

ATTACHMENT 3

Statement of Proposal Speed limit changes for 26 roads in Auckland's North and West – Speed Limits Bylaw Amendment 2020

Introduction

Auckland Transport (“AT”) is proposing the Speed Limits Bylaw Amendment 2020 (to amend its Speed Limits Bylaw 2019) and set new permanent speed limits for 26 roads in Auckland’s north and west, with these new limits to come into force on 31 May 2021. AT is seeking feedback on this proposal.

This Statement of Proposal sets out background information around the proposal, details of what is being proposed, reasons for the proposal, how submissions on the proposal may be made and how long the consultation period will run for.

Background

AT is the road controlling authority for all roads within the Auckland transport system. Generally, this is the local road network which includes public roads and beaches but excludes State Highways (for which New Zealand Transport Agency (“NZTA”) has responsibility).

AT is responsible for reviewing and ensuring that all roads under its control have speed limits that are safe and appropriate for their function, design, safety and use. AT controls over 7,300 kilometres of roads and is working through a multi-year programme to review all speed limits across its network. In line with government strategy, AT is prioritising ‘high risk’ roads for review.

AT is committed to improving safety on Auckland’s roads and recognises that speed management is critical to addressing Auckland’s road safety crisis and is undertaking a Safe Speeds Programme as part of its wider Road Safety Programme.

Reviewing and ensuring that speed limits across Auckland are set at speeds that are appropriate for road function, safety, design and use is one of the key measures that AT is undertaking to improve safety on Auckland’s roads. Setting safe and appropriate speed limits will contribute to a reduction in deaths and serious injuries on our roads and ensure speed limit consistency on the network.

Speed limits must be reviewed and set (by bylaw) in accordance with the Land Transport: Setting of Speed Limits Rule 2017 (“the Rule”). Last year AT made the Speed Limits Bylaw 2019 (under the Land Transport Act 1998) which set new speed limits for a large number of roads following AT’s first tranche of speed limit reviews. AT is now proposing to change speed limits for a further 26 roads after reviewing and finding that their current speed limits are not safe and appropriate.

AT has the power under the Land Transport Act 1998 to make and amend bylaws to set speed limits for roads under its control. To change the speed limits for the 26 roads as currently proposed, AT will need to amend the Speed Limits Bylaw 2019. The draft Speed Limits Amendment Bylaw 2020 sets out the changes proposed to be made to the Speed Limits Bylaw 2019 and effect the proposed new speed limits.

The Proposal

AT is proposing the Speed Limits Amendment Bylaw 2020 to amend the Speed Limits Bylaw 2019 (“the 2019 bylaw”) and set new safe and appropriate speed limits for 26 roads in areas of Auckland’s north and west, with these new limits to come into force on 31 May 2021.

The schedules in the 2019 bylaw proposed to be amended are as follows:

- Schedule 2: Roads within the urban traffic areas (other than in a designated location) where a permanent speed limit other than 50 km/h is set by this bylaw
- Schedule 3: Roads outside the urban traffic areas (other than in a designated location) where a permanent speed limit other than 100 km/h is set by this bylaw
- Schedule 7: Current speed limits set again by this bylaw
- Schedule 8: Existing speed limits set under a previous bylaw that continue in force

A full copy of the Speed Limits Amendment Bylaw 2020 is attached and forms part of this Statement of Proposal. A copy of the 2019 bylaw can be accessed at: [\[xxx\]](#)

Reasons for the Proposal

AT is working through a multi-year programme (the Safe Speeds Programme) to review all speed limits for roads under its control and made a commitment to review the existing speed limits for the 26 roads, where there was public support for a lower speed limit.

The 26 roads were identified for a review as they are self-explaining roads with an existing speed limit much higher than the mean travel speed. Many of the roads are considered high risk as they have either a high or medium- high risk rating in at least one of the following; Infrastructure Risk Rating, Personal Risk or Collective Risk.

As required by the Rule, AT reviewed the speed limits for each of the 26 roads with regard to:

- information and guidance from NZTA, including NZTA’s Speed Management Guide (November 2016);
- the function and use of the road;
- crash risk for all road users;
- the characteristics of the road and roadsides;
- adjacent land use;
- number of intersections and property access ways;
- traffic volume;
- any planned modification to the road; and
- the views of interested persons and groups.

AT took all of the above information into account for each of the 26 roads to identify the safe and appropriate speed limit for each road. The results of these assessments found that for all of the 26 roads the existing speed limits are not currently set at the safe and appropriate speed limits for those roads.

AT considered whether treatment options such as “engineering up” the roads could be taken to achieve travel speeds that are safe and appropriate on the roads and found that due to the

physical nature of the roads and the substantial costs that would be involved, taking such other measures is not viable in the circumstances.

According to the Rule, where an existing speed limit is found not to be safe and appropriate and there are considered to be no other measures that can be taken to achieve travel speeds that are safe and appropriate on the road, the only other option is to set a new safe and appropriate speed limit for the road.

AT has therefore decided to propose changing the existing speed limits for all of the 26 roads to the safe and appropriate speed limits identified for each of them through the review process.

A road controlling authority (such as AT) may only set permanent speed limits by making a bylaw. The proposed amendments to Schedules 2, 3, 7 and 8 of the 2019 bylaw are needed to introduce the new speed limits for the 26 roads that AT considers appropriate following its review of the existing speed limits.

AT's review assessment for each of the 26 roads and more detailed information on the matters that were considered in deciding to propose the new speed limits can be accessed at [\[insert weblink\]](#) and copies are available on request to [\[insert contact details\]](#).

Options considered

Option 1: No change – keep the existing speed limits for each of the 26 roads

For each of the 26 roads AT considered whether the existing speed limit should be retained and concluded in each case that keeping the existing speed limit is not a viable option.

Keeping the existing speed limits would require taking other measures such as 'engineering up' the roads to achieve travel speeds that are safe and appropriate on the roads.

Engineering up of the 26 roads is considered undesirable and unnecessary. The cost to engineer up a road corridor is substantially expensive and therefore typically reserved for economically important roads (such as state highways, expressways, key freight routes) that have a strong case for investment to bring the road corridor up to the required standard to enable safe travel speeds at the current speed limit. The 26 roads concerned by the current proposal are all local access or collector roads. The mean operating speed for each of these roads is already at, or below, the identified safe and appropriate speed despite the existing speed limits being higher. However, with a higher speed limit some vehicles may travel at unsafe speeds leading to greater risks of a vehicle having a crash and the severity being worse should a person be injured.

AT considers that taking other measures such as engineering up of these roads to achieve travel speeds that are safe and appropriate is not desirable or necessary. There is also existing community support for lower speed limits on these roads.

For these reasons AT considers that keeping the existing speed limits is not a viable option.

Option 2: Set new speed limits that are considered to be safe and appropriate for each of the 26 roads

Setting new speed limits for each of the 26 roads is considered viable and appropriate in the circumstances.

Given that, for each of the 26 roads, taking other measures such as engineering up to achieve safe and appropriate travel speeds on the road (Option 1) is considered not to be viable in the circumstances, the only other option available under the Rule is to set a new speed limit for each road that AT considers to be safe and appropriate for that road.

AT has therefore decided to propose new permanent speed limits for each of the 26 roads at the safe and appropriate speed limit identified through the reviews.

It is proposed that these new speed limits come into effect on 31 May 2021 as this would allow sufficient time to undertake public consultation, analyse all the feedback, report the responses to the AT Board with a recommendation and if approved, the procurement and installation of the new speed limit signs.

The table below sets out the proposed new (safe and appropriate) speed limits for each of the 26 roads. These are reflected in the draft Speed Limits Amendment Bylaw 2020 (attached).

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
Baddeleys Beach Road	Tawharanui	between Takatu Road and 730m north of Clinton Road	100km/h	80km/h	31/05/2021
Baddeleys Beach Road	Tawharanui	between 730m north of Clinton Road and the southern end of Baddeleys Beach Road	50km/h	40km/h	31/05/2021
Birdwood Road	Massey	Between Red Hills Road and urban traffic area boundary (Auckland Isthmus) approx. 560m to the south of Red Hills Road	100km/h	60km/h	31/05/2021
Birdwood Road	Massey	between urban traffic area boundary (Auckland Isthmus) approx. 560m to the south of Red Hills Road and the urban traffic area boundary (Auckland Isthmus) at Yelash Road	100km/h	60km/h	31/05/2021
Birdwood Road	Massey	between the urban traffic area boundary (Auckland Isthmus) at Yelash Road and 190m northwest of Crows Road	100km/h	60km/h	31/05/2021

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
Bishop Lane	Tawharanui	full length	100 km/h	40km/h	31/05/2021
Buckleton Road	Tawharanui	full length	50 km/h	40km/h	31/05/2021
Campbell Road	Tawharanui	full length	50 km/h	40km/h	31/05/2021
Chamberlain Road	Massey	between urban traffic area boundary (Auckland Isthmus) approx. 950m southwest of Tiriwa Drive and Birdwood Road	100 km/h	60km/h	31/05/2021
Christian Road	Swanson	between approx. 140m south of Swanson Road and urban traffic area boundary (Auckland Isthmus) approx. 65m southwest of Mettam Drive	80 km/h	50km/h	31/05/2021
Christian Road	Swanson	between urban traffic area boundary (Auckland Isthmus) approx. 65m southwest of Mettam Drive and the southwest end of Christian Road	80 km/h	60km/h	31/05/2021
Clinton Road	Tawharanui	full length	50 km/h	40km/h	31/05/2021

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
Edwards Road	Warkworth	full length	100 km/h	40km/h	31/05/2021
Govan Wilson Road	Whangaripo	full length	100 km/h	40km/h	31/05/2021
Haywood Lane	Tawharanui	full length	100 km/h	60km/h	31/05/2021
Hepburn Creek Road	Warkworth	Between urban traffic area boundary (Warkworth) approx. 540 m south of Wilson Road and 610 m south of Wilson Road	100 km/h	50km/h	31/05/2021
Hepburn Creek Road	Warkworth	Between 610 m south of Wilson Road and Edwards Road	100 km/h	40km/h	31/05/2021
Hodgart Road	Warkworth	full length	100 km/h	40km/h	31/05/2021
Kookaburra Drive	Tawharanui	full length	50 km/h	40km/h	31/05/2021
Matakana Valley Road	Matakana	between Pakiri Road and 2,720m south of Pakiri Road	100 km/h	80km/h	31/05/2021
Matakana Valley Road	Matakana	between 2,720m south of Pakiri Road and 20m south of Smith Road	100 km/h	60km/h	31/05/2021

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
Matakana Valley Road	Matakana	between 20m south of Smith Road and the urban traffic area boundary (Matakana) approx. 950m northwest of Leigh Road	100 km/h	80km/h	31/05/2021
Mudgeways Road	Massey	full length	100 km/h	40km/h	31/05/2021
O'Neills Road	Swanson	between urban traffic area boundary (Auckland Isthmus) and Drower Road	70 km/h	50km/h	31/05/2021
O'Neills Road	Swanson	between Drower Road and Christian Road	100 km/h	60km/h	31/05/2021
Pigeon Place	Tawharanui	full length	50 km/h	40km/h	31/05/2021
Smith Road (Matakana)	Matakana	full length	100 km/h	40km/h	31/05/2021
Takatu Road	Tawharanui	between Leigh Road and 2,000m east of Baddeleys Beach Road	100 km/h	80km/h	31/05/2021
Takatu Road	Tawharanui	between 2,000m east of Baddeleys Beach Road and Tawharanui Regional Park entrance	100 km/h	60km/h	31/05/2021
Tram Valley Road	Swanson	Between Christian Road and urban traffic area boundary (Auckland Isthmus) approx.430m southwest of Christian Road	50 km/h	60km/h	31/05/2021

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
Tram Valley Road	Swanson	Between urban traffic area boundary (Auckland Isthmus) approx. 430m southwest of Christian Road and the southern end of Tram Valley road	100 km/h	60km/h	31/05/2021
Ward Road	Matakana	full length	100 km/h	40km/h	31/05/2021
Welsh Hills Road	Swanson	full length	80 km/h	60km/h	31/05/2021
Whitmore Road*	Tawharanui	between Takatu Road and 1,200m north of Bishop Lane	100 km/h	60km/h	31/05/2021
Whitmore Road*	Tawharanui	between 1,200m north of Bishop Lane and 1,040m north of Buckleton Road	50 km/h	60km/h	31/05/2021
Whitmore Road*	Tawharanui	between 1,040 north of Buckleton Road and Buckleton Road	50 km/h	40km/h	31/05/2021
Wilson Road (Warkworth)	Warkworth	between urban traffic area boundary (Warkworth) and the eastern end of Wilson Road	50 km/h	40km/h	31/05/2021
Yelash Road	Massey	between the urban traffic area boundary (Auckland Isthmus) at Birdwood Road and the urban traffic area boundary (Auckland Isthmus) approx. 350m to the	100 km/h	40km/h	31/05/2021

DESCRIPTION OF AREA			Existing Speed Limit	Speed Limit	Date Effective
Road name	Suburb	Part of road			
		west of Birdwood Road.			
Yelash Road	Massey	between the urban traffic area boundary (Auckland Isthmus) approx. 350m to the west of Birdwood Road and the western end of Yelash Road	100 km/h	40km/h	31/05/2021

** It is noted that the existing 50km/h speed limit sign on Whitmore Road is in the incorrect location. At present, it is 350m north of Buckleton Road, whereas it should be located 1200m north of Bishop Lane, as per the current Bylaw 2019.*

AT now wants your feedback

Before making any final decisions on the proposed speed limit changes and amendments to the bylaw, AT wants your input.

You can give us feedback from **XXXXXXX 2020 until XXXXX 2020**.

How to give feedback

There are a number of ways you can give feedback:

- Online at www.at.govt.nz/speed and www.at.govt.nz/haveyoursay
- By way of submission forms available from **XXXXXXX 2020**
- In person at drop-in sessions on:
 - Tuesday 24 November 2020, 4:30pm - 6:30pm, Warkworth Masonic Hall, 3 Baxter Street Warkworth
 - Saturday 28 November 2020, 10:00am - midday, Matakana Village Farmers Markets, 2 Matakana Valley Road, Matakana
 - Wednesday 2 December 2020, 4:30pm - 6:30pm, Ranui Community Centre, 474 Swanson Road, Ranui
 - Wednesday 9 December 2020, 4:30pm - 6:30pm, Ranui Community Centre, 474 Swanson Road, Ranui

Those who wish to be heard by a Hearing Panel will be given the opportunity to do so. Please contact AT on phone (09) 355 3553 if you would like to be heard in person. You will be informed of the time and venue for the hearing of submissions.

For any queries please contact ATSpeedProgramme@at.govt.nz.