and transparency.

As part of the consultation, we provided the public with the opportunity to present their views in person and/or speak to their submission in person. These Hearings are a requirement of the Local Government Act 2002 and fall under section 83 relating to special consultative procedure. The Hearings gave many Aucklanders, key stakeholders and our Elected Representatives a forum to express their views in ways that simply cannot be done in an electronic or paper submission.

In particular we acknowledge those who presented to us who have had friends or whanau that have been the victims of road trauma. Their courage and submissions reinforced the need for those involved in addressing the unacceptable level of deaths and serious injury on our roads to act with urgency and a well-considered range of initiatives.

The panel was also particularly moved by the professionalism and passion of health professionals who see first-hand the tragedy of road trauma, every day.

One young girl even attended on her fifth birthday, along with her mother, to ask for slower speeds so she could walk to school safely and her father could ride his bike to work.

Along with ourselves the panel comprised two members of the Auckland Transport Executive Leadership Team, Rodger Murphy (Executive General Manager, Risk and Assurance) and Andrew Allen (Executive General Manager, Transport Services Delivery). The panel was assisted by Eric Howard who acted as a specialist advisor on technical matters.

Mr Howard was formerly General Manager Road Safety with VicRoads, the State Road Safety Agency/ Road Authority in Victoria, Australia. He chaired the OECD/ ITF Working Group (2005 to 2008) which published the landmark road safety report "Towards Zero: Achieving Ambitious Road Safety Targets through a Safe System Approach", was lead author of the Speed Management Manual published as part of the UN Road Safety Collaboration Guides by GRSP in 2008 and is currently advising PIARC (World Road Association) on the upgrading of their Road Safety Manual.

Mr Howard has led and co-authored road safety management capacity reviews, drafted relevant road safety strategies and provided road safety advice for the World Bank and governments in more than 25 countries.

Thirty-six organisations or individuals took the opportunity to present their views in person to a panel of AT representatives on 15th and 16th April 2019, held onsite at Auckland Transport's offices at 20 Viaduct Harbour Avenue.

Key points from the Hearings:

- The 36 presentations were from 21 organisations and 15 individuals.
- There were four presentations from democratically elected local boards – Hibiscus and Bays, Waitematā, Papakura and Albert-Eden with general support for changes (reductions) to speed limits on high risk roads across the Auckland region.
- There was general support for changes (reductions) to speed limits on high risk roads across the Auckland region from stakeholders including: Safekids Aotearoa, WSP Opus, Healthy Streets Alliance, Alcohol Healthwatch, the Auckland Regional Public Health Service, Heart of the City, Brake.
- Ports of Auckland Limited raised concerns regarding the inclusion of Beach Road and Tangihua Street in the proposal and its impact on access to the Ports of Auckland for the freight industry.
- Te Rūnanga o Ngāti Whātua spoke to concerns with respect to the negative financial impact on lower socio-economic communities.
- NZ Post, Freightways, NZ Couriers and Post Haste shared similar concerns regarding what they see as consequential detrimental impact on their respective businesses. The National Road Carriers Association expressed similar views on the impact on the freight industry and the Auckland Business Chamber expressed concerns about the impact on business generally.
- The Automobile Association representatives expressed their opposition to the bylaw in its current form although they support some of the principles.

- There was a mix of views presented by individuals, including a number who wanted speed reductions in their neighbourhoods on roads which were not included in the proposed bylaw and one who questioned the validity of the data analysis used to support the bylaw.

The Hearings panel has taken some time to reflect on what we heard and in particular we note the following:

- Opposition to changes, and particularly reductions in speed limits on high risk roads, is either confined to particular roads or, generally, is limited to small, but nevertheless important, groups of the community who see travel times as an important part of their lives or livelihood.
- Many Aucklanders, following the extensive effort made to communicate the rationale for the proposal, understand there is a need for ongoing information about the need for changes to all elements of the safe system approach; safe cars, safe roads, safe road users, and safe speeds.
- Enforcement of any new speed limits needs to be carefully considered for any proposal as part of ensuring the safety benefits are realised.

Once again, we greatly appreciate the opportunity to hear from these submitters. Their voices will be carefully considered as part of any final decision taken by the Board of Directors of Auckland Transport.

Hon. Sir Michael Cullen
Director, Auckland Transport

Mark Gilbert
Director, Auckland Transport

9.00am Ports of Auckland

POAL acknowledges that AT strives to improve safety. That's something we're conscious of in the port.

But the improvements need to be carefully chosen and tailored and should minimise adverse effects on other road users. POAL believes the safety rationale does not apply on Beach Road and Tangihua Streets as they are designed for higher speed environments. These restrictions on these roads are unjustified.

Summary of submission:

- Port is significant to regional and national economy
- Some cargo is railed but the majority goes short distance on trucks
- Concerned about flow on affects to neighbouring suburbs incl. Parnell
- 50% of port traffic uses Beach Road and Tangihua Street - some 250,000 trucks a year - the majority of these movements occur in off-peak when not affected by traffic so can travel at 50km
- No accidents from trucks on these roads
- Speed restrictions will mean our trucks take longer to get to and from the port
 - this means freight companies will need to increase the number of trucks they use
- Don't think AT understands wider effects.

Concerned by speed limit reductions on those two streets - will affect The Strand in Parnell, Google Maps will redirect us there, will have an adverse effect.

We're concerned that broad brush affect here hasn't attempted to identify the key freight routes.

Tangihua Street and Beach Road are identified as being in key freight routes - those need to be taken into consideration before a speed limit reduction is introduced.

Traffic engineer

My evidence shows Tangihua Street and Beach Road are arterial roads and are

designed for high volumes of traffic and have very few pedestrians.

Crash history, 2 crashes involved cars turning right into driveways on Beach Road - only those two would have been prevented by reduced speeds.

A better way to address these would be a midblock solid median.

A solid median would also be best practice by AustRoads.

The assessment in my evidence based on the parameters of the NZTA evaluation manual, indicates the social costs by 30km/h on Beach Road and Tangihua Street, the cost outweighs the benefits.

I agree with POAL that the diversion to other routes will have adverse effects on residential areas where the roads are not designed for freight traffic.

Just to close - our case is simple - expert evidence - from a safety perspective, the benefits don't outweigh the cost, the effects on business for POAL will be adverse.

Can't be justified so those two roads should be removed from the bylaw.

Final point - we asked for more than 10 minutes, based on the size of POAL, us being here can't be an acceptance that we agree the hearing process has been fair under what is required under the Local Government Act.

9:10am Te Rūnanga o Ngāti Whātua:

AFP: Focus must remain on safety and not economic revenue collection - especially from lower socio economic communities. Mana Whenua need to be included more throughout the process.

Not sure how much consultation was directed at hard-to-reach communities. We requested to meet with the project team for more of a discussion. Unfortunately, that did not happen. If we were able to discuss more rather than AT say this and that. Do not want it to affect our poorer communities especially where they are finding it hard to live. Looking forward to how we can move forward and have a good relationship.

9:15am Safe Kids Aotearoa:

MW: Service of Starship, provide information to policy and decision-makers as well as the public. Outcome of low vehicle traffic pedestrian crashes and an international review of evidence.

On the basis, we support the move to look at safer speeds within the Auckland region.

Socio-economic deprivation and age has major differences in outcomes for children. 61% of all pedestrian deaths are children under 5 years of age. Children who live in high areas of socio-economic deprivation are 4.5 times more likely to die as opposed to those from less disadvantaged areas.

Need to consider how these lower speeds are rolled out. Similar to your previous submitter, it is not about where the lower speeds go in; it is around the enforcement of it.

It takes a strategic approach to ensure that you are meeting the appropriate audience. We strongly advocate rollout on those areas where children are doing worse on the roads.

9:22am Stephen Moore:

Speaking as an individual. I oppose the Speed Limits Bylaw. Impossible to do 30km/h on our arterial routes. Turning people like me who have never had a fine, into a criminal. AT don't know what they are doing and can't be trusted. 80km/h is good for areas like Clevedon.

Talk to people like the AA - sensible solution.

I live in St Heliers. I do cycle and bus and use my car. I am also a pedestrian. I work in the CBD. I'm a ratepayer. Proposal might be doing more harm than good.

What a waste of money, what are we paying our rates for?! Quay Street, you have more danger of being hit by an e-scooter or an e-bike. I thought this was madness.

Try to find serious accidents, I can't find them. Nothing to do with cars. All this misery for everyone trying to get to work.

Hundreds of car parks have gone since accidents. So many have gone from all beach areas all around Auckland.

Speed humps at roundabouts. Slower the speeds, more chance of hitting pedestrians. No proper bus terminal along Tamaki Drive. People take more cars in response. Ten ambulances a day go along Tamaki Drive - main arterial route. West Lynn - what a mess. Cycle lane is hardly used, speed humps everywhere.

AA has a far more balanced approach and more workable. Feel you have the wrong people at AT. Shane Ellison said at Kensington Swan two weeks ago, saying it won't make any difference.

Very disappointed if we lost the car parks at St Heliers.

9:32am Rodney Local Board - Beth Houlbrooke:

Rodney is 46% of geographical land mass of Auckland. We hold the highest rate of deaths and serious injuries in Auckland. Serious injuries and deaths have increased by 107%. Highest incidence of deaths and serious injuries in 2017. Area growing at a rapid rate and more people using these roads.

Speed limit reductions proposed for several roads in our area. We would prefer to see those go ahead. We acknowledge one of the best ways we can reduce the road toll is to reduce limits in this area.

We have been waiting for speed limit reductions - especially for SH16.

Want to see more joint consultative procedures with the community. Local Board totally support the review and the reductions proposed. Just engineering a better road is not going to solve the issue. If people just drive better, if roads were designed better. These rural roads are getting busier and busier. Cyclists, walkers and horse riders. If you are a resident trying to get out of your driveway, you have to shoot the gap.

You take your life into your own hands. Rural roads were fine with one or two side streets, multiple roads, multiple driveways, yet the speed limits have not changed in years. Lower speeds on unsealed roads to not only support safety but dust spread as well. Heavy transport users are the worst. Reverse sensitivity thing. Showering people's homes, roofs, getting into every nook and cranny within the house. Support reducing speed limits on unsealed roads, down to 60 and in some cases 40 km/h.

Reduced speed will improve safety, reduce strain on the road and create less dust.

Especially Coatesville-Riverhead Highway.

Member Smith notes that AT maintain open road speeds to support heavy transport user operators. Higher speeds they can accelerate up roads easier.

9:43am 'Boopsie' – Claude Marie:

Speaking as an individual. I am quite scared about how fast vehicles go from Newmarket to Epsom. Want to suggest trialling a larger space. I, as a driver, am happy to go slower and see them not get hit.

Some of the people in John Street where I live might have made a submission, Grey Lynn and Ponsonby wasn't built for two cars doing 50km/h, e-scooters and people using the road. 30km/h will satisfy more people. How come you can go 40 on Ponsonby Road? 50 on O'Neill?

The problem AT has is there is no feedback so we don't get tell people if things aren't working. The main points we are making – the streets are really small, pedestrians and cyclists need to be promoted. Maybe a larger area but a swift one. After you look at the data and decide, do it quickly.

Ask for feedback, we will tell you. We'll take surveys. If you're giving the time now, why not give it again? Accountability in that you need to listen if it's not working.

Let's see how good things are working post-modelling.

9:52am Graham Easte:

Speaking as an individual.

I express general support for the principle of slower speeds. I am disturbed about the overall approach. 30km/h rumbles go up. Police are not interested in implementing your bylaw.

Arterials serve an important function in the city.

Point Chevalier 1999 – stage 1 of 3 of a traffic-calming project. The remaining project was scrapped. Traffic calming measures reduced the speeds by 20%. AT wasn't interested in rehabilitating these. I managed to get one out of the 13 crossings upgraded. AT has put up \$4 million to work towards thresholds, cottoning on to my ideas now.

Similarly with the central city, wouldn't go for a blanket approach, distinguish between Hobson and other arterials.

I have heard various arguments, yes at peak times you're lucky if you can do 12km/h but most times you can move freely. What will the average be?

Between Railway and Carrington Road. Back to a solid band. Focus on the law, rather than driver behaviour. You tell people in their home streets, drive respectfully, and enforce that. That's the approach we've been using. Fourth aspect going out into suburbia. Don't want to see it fail due to mass non-compliance.

Andrew Allen: So are you advocating for a threshold treatment with no change to the speed limit?

GE: Yes, for now. Otherwise we're going to end up with winners and losers. Think it through before we start applying it to suburbia.

Arterials I would argue should be treated differently, except where they go through high pedestrian areas.

10:10-10:20am Break

10:20am Alex Baker to speak to his submission:

Speaking as an individual. Removal of car parks in Mission Bay. Initial proposal is so difficult to navigate. I find it incredulous that we are expected to make submissions and comment without all the details.

General public of Auckland don't like AT. AT are on the mission to do what they want, when they wish.

I may not be a traffic engineer, but I have a law degree. These proposals begger belief. 26 deaths on NZ roads in a week is abhorrent. When I look at the statistics applied for these proposals – 46 crashes in five years. 14 injuries in five years. With due respect, I don't think there's a problem. Have you ever tried to drive through Mission Bay or St Helier's at 50km/h?! It's impossible!

I would've thought with the traffic woes in Auckland, this will inhibit it.

Loss of car parks in Mission Bay and St Heliers.

AA: Relied on figures – what were those facts again?

AB: 46 crashes in five years

AA: Then in your opinion what is the acceptable level of crashes to you?

AB: I don't know to be honest, better for a qualified traffic engineer to answer that. More analysis is needed. Put it in perspective. I was viciously assaulted on Tamaki Drive, I was in the wrong place at the wrong time and a young gentleman had an episode and knocked me to the ground. You've got to take it on the chin and move on. What is a real issue? I don't think an injury every four months is an issue that needs solving.

10:34am Warren Tait to speak to his submission/petition:

My interest came about once I received the brochure. I live on Albany Road. Moved there 33 years ago – gravel road. Now completely filled in and is still an 80km/h zone. Late 90s it got sealed and was done

very poorly. The seal never lasted. Was sealed by companies with no sealing experience. Would break up after a matter of months and continue over and over.

Road was used as a shortcut across the highway. At that stage the road was quite narrow, no footpaths, full length of Hobsonville Road. Most challenging point is from The Avenue, no walking access at all.

Intersection of The Avenue and Hobson Road, acute turn to the right. 150m from that intersection, the speed limit goes from 50 to 80km/h. Window of less than 100m to make the decision to go. Coming out of The Avenue turning right, Hobson Road, traffic coming down The Avenue heading North, cutting the corner right, you see it, the car crossing the median barrier.

My recommendation is that sign is moved 50-100m adjacent.

That sign gets rotated 180 degrees a lot. People of the left hand side of The Avenue are being affected by that speed. Very intimidating.

10:43am Claire Wannamaker to speak to her submission with her daughter Genevieve:

Speaking as an individual. Claire: We live in St Mary's Bay, we're really lucky that we can access local amenities by walking and cycling. Genevieve's dad works in the area and cycles to work every day.

I wanted to speak to our experience about getting around these areas every day. Today is Genevieve's fifth birthday. Even though her school is only one street away from us, it involves crossing a motorway on-ramp. It is not unusual for traffic to move anyway around 70km/h. A small person who can move very quickly, makes anywhere going on foot, not an enjoyable experience.

Often we take the car especially if busy, as it is dangerous or unsafe to cross the road. Local businesses miss out on our patronage. When we do brave the 70km/h traffic, it is usually to take the bus. The bus shelter is about 1m back from the road. Four lanes of charging cars. You have to hold your

child on the seat. We live in a beautiful neighbourhood and my preference is to get around on cars and bikes, however high speeds prevent us from doing this. Ponsonby Road has a 40km/h limit and that gives us an additional level of comfort. Some might say that changing the speed limit doesn't change drivers' behaviour, but it makes a huge difference. 50km/h is too fast, needs to be 30km/h.

10:57 – 11:08am Break

11:08am James Caldwell to speak to his submission:

Speaking as an individual. Offer shuttle service to get from Britomart to Parnell. Offers e-bikes as well. Hobson, Nelson, Custom and The Strand. This is the route I do every ten minutes.

Micro vehicles – bicycles and smaller. Crazy number of personal transport. I am on the road all the time and see accidents all the time. What I see reducing the speed limit to 30 km/h will do very little. I didn't like the idea that the initiative wasn't to reduce the number of accidents, we don't want to kill people, we just want to maim them – that is the message that we take away from this.

A number of initiatives that would be more cost effective.

Cycleways – great for getting cyclists out of the way. Awful amount of cyclists that don't use them. Cycle lanes not being used a lot. Other thing is helmets and hi-vis. My thing about helmets is about visibility. So much more visible than without. Micro vehicles in shaded areas and are invisible.

Not a big fan of Bylaws, a lot of the time they have to stand still. Need to observe people for three minutes before they issue a ticket. Can we deploy those people with brochures to educate those on micro vehicles.

11:20am Pete Brydon to speak to his submission:

Speaking as an individual. I live on Dairy Flat Highway – keep it at 60km/h. Trying to get someone to respond to vehicle and engine breaking – difficult to get someone

to address this issue. If AT will do nothing about the engine breaking, will they do something about the noise?!

If and when these works go ahead (that is the roundabout) could we have better control over people doing the work? Police advised that it is common for the burglary rate to go up in rural areas when road works happen.

I'd like to see the 60km/h speed limit 500m north heading west.

How much does AC get from Rodney rates and how much comes back?

The same for Central Government from Fuel Tax?

AT are going to do nothing, sorry I'm cynical, bit of lip service but no action.

AA: You've not noticed an increase in enforcement in the last six months or so?

PB: No

11:27am Geoff Upson to speak to his submission:

Speaking as an individual. MG: Here for the proposed interventions about speed, but we're not here to talk about enforcement. Here to talk about speed limits.

Last week I followed an ambulance going more than 50km/h over the limit – has broken the law, but is saving someone's life.

If driver's can't handle driving on rural roads, then they should just move back to the city.

I commend you for trying to do something about the road toll – but speeding is not the problem.

Last year I drove 39,000kms. People have the luxury of PT when living in the city. I live 23kms from where I sleep from where my cows live. Is the small time saving worth a life? The answer is no – but this is hundreds of thousands of people who may be inclined to crash due to time and inattention – may put some people to sleep.

What makes you think reducing the speed limit will change those who are non-compliant?

Will a reduction in speed to 30km/h affect

those who currently travel at 70km/h in 40km/h areas?

MG: You spoke about an extra 12 minutes to the café – distance?

GU: 36 minutes there and 48 minutes to get back.

11:40am Sam Pasley to speak to his submission:

Chartered Road Safety Engineer at WSP Opus. Have discussed that with colleagues and they endorse the proposal.

WSP Opus is a leading engineering consultancy worldwide. WSP Opus supports Auckland's initiative for safer speeds on Auckland roads. Speed plays a primary role in the likelihood of severity of crashes. Studies have shown even a 1% drop in speed, reduces crashes by 2-3%. On rural roads, AT's rural network has narrow, winding roads. Head-on and intersection are the main type of crashes.

Inappropriate for these roads to have the same speeds as the motorway network.

NZTA survey found that 60% of people found it difficult to choose the speeds for the roads. Urban roads cater for many different user groups. The road environment should place a greater emphasis on more vulnerable users needs.

In our opinion, we must make the hard decisions so that the number of people in our city suffering serious injuries is reduced.

11:45am Whitford Horse Road Safety Group – Sarah Blong:

RM: Where the entrance is, is that a 70km/h limit?

SB: Currently 50, proposed to be increased to 60km/h

A lot of people graze their horses on Trig Road as there is no grazing at the Pony Club.

Health and Safety at the Pony Club. We have a gate, we would like to see the speed stay at 50km/h. We are only a five minute walk down from the road. A lot of congestion with a lot of floats going in and out, it is a country club, come in and out. All

times of day and night. Often we are having to plait the horses late at night. There is a school over the road – about 30 children. 30 kids under the age of 12. 10-20 grazers that will frequently cross there as well.

SMC: Why don't you ask for a pedestrian crossing?

SB: We would love that.

SB: Beach ride down off Clifton Road

RM: How many members?

SB: About 50 members.

What's the difference between 50 and 60kms? We hear about speed creep all the time and there are people driving between 65 and 70km/h in the zone which is currently 50km/h.

In reference to the Unitary Plan for the Whitford Precinct – walkers and cyclists and horse users – this will make the road more accessible for all users.

We want to be the ambulance at the top, not the bottom of the cliff.

Reducing from 60 to 50kms, it literally slows people down by a few seconds.

12:00pm Break

1.00pm Healthy Streets Alliance – Ellie Craft

The Healthy Streets Alliance advocates for healthy and sustainable streets through enabling walking, cycling and public transport. The Auckland Transport proposed bylaw to set safer speeds spurred an alliance because we wanted to show how widespread the support is for limiting traffic speeds and volumes.

The Alliance strongly supports Auckland Transport's proposed new speed limits on identified high-risk roads.

We also call on Auckland Transport to introduce default 30km/h speeds around all town centres and schools.

And we encourage AT to pursue widespread speed changes for our town centres and around our schools, rather than a gradual piecemeal approach, because we believe widespread speed changes are more consistent and thus easier to adapt to.

Why? Because it's nice to stay alive. And it should be a human right that we can walk to the dairy to get a bottle of milk without being harmed by a car! We particularly support the aforementioned speed changes because: slower speeds are safer speeds, and slow streets are more equitable, inclusive, sustainable and healthy. I am now going to unpack our reasoning for slow speeds in Tamaki Makaurau:

1. SLOW SPEEDS ARE SAFER SPEEDS

Speed has a direct influence on the occurrence of traffic crashes and on their severity. The World Health Organization (WHO) states. "A safe speed on roads with possible conflicts between cars and pedestrians, cyclists or other vulnerable road users is 20mph (30km/h)".

30km/h in town centres is not new. Reduced speed limits around Auckland town centres will align with world class cities.

Lower speeds and self-enforcing slow speed environments have proven to save lives. Slow speeds save lives.

2. SLOW STREETS ARE EQUITABLE STREETS

Elderly, disabled, youth and low-income communities are more at risk from higher speeds. This is because they cross streets more slowly, are less likely to drive and are less likely to live in walkable neighbourhoods.

In a survey by Women in Urbanism Aotearoa, 70%+ of respondents (who were mostly women) felt unsafe when walking in traffic dominated areas, most of the time. This is primarily because they are likely to be walking with children, as women are the still very likely to be the primary caregiver in Aotearoa. One survey respondent said "there's no such thing as a safe street (with cars), not with kids."

Women prefer places with "decent footpaths," and "narrow roads. They prefer "more relaxed places with trees

and landscaping to reduce traffic speeds," "reduced traffic" and "streets with no vehicular traffic so they can move with their prams easier" – they also prefer suburban streets, because they are quieter and slower. Something Auckland needs to be thinking about, especially in our city centre as it is the biggest neighbourhood in New Zealand, but you wouldn't know if from high speeds and traffic volumes that pump through our city centre.

From the survey, WiU found women also go out of their way to walk or cycle back streets to keep safe - meaning their transport choice, their mobility freedom is compromised just to keep alive on our roads and streets. Of course, all pedestrians of all genders experience this, and compromise safety over getting where they are going often because of our hostile street design – however, women walk more than men in Aotearoa, therefore fast streets are effecting women more.

Slow streets give people more choice on how they move. Levels of walking and cycling increase on lower speed streets and the most common barrier to cycling is fear of traffic speeds and volumes.

This particularly benefits members of our communities who cannot, or prefer not to drive due to age, disabilities, low incomes or health and environmental concerns.

If a city is safe for a person below 8 years old and over 80 years old, then it is safe for everyone.

3. SLOW STREETS ARE STREETS FOR CHILDREN

Children's independent travel has reduced massively in the past 30 years due to parents' concerns over traffic safety. We all know the impacts this has had on our children. It's also meant more car dependency. It's meant more congestion, as parents drop their children off to school in cars. And again, because the task of primary caregiver still largely

falls on women in Aotearoa, the burden is placed on women.

4. CONNECTED COMMUNITIES

Community severance occurs when transport infrastructure or motorised traffic divides space and people. This results in social exclusion and segregation. Reducing traffic volume and speed improves connectivity, it increases the chance of meeting people who “aren’t like you” and reduces social isolation. We have a mental health crisis in Aotearoa, particularly with our young people. The way we design our cities can have an impact on this. I don’t need to say more – just look to the Netherlands for an abundance of evidence.

5. SLOW SPEEDS ARE SUSTAINABLE STREETS

39% of Auckland’s emissions are from transport. We already have all the tools to change this. There’s no excuse for our transport networks not to be fully sustainable. Lowering speeds is one such tool. Not only do slower speeds encourage people to replace trips by car with trips by active modes, they also lead to steadier speeds in urban environments, with less acceleration and deceleration. This reduces air pollution from emissions.

6. AIR POLLUTION

Road deaths are common, but even more common are deaths associated with air pollution.

The more that sustainable modes of travel are encouraged by slower speeds, the less cars people will need, meaning less pollution of our air.

And you bet there are inequities with this issue too. Air pollution mostly effects the more vulnerable members of society. The members of our society who have little transport choice and walk most places (ahem, women, children etc.)

7. CAR DEPENDENCE MEANS UNHEALTHY SOCIETIES

This is a no duh moment: but if slow speeds encourage active modes we gain the health benefits of people being healthier. When we don’t feel safe walking or cycling on our streets, we instead rely on our cars or forego many trips and remain inactive.

Physical inactivity is a serious health concern, second to climate change.

How often do we look at the leading causes of death in perspective? While physical inactivity is a risk itself, it also contributes to other risks, such as obesity and high blood pressure. A Cambridge University study found that a daily active commute has been linked to a 45 per cent reduction in heart diseases and cancer. Active commuting (for example, including a walk to your bus) may just be the easiest way to get regular activity into your life.

People often think that health issues should be solved by the health industry but while doctors can cure, transport and land use can prevent. This is because if “physical activity was a drug it would be classed as a wonder drug”

The most physically active countries are not those that are super competitive in sports but those countries were walking and cycling are incidentally part of everyday life and moving around. Physical activity does not need to be a personal responsibility, in fact the easiest way to maintain an active community is to embed an active commute into everyday life.

8. POSTED SPEEDS ARE NOT OFTEN THE KEY FACTOR TO PREVAILING JOURNEY TIMES

The road environment, prevailing traffic patterns and route intersection traffic controls often have more impact on the journey time than the posted speed.

What the reduced posted speed will do is reduce the speeding up between

signals and intersections and it will also improve safety for people who walk, e-scooter and cycle, reduce crash impact severity and create more calmed street environment.

Here's a quote for you from Dr Glen Koorey:

"Many people mistakenly over-estimate the impact of speed limits (e.g. a 20% reduction in the posted speed limit is assumed to lead to a 20% increase in travel time)...The reasoning behind why actual time differences are generally overestimated is due to the limited amount of time that one is usually able to travel at the theoretical maximum speed. These delays may arise from road geometric constraints (e.g. tight horizontal curves), other traffic (e.g. urban congestion), point restrictions (e.g. intersections, railway crossings), or section restrictions (e.g. road works, lower speed towns along a journey). In all of these cases, the time traveled through these sections will be unaffected by what the open road limit is.

9. SLOW SPEEDS ARE ECONOMIC STREETS

This one is for people who think money is more important than humans – the ones who cry out "where's the business case" or "but where will the cars park"

People who walk and cycle spend more money than those who drive. I'll say that again. People who walk and cycle spend more money.

The Alliance for Healthy Streets thinks it's pretty evident that we need to slow our streets down, and refocus our street and road design on people over cars. It's clear AT is working on this. Setting these speed limits is great, and you have our support. But let's go even further and make Auckland the healthiest, happiest and most inclusive city in the world.

1.10pm Roger Hawkins

I'm concerned at the level of disquiet expressed by everyone I know about AT. So many overcooked, under-researched plans, when research is done it is distorted. Parking meters on Ponsonby Road, you consulted on it - 93% said "don't do it", you did it anyway. In that regard, AT are overfunded and are actually using public money to do projects people don't want or need. Sir Michael, as a former minister of finance, I think you'd choke at the amount of money AT is spending on cycleways. AT should be undertaking major projects. You're currently adding no value. Quay Street, one lane either way, there was an accident last week – drew the whole city to a standstill. The solution, why didn't we just elevate the cycleway.

I don't trust AT's research, like on Quay Street, the consultation is not wide enough and a lot of it is under the radar. Marist Primary School in my area, can't get two cars going past at the same time, already there's talk in our area of making AT take it out again.

The proposed speed reductions down to 30km/h simply aren't needed. Pedestrians are already crossing where they want.

Because we live on isthmus, you cannot do it by PT, have to take a car, to take it down to 30km/h. 50% of your time is wasted in traffic.

I recently wanted to go to the art gallery then go to a friend's, you simply can't do that anymore, so I skipped going to the art gallery. Can't park in the CBD now. Carparks are run by the mafia, extortionate prices.

I live in Ponsonby, if you want to go shopping, I drive to Link Drive, 30km/h when you've closed Quay Street, it's bizarre. Where are the statistics regarding pedestrian injuries caused by excess speed? To my knowledge there are none. In the CBD, you can't do that, there's no parking, a lot of the bus stops are now being pushed out into the roads which stops cars getting past. That's been done in Richmond Road and it hasn't

worked. My view that AT's job should be to speed the traffic up, not grind the CBD to a halt. It's impossible to get across town, the fact we have to drive across the bridge, is a sign someone has got it wrong.

Please reopen Quay Street, it's chaos, it's absolutely mad. I oppose the speed reductions for the CBD. I'll close by showing the signs up in St Heliers now, these measures aren't needed, no one wants them. I strongly oppose cutting the speed limit to 30km/h.

1:20pm NZ Post & Freightways – NZ Couriers, Post Haste:

We welcome the opportunity to make this submission. It's uncomfortable for us to challenge a safety initiative. As recently as last week there was a serious accident. But we want the panel to consider all the intended and unintended impacts of this proposal.

This is an industry response to the proposal, we have worked on this collaboratively, but each of our own assessments were closely aligned.

Although we are competitors, we share the same customer base and have an equal role to play for the community. We share the objective of making roads safer and for some of these roads speed limit reductions are well overdue. Our objection is to the CBD only, we hope the panel understands the commercial impacts.

We interviewed our courier drivers in the CBD area, they experience that environment every day. We also used a route planning tool we use. That allows us to use various parameters to understand the impact on our business. The third piece is the technology deployed in our vehicles. We can use that to identify where there will be impact and where there will be no impact.

What we learnt was in mixed used areas, the average speed of our vehicles, when the speed limit is reduced, will require an additional vehicle to complete the same number of deliveries and collections. Our

conclusion, this will add congestion to the CBD during peak times.

Our operations will incur additional costs which will inevitably get passed on to our customers.

An important one for us is the arterial network that feeds the CBD. One of the key things is the additional driving time to service. Our notion is that the arterial feeder routes are maintained at 50km/h.

The courier industry is very time critical – five minutes may not sound like a lot, but it is critical to us. Drivers often have to contend with 5-minute loading zones while servicing multiple buildings. If we reduce their ability, it impacts on everything else.

SMC: In reducing from 50km/h to 30km/h, what would the impact be?

Looking at previous research, in terms of what we understand, looking at a reduction over the different phases over the journey. 80 to 50, it was about a 6-7% reduction moving from 50 to 40km/h.

MG: Given 30km/h speed limits are not new in many parts of the world, have you had access to any research of courier companies in the Netherlands?

Alan: Set up hubs in the middle of the 30km/h precincts. If the delivery area and volume is large enough, then that makes sense. That is not practical for us here in Auckland.

Unsure: Many cities – there are no same day deliveries. They are available, but cost a significant amount of money.

RM: Did your modelling indicate the same sort of percentage in reductions?

Unsure: Yes it did make a significant difference – hence why we are asking that the arterials remain at 50km/h.

AA: You sighted two impacts – one was around speed limits and accessibility of parking. Do you have a sense of how much of these contribute to difficulties? Would a resolution with parking provide you with a significant degree of relief?

Alan: More time and more vehicles in the city to complete deliveries that will make an impact. Struggling to complete deliveries within the parking times indicated.

SMC: How much of your business is within the CBD and how much is outside?

Unsure: I don't have a figure, but it is significant, big commercial zone.

SMC: Same day – stuff that is time sensitive

Alan: Time sensitive portion is very high.

Most deliveries in town are the express packages.

SMC: How much are the express packages?

Alan: High 90% range

Unsure: Average volume size of parcel delivery is 0.030 of a cube. Shoebox is 0.025 as a comparison.

1:55pm Howard Sutton on behalf of Panmure Community Action Group and Bikers' Rights Organisation of New Zealand:

Under the present transit proposals we don't see any issues in Panmure.

We object to the proposals because we don't like this broad-brush approach to bring speeds down by 20km/h. There is an established proposal for establishing speed limits as set by NZTA.

We are not happy about the way that AT has gone about this. Very limited public input apart from this meeting today. Happy to have Lime scooters buzzing along pavements at 30 or 40km/h – seems a bit contradictory.

We don't like the way the consultation has gone about. Most people in Panmure don't like the CBD. We're more worried about the arterial routes – Nelson, Hobson and Quay Street – extra congestion on there will be a big problem for some people in Panmure.

We don't like being socially engineered. We are a stropky bunch in Panmure. We follow in that tradition.

Speaking to the BRONZ submission:

We work very autonomously.

Emphasis from BRONZ is slightly different

– we don't spend too much time riding around the CBD, nor do we care about the congestion there. We are concerned about the proposal to reduce speed limits on open roads. We think on the open roads, the reduced speed limits will make the roads more dangerous.

Motorcyclists have a deep distrust of the Police. Enormous amount of research has shown that traffic should try to move at the same speed, when you get large differentials, that is where you get the issues.

AA: I would be interested in understanding from BRONZ, especially the DSI upward trend from motorcyclists:

HS: Education, not legislation. Great majority of accidents come about from somebody doing something damn stupid.

If you hit something at 60km/h on a motorcycle, you're probably dead. Slight speed reduction won't make much of a difference to outcomes for them.

AA: You reference earlier a lack of evidence for the initiatives for the reduction proposed. Your response as to whether we have applied that response to this proposed programme?

HS: Don't believe that you have done

AA: We absolutely have done that.

HS: Thank you I'll take that on board.

2:09pm Bike Tamaki Drive – Matt Cole to speak to his submission:

Slides are from Tamaki Drive. I meet up with AT and Bike Auckland and Walking and Cycling Auckland once a month.

Worked closely with Walk Auckland as part of this submission as well.

Advocating for active modes. Tamaki Drive is the busiest cycling corridor that we have so we have a large number of people cycling along Tamaki Drive. Used to be for elite cyclists and are now being joined by people on e-bikes. Current facilities are currently not fit for purpose. Currently 9.2kms long.

First and foremost, respect to you for what you are trying to do. Advocated 30km/h for the busy centres. Alongside that, there are suggested streetscape changes. Not possible to support what has been presented. We have 300 members on Bike Tamaki Drive.

Coming through the safer speeds element: Presentation of evidence and the rationale behind that. A lot of our work has been associated with Vision Zero. If you take our colleagues in Northern Europe, Each time we introduce something, people need to have some ability to comment on that.

Final impact – current scope of what has been suggested, little blue dots along Tamaki Drive – as an elite cyclist when cycling 40 or 50kms an hour, fine. When people are struggling to cycle along at 10-12km/h, it is very dangerous. This is the chart that we use to explain to people locally, that if you go over that 30km/h, the escalation of DSI increases very rapidly.

Little lozenges are where the safer speeds team intend to intervene, majority if you look at that intersection from Ngapipi and Tamaki Drive, if you look at it from a pedestrian point of view, it appears very confusing.

Majority of problems are occurring at the intersection points.

Suggested changes here are that village centres along Tamaki Drive – sheer measures to be introduced would be quite overwhelming.

Some suggestions for your review – overlaid on the safety and risk maps.

Suggest that the skill sets at AT are fundamental. Take them through to the Local Boards and Stakeholders groups.

Detail and feedback on the system.

30km/h for St Heliers and Mission Bay supported.

DSI reduction needs expanded scope.

Revise streetscape changes proposed.

Candidate illustration provided, offer to review and reiterate with stakeholders

Model for local change recommended.

Local support is essential.

Local active mode insight is essential.

AA: If I understand that correctly, you advocate us doing more?

MC: Correct, huge support for what you are doing. I'm very happy to offer our support.

RM: Supportive of the 30km/h limit, but against raised tables and crossings, one outside Kelly Tarlton's

MC: Look at Mission Bay, a lot of that is happening around Patterson Road/Tamaki Drive intersection.

By the same argument, we are going to put five raised sections in St Heliers. Hold on, I've got to navigate five separate points. So a fast cyclists will focus on streets, so if a child or pedestrian steps out and gets hit at 30km/h, that's a problem. Having five bumps at each area will cause cyclists to take their eyes off the streetscape.

2:30pm- 2:45pm Break

2:45pm Julia Parfitt and Janet Fitzgerald – Hibiscus & Bays Local Board:

JP: Our LB supports reducing speed limits. Appropriate especially for our town centres especially. Fairly well respected with the 30km/h limit in Orewa. Amazing feedback from staff to show how it has amended driver behaviour.

When people were given a detailed brief of what would happen, people are far more supportive.

We want to see the extension of the slow zones around the Orewa centre in particular. We want a reduction in speed in the subdivision in Hatfields Beach.

Some speeds are living there now, increasingly urbanised and walking down to the beach so would like this addressed.

Start by looking at Mairangi and Torbay.

Express concern about the very small number of "have your say" events – one in Albany and just in Warkworth.

We have a lot of interested people, we have given you some detailed feedback especially in the rural areas.

2:55pm Rens Bosman to speak to his submission:

Local resident in Karaka. Been living there for over 30 years. Increase in population but remains relatively rural.

Always been concerned about people travelling at 100km/h on secondary routes.

Reducing the speed limit from 100 to 60 is very large. Time involved for a lot of people to commute, especially to Auckland and the airport, there are concerns about that.

Main arterial route from Karaka to the motorway is currently 100km/h – Linwood Road, think it should stay that way but the quality of the road does require an upgrade.

Keep the main road, but possibly upgrade it. Reduce from 100 to 80km/h. The big question is why the big reduction – the explanation behind it please?

Staff: We have assessed all the roads – especially those that are self-explaining. We have been looking at a lot of operating speeds on the roads.

SMC: If you drop from 100 to 60, is there a lot of maintenance?

Staff: That shouldn't be an issue, need a consideration of how, intention is for the high risk roads to receive better attention. What we are targeting is the high risk roads, to reduce the risks significantly.

RB: Hard to understand how windy roads are remaining at 100 and those around Karaka and Kingseat are being reduced to 60km/h?!

We are going to get frustrated motorists. Karaka is flat, visibility for 2-300 metres.

RB: I'm a Dutchman and their rural roads do not go 100, does not happen. They're smaller and narrower and people travel at a lot lower speeds.

Never go over 80km/h.

I understand the speed used in the proposal were partially derived from what average speeds cars were actually travelling in the

Karaka area and that these average speeds were used to set the maximum speed limit.

I raised this yesterday evening at the Karaka Rate Payers Association monthly meeting and with our local board representatives.

Using average speeds to set maximum speed limits does not reflect what maximum speeds people are travelling and need to use with extreme caution as there are many variables, amount of side road, schools etc. I urge AT to take the community with you in settling maximum limits on rural roads. A drop from 100km to 60 km per hour is too great in one hit for a low density rural environment for basically flat contour topography. The local residents group feel quite strongly that dropping the maximum speed limit for non arterial road from 100 to 80 will go a long way to improve safety and would get greater support from the community.

3:10pm Waitematā Local Board – Pippa Coom to speak to her submission:

Tragically since the launch of Vision Zero, as you're aware we had a horrific ten days on the roads. I'm very conscious that we collectively as enforcement officials we need to be aware we've seen a 78% increase in DSIs in the last few years. I want to thank AT CEO, ELT and the Board for tackling this head-on.

Fastest way to implement road fatalities is to reduce speeds.

Lowering speeds is the most serious step you can take.

5% reduction in speeds can reduce incidence of DSIs by 30%.

Very pleased to hear at the launch that the final decision would be based on the evidence.

We are challenging very entrenched views and the freedom to use the roads.

With regards to the LB position, what we have in our LB plan is advocacy and feedback and moving forward it supports AT in taking this forward. First LB to adopt Vision Zero.

We believe in a safe network with well designed streets and the implementation of slower speeds within the city centre.

We go through an advocacy plan every 12 months. Safer systems approach to road safety.

What should our advocacy position be around safe speeds?

We support slower and safer speeds, especially around town centres.

Constituents want safer streets, want healthier, more attractive streets.

Good for business, reduces pollution, makes for a kinder and more caring community.

We've seen people get worked up over e-scooters, that's only because our footpaths are already congested. Need to get them on the road.

Hundreds of thousands of people come into the city to live, work and play.

Freemans Bay Primary School – biggest number of school children who walk to school, why hasn't our area been included?

City has changed, these are now the most densely populated streets in Aotearoa.

We need to do a package of safety improvements.

Keen to work with AT for the Hearts and Minds campaign.

Like to acknowledge AT staff, those who have lost loved ones.

If we are serious about reducing the road toll, we need to get serious about that.

SMC: Local Body election – danger around things like this, is there a danger you will have candidates running on the PC gone mad aspect and getting that mentality going?

PC: This is the beauty of the governance structure of Auckland. We've seen too much of AT getting involved in the politics. This isn't going to be voted on by politicians.

Politicians are feeling very sensitive about it. I hope that AT will use the powers that it has to move ahead.

There is a lot of change happening in Auckland and people are feeling very threatened by that.

3:25pm Barney Irvine from the AA to speak to their submission:

We appreciate the open and robust discussion that we have with AT.

We support a lot of the road safety principles behind this. We don't think you've got the balance right with this and for that reason, we don't support this initiative.

What we see here is a far amount of diversion from the speed management guide and a lack of justification for that.

First and foremost it's about compliance. So many of the speed limits being imposed are out of alignment with the road environment. End up with a strong degree of resentment.

What we see is that most people have a serious issue with speed, but what we see in the proposal is significantly further along the curve than what most people are comfortable with and that is why we cannot support it.

Survey of AA members – Auckland-wide and in Franklin and Rodney.

Most of the concerns we have relate to the CBD. We are more comfortable with 40km/h as opposed to 30km/h. In general people don't see 30km/h as credible.

Constant message we received was that 30km/h is too slow. Speed management guide has recommended 40km/h. Road controlling authorities shouldn't necessarily follow the speed management guide to the letter, but we would need to see the science behind the divergence.

Very challenging to create a 30km/h limit. We know that you have been pushing for a 30km/h speed limit based on what leading world cities have done. What they have also done is maintain higher speeds on existing arterials.

We want to see arterials remain at 50km/h so that they can be used more safely by everyone.

We encourage AT to pursue a smaller footprint and take a staged approach to it.

It gives an opportunity to have engineering work done on them.

Stage 1 – smaller footprint with Mayoral Drive at southern end and Britomart at the northern end. Everything on the outside including Customs Street remains at 50km/h. Once this has been done, we move to a bigger footprint here with growth inside and move up to a 40km/h limit. Big roads around the outside come up to 40km/h with the exception of Hobson Street.

Most of the changes on rural roads – mostly comfortable with this. Concern is with secondary roads where arterials have been reduced to 80 and secondary roads reduced down to 60km/h. We don't agree with that approach.

Fundamentally important and engineering needs to be behind that.

Look at the struggles that have been encountered looking to get six red light cameras implemented.

Conscious that this will be yet another factor that will deter traffic through the CBD.

As a concluding remark, what we are keen to see is a compromised position, if that is where things end up, then we will throw our weight behind this.

SMC: Page 3 of submission, you have Transport Agency figures, correct me if I'm wrong, but I believe 25% of road deaths in Auckland were pedestrian deaths?

BI: No one is making a discrepancy.....Point we make is that it is significantly lower, not negligible.

SMC: Why do you think a two stage process would be more effective?

BI: Big part is the network, being able to apply the engineering treatments.

SMC: What would you do to Nelson Street?

BI: We want that to remain at 50km/h.

What we want to see is how to engineer it up to make it safe at 50km/h.

MG: It's great that the dialogue continues. NZTA notes that we will focus on the top 10% of roads and that is where Nelson Street comes in. We don't have the budget and ability to do all these things.

We're not saying this is the panacea, but it gets us on the way to managing road deaths and injuries.

AA: You've focused the majority of your submission on the city centre, what would be the AA's position on town centres?

BI: Only St Heliers falls into the top 10% category. By and large we are fairly comfortable with it, but it doesn't belong in this submission.

3:50pm Dr Nicki Jackson to speak to the Alcohol Healthwatch submission:

Speed and alcohol go hand in hand. Difficulties in controlling speeds, much lower incidence of using seatbelts amongst drunk drivers.

Talking about drivers and pedestrians. Between one in five or one in four deaths is alcohol related. 10-15% of serious injuries are due to alcohol consumption. A significant increase in deaths and serious injuries as a result of alcohol. About a thousand alcohol-related crashes in Auckland every year. Many happen in North-West, Manukau and out in Western Auckland.

I have been very keen to see AT take action over this. Government is looking at reinstating funding to address this.

You'll only find one study that examines the effect of alcohol and speed – in the US. Increasing speeds, from 50 to 65 miles per hour, significant increase in alcohol-related injuries.

We cannot forget about pedestrians. Alcohol use is a key factor in pedestrian related injuries. When intoxicated your risk of injury increases significantly.

35 to 40 pedestrian deaths over the last few years due to intoxication. We align quite closely with Australia – 25-30% of pedestrian injuries involve alcohol.

Studies around licensed premises and pedestrian injuries. The more supermarkets, bottle stores you have, the higher the rate of pedestrian injuries.

Illegal to be intoxicated on licensed premises. When people come out of licensed premises, there needs to be taxi ranks, PT available.

We can have reduced speed limits around the bylaw and reduce speeds around town centres with a higher proportion of licensed premises.

We know the direction of the effect here. All red phasing of pedestrians crossings. AUSTRROADS recommendation. Evidence-based strategy. A number of pedestrian injuries will be beyond the city centre. Five years next month since AC introduced its Alcohol Policy. Tax industry around the alcohol industry is a joke. Especially the wine industry.

Every other council around the country is looking to you.

4:00pm Grant Turner from National Road Carriers to speak to his submission:

Our submission has been undertaken with the Land Transport Forum.

NRC is the leading freight industry body in Auckland. Inter and intra-regional services within the Auckland region.

Reduce speeds on arterials will only exacerbate the issue – currently can take 2 hours to make a round trip from Ports of Auckland within the Auckland region.

Recognising the importance of freight to the total transport picture is imperative. Without us, nothing happens. Whilst much of the discussion has been around the Auckland CBD, we are concerned with the arterials - they should not be included within the limit area.

These roads and others in the normal scheme of speed setting would be on one road. Highbrook Drive, limited access connector is one where there is poor methodology in reducing the speed limit.

Auckland Transport has a pre-determined approach and is not willing to contest these views. We need a system with efficient and safe transfer of goods along strategic corridors within the region - with certainty of travel times. Removal of conflicts between heavy traffic and pedestrian and retail traffic.

Need to provide a transport system that can keep pace with growth. Freight in will increase by about 60% per year. Needs of the freight industry continue to be ignored?

To sum up, the question arises to assess whether the economic impact has been considered or is this just to save lives?

Interestingly we see that no one has sought to undertake an economic impact assessment. Furthermore we have seen no study on the air quality impacts as a result of reduced speeds. Surely air quality must be reduced with slower speeds.

NRC thanks the Board for the opportunity to present.

16 April

9.40am Dr Michael Hale

Represent the views of ARPHS.

Responsibility for protecting the health of the super city area.

Speed and harm is a universal finding that speed reduces the number and seriousness of crashes. Speed and harm are linked – it's down to physics. If we reduce the velocity, we'll reduce the harm in a crash. We are in favour of the bylaw. Reducing speeds is important for reducing health beyond injury.

Less than half of Aucklanders are fit enough. Pressure on the road network, to move people through the city we need to get people out of private vehicles. Up to 70% of people, when asked if they would like to cycle, would do so if they felt safe doing so.

Safety of kids getting to school is the main reason parents won't want to let their kids use active transport to get to school – lower speeds will improve confidence.

Lower speeds mean less greenhouse gases.

We've seen in London that when you reduce speed – children and people in lower socio-economic areas will benefit.

87% of roads in Auckland don't have a speed limit appropriate for that road.

Myths wanting to be busted by Dr Michael Hale

- This change won't make a difference to road stats – it's not just speeds being talked about here, which means this is not a fair argument.
- For every 10km/hr reduction in speed, we can expect a 2km/hr reduction in actual speed, meaning travel times are not greatly affected.
- Driver behaviour – we need better drivers- everyone is human and even good drivers make mistakes.
- 40km/hr slow enough- actually no... 30km/hr is the maximum speed which should be allowed in urban and built up areas as we have to take in to consideration all people, including vulnerable road users.

In conclusion – we are supportive of the proposed bylaw.

We could look further into education programmes for people around other risks which contribute to the DSI statistics such as not wearing seatbelts.

There is a part that everyone, pedestrians included, have to play. But they're not driving the terrible DSI stats. Driver behaviour goes a long way in reducing DSI. When drivers are aware that they could be at fault for hitting a pedestrian, they are more aware.

There's no pointing in making an isolated change, we need to cover all bases when doing something like this – we can't just change the speed.

10.00am Viv Beck Heart of the City

Our goal is the successful city which is good for business. Changing the speed limit is a significant move. A lot of the streets are straight forward. Where it is contentious is the outer roads of the city centre. Ultimately it is a positive move for Auckland City.

It is not just a place where people come to work. This is a future focus move. This is a place where people can shop, linger and enjoy the area. There is opportunity for more conflict between the modes of transport by reducing the speed.

Vital economic area of NZ. Accessibility to businesses is something that is very important to many businesses in the city centre. We need to make sure people can still access the businesses. Space is increasingly scarce. Some are worried reducing speeds will lock up the city more.

It is important that it is well understood the city needs to keep moving. There are some businesses which may need help, we need AT to recognise there is the risk of major frustration for people and reduction of accessibility to their businesses.

Aside from accessibility, we collectively have massive change going on. Downtown, Albert St, cyclists, e-scooters. In our view

the city isn't doing a good enough job of coordinating those changes happening alongside each other.

There are a lot of people that aren't on the journey of change, and we need to put this bylaw in a wider context. We understand the need for different modes, but some people don't see those changes, so we need to be mindful of how they're looking at it.

Some businesses are uncertain of how these changes will affect them, we need AT to listen to the needs of each area/stakeholder.

Overall, we are supportive but we all need to work together, and it is important that everyone is heard because their views will be different.

Not everyone understands what this project is all about – they need to be made aware.

We ask that AT considers the peripheral areas of the city where it unnatural for people to go 30km/hr. The green wave is crucial.

AT needs to monitor the results and should make changes if they are not working.

10.12am Dame Rosanne Meo

My concern is around the process. The concern around how far this has gone in such a short amount of time. The business case is particularly concerning.

It feels rushed and without due research. Cycle and bus lanes work incredibly well. There are options, and this seems very heavy handed. I can't find research on any other city where this sort of thing has gone so far. AT acts in isolation and only with reference to itself.

I'm asking for due process and to slow down and look at other options to fix our problems.

There are so many options we could be going to rather than the extreme lengths AT seems to be going here.

It seems shocking that one can get away with going so little in terms of funds – money coming from RFT.

This is a very critical part of our city's development. With the power AT has, it is sad they are not acting as though they understand this power.

If I was looking at this from another company's board I would be worried about what is being presented and how it would affect my business. I know if it was that company submitting that proposal, I know it wouldn't go ahead.

There should be testing and trialling for something this big. AT is leaping into it too fast.

I am worried about such an investment being undertaken on such a narrow premise. I have been disappointed in how this has been presented. It was presented in a way that sounded like hype.

10.23am Alan Mayo

Residents of John Street. For the past 18 months we have been pushing the issue of safety in John Street.

We support the reducing speed programme. Our question is why John Street isn't included.

AT has determined that John Street is a rat run. We are requesting it is included in the programme. It is a very narrow lane which has a speed limit of 50km/hr and is a rat run for cars.

There are no berms so what you have is cars which can drive at 50km/hr far too close to school children.

John Street is an anomaly. We are dumbfounded John Street has not been included in the programme.

5-10 mins walk within 6 schools. It is only 10-12 metres wide. No shoulders, no berms, no street planting which means there is no protection for pedestrians.

We want to ask if it is a safe road for the speed limit, a previous AT study suggests it is not.

The design speed of a narrow road is 20km/hr. A narrow road is around 14metres wide, we know John Street is narrower than this.

AT would not accept the design of John Street if it was submitted today.

We think AT has designated John Street as a thoroughfare. In conclusion we think AT has decided not to act on John Street. We have tried to engage with AT and have not gone to the media.

AT has prioritised traffic over people. The responsibility sits with AT. What we are here for is that John Street is added to the bylaw changes and the speed limit is reduced to 30km/hr.

It is an opportunity to miss the arterial routes and commonly used by people who are not residing in the area.

AT surveyed the road and found cars doing over 50km/hr.

AT hasn't said that there is no safety issue. The AT report says the issue isn't high-risk enough to include high on the priority list with the resources available.

10.36am John and Jane - Property Council NZ

We support AT's safety goal in the entire CBD area. Very little evidence has been used to propose the bylaw. The investment in billions of dollars has been made in the CBD without the thought of the 30km/hr speed limit being introduced.

We agree with introducing some safer speeds in some areas would be beneficial.

Arterial routes should not be treated in the same way as other roads in the CBD. AT has suggested that reducing the speed in the CBD will reduce DSI in the area but has not supplied any data to support this claim.

NZTA Speed Management Guide suggests 40km/hr is a safe speed for city centre areas. AT has ignored a national document and has appeared to act alone on this.

Sufficient traffic analysis has not been undertaken on arterial routes such as Nelson and Hobson Streets.

We suggest differential daytime speed limits. CBD users access management, service vehicles and workers could access some streets, but others are discouraged.

A more integrated approach is needed along with more engagement with the retail sector and CBD users is needed before continuing with this proposal.

Our members are supportive of shared spaces.

10.55am Brake - Caroline Perry

We exist because every week there are families that are delivered news that their loved ones will not be coming home due to a car crash.

We support a vision zero approach to road safety in New Zealand.

We hear zero harm talked about with workplace safety, and the same should also be true on our roads.

Mistakes are inevitable, but this should not cost people their lives. Auckland's road safety record makes for horrific reading. I would like to thank the AT Board for beginning to address the road safety problem. AT are leaders in achieving the vision zero goal.

BRAKE strongly supports the proposed bylaw. People should feel safe in their neighbourhoods and when commuting through the region. Older people, young children, and people living in lower socio-economic areas and disproportionately represented in DSI stats.

Speed isn't always the cause of a crash, but it is a factor in the outcome in every crash.

There are examples from all over the world of where the safer speeds approach has worked.

A limit of 30 in certain areas is far more appropriate than 40. Due to the vulnerability of some road users, 30km/hr has been proven to be the acceptable speed - urban roads should be reduced to this speed.

The number of journeys that could be done with people not using their private vehicle is far too high, so we need to make active transport more attractive.

We support the proposed bylaw.

We suggest extending the 30km/hr speed limits to all schools and early childhood centres as more care and thought should be given to young people who may not be able to judge speeds at which cars travel at or may not have the awareness and street smarts as people who are older than them. Prioritising safety for active transport modes to make them more attractive.

11.05am Papakura Local Board - Brent Catchpole

We are supportive of the reduction of speeds on the roads. In some cases, we don't think you have gone far enough with this proposal - particularly around schools. You have taken the opportunity around the area of Rosehill to reduce the speed limit - which is great.

We were surprised when we saw the list of roads included to have their speed reduced didn't match up with roads included on the online interactive map.

Two new schools in the Takanini area, we have been requesting for two years that the speed around these schools is reduced. Although it is being reduced from 70km/hr to 60km/hr. This needs to be reduced to 50km/hr due to the increased infrastructure being developed in the area.

In the morning and afternoon peak areas around schools, this should be temporarily reduced to 40km/hr.

It is disappointing that we are only consulting on the first year of roads at the moment as we need Walters and Airfield roads to be reduced urgently and fast-tracked through the programme.

11.10am Mema Maeli

Agree with the proposed bylaw.

Comments from community members:

AT need to do more than just reduce driving speeds and install signs. Things such as more cat's eyes, barriers, speed humps etc.

We need more harsh penalties to those who speed.

Too many people have died on our roads. AT needs to do more and act quickly on this issue.

I do not know if there will be any change if there are just speed reduction signs implemented.

Social media and TV campaigns should be more realistic - we need to make people more aware of the severe consequences which speed can have.

We need the consultation team at AT to look closer at the roads which are included.

It is reassuring there are now talks being had over the speed on some of our roads.

I hope that AT takes in all of the concerns as it is all about community, people and wellbeing. AT and local councils and government need to come together and change the current laws.

It is unacceptable some many Aucklanders are killed simply by moving around the city. It is great to see AT doing something to address this.

11.22am Albert Eden Local Board - Peter Haynes

Third largest local board in Auckland.

Transport and traffic safety have been major concerns for the board since its beginning.

We have formally expended more of the transport capital funding on traffic calming than any other local board.

We recognise the urgent need for road safety in Auckland.

We have more than our fair share of DSI as we have many people moving through the area. Most of these DSI stats come from major arterial routes.

DSI are not just statistics. Road speeds are a key factor of people being affected and lowering speeds will reduce these statistics.

We look forward to more than just speed reduction and infrastructure being implemented in the area, particularly around schools.

Invite AT to discuss high risk roads in the area which may be included in the future. We support an early discussion with the AT Board.

Several of our members would be keen to see all roads around schools have the speed limit reduced to 30km/hr at all times of the day, every day of the year.

11.30am Bevan Woodward
Transport planner

In the last few decades we have looked at how we move traffic and the priority has been how we move the traffic faster.

This has meant we are now heavily car dependant. It is now unsafe to not be in a car and it is less pleasant to not be in a car.

We have given up letting our children be able to move around as we may have in years gone by as it is now unsafe due to so many cars being on the road.

We need to break the cycle and we require bravery to break the trend and make a radical change – which I commend AT for doing.

However, as we have seen from cities around the world, this isn't such a radical change.

With slower speeds, traffic moveability will actually improve. We will be able to move traffic more effectively as cars will be able to travel closer to one another. When it becomes safer for students to walk and cycle, our traffic will actually move faster.

If we're able to make it safer for people to walk and cycle, public transport patronage will increase as people will be more confident to get to transport points.

Local economies will improve as people will be driving slower around shopping opportunities. By slowing traffic down, we will make it more appealing for people to walk and move through shopping areas.

People will be happier by not being in their private vehicle all the time.

We don't need to put e-scooters and cyclists on footpaths with pedestrians if we can reduce speeds to 30km/h as it is a more sociable speed limit which includes all road users.

On the AA survey – it is not really a survey, it is a petition suggesting we should fight against the lower speed limits. It is wrong to present the streets included in the survey asking how fast people should be going on certain roads.

We must reinvent some of the roads to make them more fit for purpose and to make the speed limits more effective.

Thanking AT for their bravery on doing something like this.



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