

Proposed Speed Limits Amendment Bylaw 2022 and Statement of Proposal (Tranche 2A)

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Note that the Safe Speeds Programme team has now completed a review of the existing permanent or variable speed limits for each of the roads detailed within **Attachment 2** in accordance with Land Transport Rule: Setting of Speed Limits 2017, as part of AT's Safe Speeds Programme (referred to as "Tranche 2A").
- b) Endorse the findings of the technical review assessments of the speed limits for the Tranche 2A roads (**Attachment 1**).
- c) Propose new safe and appropriate permanent or variable speed limits for each of the Tranche 2A roads as recommended by the technical review assessments, by way of amendment to the Auckland Transport Speed Limits Bylaw 2019.
- d) Approve the proposed Auckland Transport Speed Limits Amendment Bylaw 2022 (**Attachment 2**) for public consultation.
- e) Adopt the attached Statement of Proposal (**Attachment 3**) to support the public consultation on the proposed amendment bylaw under the special consultative procedure of the Local Government Act 2002.
- f) Establish a hearings panel to receive submissions on the proposed amendment bylaw via hearing(s) in person, with the panel to be chaired by two board directors and to include two Executive Leadership Team members.
- g) Delegate authority to the Chief Executive to approve any minor and technical amendments to the proposed amendment bylaw before it is released for public consultation.
- h) Note the attached Safe Speeds Tranche 2 – Communications, Engagement and Consultation Strategy (**Attachment 5**) which will support the consultation on the proposed amendment bylaw and speed limit changes.
- i) Note the May 2021 customer perception survey (**Attachment 6**) which reflects continued support for speed reductions, in particular around schools and other community facilities.
- j) Note that following consultation, staff will report back to the board with recommendations around whether to proceed with the making of the proposed amendment bylaw.

Te whakarāpopototanga matua / Executive summary

1. Auckland has a significant problem with people dying and being seriously injured on the region's road network. Between 2014 and 2017 the number of deaths and serious injuries (DSI) on Auckland's roads increased by approximately 78% - more than five times the rate of the growth in vehicle kilometres travelled. Between 2018 and 2020 the number of DSI on Auckland roads decreased although more recently a very concerning upswing has begun to emerge.
2. In 2019 the board approved both the Vision Zero for Tāmaki Makaurau, a Transport Safety Strategy and Action Plan to 2030 and the Road Safety Programme Business Case which provided for a broad suite of interventions to tackle road trauma. This included investment in the four pillars of the safe system approach - safe roads, safe drivers, safe vehicles and safe speeds. This investment is consistent with Central Government and Auckland Council strategy and priorities.
3. AT is a Road Controlling Authority (RCA). As such, under the Land Transport Act 1998, AT is legally required to review speed limits on individual roads to ensure they are 'safe and appropriate' and, where such review demonstrates speed limits are not 'safe and appropriate', take action to ensure that speed limits are 'safe and appropriate'. As part of determining whether such speed limits are 'safe and appropriate' AT is legally required to consult with a wide range of specified groups under the Land Transport Rule: Setting of Speed Limits 2017.
4. Consistent with its' obligations as an RCA and Auckland Council and Central Government priorities, AT has developed a Safe Speeds Programme which aims to contribute, alongside other interventions, to reducing DSI. The first phase of the programme, approved in 2019, is delivering safer speeds and engineering interventions estimated to save approximately 87 DSI over the five years from implementation.
5. In December 2020, as part of working up the next stage of the Safe Speeds Programme, the board endorsed recommended programme Option 10, comprising 1,022km of road (13% of the local roading network) for further assessment as Tranche 2. This endorsement included a two-stage approach for reviewing existing speed limits to assess whether they were 'safe and appropriate' and consult upon any resulting proposed speed limit changes. Tranche 2 is estimated to save approximately 60 DSI on Auckland's road network in the five-year period following completion, with benefits continuing to accrue beyond this window.
6. Management has reviewed roads within the first stage of Tranche 2, referred to as "Tranche 2A" (614 kms). This first stage is focused on the highest benefit rural roads within Tranche 2 (the Franklin East package), Ōtara town centre, one residential area in Manurewa, community requested roads in Freemans Bay South and Ponsonby, plus 71 schools.
7. This paper concerns Tranche 2A only. The second stage of Tranche 2, referred to as "Tranche 2B", is in development and any proposal for speed limits changes resulting from those speed limits reviews will, if required, come to the board for consideration at a later date.
8. The reviews of roads in Tranche 2A, to assess whether existing speed limits are 'safe and appropriate', are complete and have undergone independent technical assurance to confirm that they have been undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2017 ("the Rule") and have regard to Waka Kotahi New Zealand Transport Agency's (Waka Kotahi) Speed Management Guide ("the Guide"). The review has been supported by an internally developed legal assessment framework that requires checking and recording that the key legal requirements have been met throughout each step of the speed limit review and setting process.

9. The findings of the technical reviews support a proposal for new 'safe and appropriate' speed limits for a significant number of roads across Auckland. The board is being asked to endorse the review findings and approve the proposal for new speed limits to be publicly consulted upon.
10. The board's approval of the draft Speed Limits Amendment Bylaw 2022 (**Attachment 2**) and the board's adoption of the draft Statement of Proposal (**Attachment 3**) are required to support the required consultation under the special consultative procedure of the Local Government Act 2002. As part of the consultation a hearings panel needs to be established for the purposes of hearing any submissions in person on the proposed speed limit changes. The board is being asked to establish the panel to support the special consultative procedure.
11. To enable any minor and technical changes to be made to the proposed amendment bylaw before it is released for consultation without recourse to the board, the board is being asked to delegate such authority to the Chief Executive.

Ngā tuhinga ō mua / Previous deliberations

12. Previous deliberations on the proposed speed limit changes to the roads concerned by the current proposal is summarised as follows:

Date	Report Title	Key Outcomes
October 2019	Proposed Speed Limits Bylaw 2019	The board approved the making of the Speed Limits Bylaw 2019 (for Tranche 1), with next steps including the investigation of options for tranche two of the Safe Speeds Programme.
June 2020	Speed Limits Bylaw 2019 Update	The board received updates on the implementation of the Speed Limits Bylaw 2019 (Tranche 1) and investigations for Tranche 2.
September 2020	Speed Management Tranche 2 (Design and Delivery Committee workshop)	Committee members endorsed the direction of the proposed scope and scale of the Tranche 2 programme, the guiding principles and the proposed board engagement approach.
December 2020	Safe Speeds Programme – Tranche 2 Options for Speed Limit Reviews	The board endorsed the recommended programme Option 10 for further assessment as Tranche 2 of the Safe Speeds Programme. The board endorsed the two-stage approach for the drafting of proposed bylaws for possible public consultation, noting the proposed engagement with the board and that the proposed consultation will be subject to further board approval.

13. The board has previously deliberated on other matters and proposals concerning the wider Safe Speeds Programme, which the current proposal is being progressed under. Figure 1 in **Attachment 9** illustrates the history of the Safe Speeds Programme.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

14. As a RCA, AT is required by law to review and set speed limits that are 'safe and appropriate' for all roads under its control. Safe and appropriate speeds are travel speeds that are appropriate for *road function, design, safety and use*.
15. While safety is a key consideration in reviewing and setting speed limits, it is not the only consideration. AT is legally also required to consider the effect of speed limits on the effectiveness and efficiency of the network, consistent with its statutory role of contributing to an effective, efficient, and safe Auckland land transport system in the public interest.
16. Safety is a key strategic priority nationally and regionally as outlined in the Government Policy Statement on Land Transport (GPS), Auckland Transport Alignment Plan (ATAP), the Regional Land Transport Plan (RLTP) and the Road to Zero 2020–2030 strategy which set a target to reduce deaths and serious injuries by 40%, equivalent to approximately 750 fewer deaths and 5,600 fewer serious injuries, over the next decade and, "...requires us to establish safe and appropriate travelling speeds across our road network"..
17. In September 2019, the board approved Vision Zero for Tāmaki Makaurau, a Transport Safety Strategy and Action Plan to 2030, which sets a target of a 65% reduction in deaths and serious injuries by 2030 compared to the 2016-2018 baseline and includes "*Providing a safe transport environment by increasing investment in safe infrastructure, technology and speed management*"¹ as a strategic priority.
18. The Safe Speeds Programme is a multi-year programme to review and set safe and appropriate speed limits on all local roads, developed with our road safety partners and key stakeholders in response to increasing road trauma and as a key contributor towards Vision Zero.
19. Reviewing and setting safe and appropriate speed limits is a critical part of the total road safety response for Auckland. It is very cost effective and provides the fastest reductions in DSI on the network. In addition to improved road safety performance, speed management also contributes to positive environmental sustainability, health and wellbeing outcomes, as well as improved access and experience for vulnerable road users.
20. In October 2019 the board made the Auckland Transport Speed Limits Bylaw 2019 (Bylaw 2019) to set safe and appropriate speed limits on 828km of roads across the network. Those changes were the result of the first tranche of speed limit reviews under the Safe Speeds programme.
21. In March 2020, Waka Kotahi approved the single stage business case for the Safe Speeds Programme, securing \$32,921,688 of funding for programme delivery by 30 June 2021. This business case is currently being adjusted as discussed under Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts below.
22. During 2020 there were 37 deaths on Auckland's roads, a decrease of three deaths from 2019. Road safety performance in 2020, likely to be aided by Covid-19 pandemic lockdowns, continued a downward trend established since 2017 as illustrated by Figure 1 below.

¹ <https://at.govt.nz/media/1980910/vision-zero-for-tamaki-makaurau-compressed.pdf>

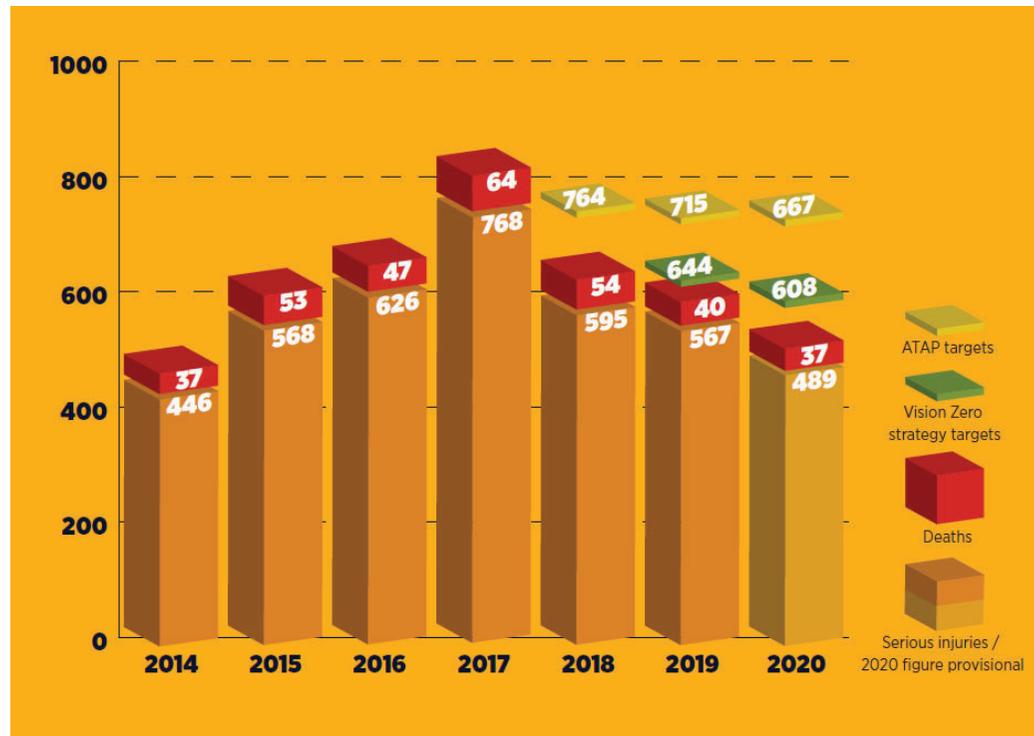


Figure 1 - Auckland road deaths and serious injuries compared to targets

23. Disturbingly, DSI has dramatically increased again in the last few months of the 2020 calendar year and in early 2021.
24. During 2020, police traffic crash reports indicate that speeding was a factor in 51% of road deaths, with inappropriate speed one of the highest contributing factors to road trauma in Auckland.
25. Vulnerable road users represented 57% of deaths in 2020. This is consistent with national and international trends where improved vehicle technologies and infrastructure improvements have been more successful in protecting those inside vehicles than out. The high percentage of vulnerable road user fatalities reinforces the importance of progressing with the Safe Speeds Programme especially in town centres and residential areas.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Tranche 2A Review of Existing Speed Limits

26. In December 2020, the board endorsed the recommended programme Option 10 for the next stage of the Safe Speeds Programme, referred to as Tranche 2, with a two-stage approach for drafting of proposed bylaws for public consultation. Tranche 2 of the programme is investigating a further 1,022km, or approximately 13%, of Auckland’s local road network across the two stages.

27. The following table summarises the two-stage investigation and consultation approach taken for Tranche 2:

Workstream	Tranche 2A packages	Tranche 2B packages
High risk rural roads	Franklin East (largest, highest benefit) <i>218 roads (423km)</i>	Waiheke Island Henderson, Massey, Hibiscus and Bays, including remaining 70km/h roads
Town centres	Ōtara town centre <i>12 roads (3km)</i>	Devonport and Takapuna town centres Glen Innes town centre (timed with urban cycling programme)
Residential areas	Manurewa – Wordsworth Quadrant <i>83 roads (20km)</i>	Manurewa – Coxhead Quadrant
Complementary and requested roads	Freemans Bay south area John Street, Ponsonby area <i>45 roads (19km)</i>	Complementary 2B (still being defined)
Marae	-	Rural marae
Schools	Schools 2A <i>465 roads (149km)</i>	Schools 2B
	<i>Total: 823 roads, 614 km (8% of the AT road network)</i>	<i>Total: est. 408 km of road (subject to investigation)</i>

28. This first stage is focused on the highest benefit rural road package covering two areas of the Franklin district, Ōtara town centre and an initial residential area in Manurewa which both have speed calming measures in place, community requested roads in Freemans Bay and Ponsonby, and 71 schools.

29. Following board endorsement in December 2020, the Safe Speeds Programme team has completed speed limit investigations for Tranche 2A. This review has been undertaken in accordance with the Rule.
30. The Rule requires RCAs follow Waka Kotahi's Speed Management Guide ("the Guide") when reviewing and setting speed limits.
31. '*Safe and appropriate*' is defined in the Guide as '*travel speeds that are appropriate for road function, design, safety and use*'². The concepts of function and use of roads clearly link to the concept of a transport system that is effective and efficient as set out in AT's statutory purpose³. Effectiveness and efficiency of road journey experience for all road users needs to be taken into account with safety considerations when determining a 'safe and appropriate speed' for any road.
32. The review assessed risk in terms of safety whilst also considering the appropriate speed for the roads, having regard to the mandatory relevant considerations of the Rule⁴. The methodology for the review involved AT working with key stakeholders and road safety experts from professional services organisations and included:
- A review of the recommended safe and appropriate speed for each road as prescribed by the tools contained in the Guide.
 - Site visits to the roads to better understand the current operating environment including design and use. This included consideration of elements such as roadside hazards, sealed or unsealed roads, road geometry, visibility, road run off areas and land use etc. The drive overs also gave the engineers a sense of what the current operating speed environments are.
 - Review of Waka Kotahi's Crash Analysis System (CAS) to better understand safety history of these roads. The Waka Kotahi MegaMaps tool was also used to determine the safety risk rating of each road.
 - An assessment was undertaken, and consideration given to determine the legibility of the roads where changes are proposed so that they make sense to the user.
33. If AT decides that a speed limit on any road is not safe and appropriate it must either:
- set (by way of bylaw) a new speed limit that it considers is safe and appropriate; or
 - take other measures to achieve travel speeds that are safe and appropriate on that road.
34. If the review assesses that an existing speed limit is safe and appropriate for any road, it must retain the speed limit for that road.

² NZ Speed Management Guide First Edition (November 2016). p7.

³ s39, Local Government (Auckland Council) Act 2009

⁴ Land Transport Rule: Setting of Speeds 2017 s4.2(2)

35. The review also included working through a range of ‘treatment’ options set out in the Guide to address roads where speed limits were not considered to be safe and appropriate. Specifically, these treatment options included:
- ‘Engineering up’ – this involves investment in significant engineering interventions to make the road safe for travelling at the posted speed limit. This treatment option is typically taken on roads which are economically important (supporting the level of capital investment required) where travel speeds tend to be close to the existing speed limit.
 - ‘Challenging conversations’ – this treatment option is, as is suggested in the Guide, having discussions with the community which can be challenging because travel speeds are often above the ‘safe and appropriate’ travel speed and safety performance is poor.
 - ‘Self-explaining’ – this treatment option is typically applied on roads where the posted speed limit is higher than the safe and appropriate speed, but due to the broader roading environment, congestion, or other factors road users are already travelling at the safe and appropriate speed. These are high benefit opportunities because changes to proposed speed limits are credible to road users.
36. The review also highlights that, if the proposed new safe and appropriate speeds contained in Tranche 2 of the Safe Speeds Programme were to be implemented, they are forecast to prevent 60 DSI on Auckland’s road network in the five-year period following completion.
37. The social cost of each death is estimated at \$4.53 million and \$0.5 million per serious injury⁵, representing the cost to society of the reduced quality of life for survivors, reduced economic productivity, and medical and other resource costs.
38. The speed limit reviews have been undertaken by AT’s road safety engineering experts supported by specialist transportation consultants. Each of the 823 roads in Tranche 2A has been driven and assessed between January and May 2021, including consideration of road condition and physical characteristics, crash history, roadside hazards and other factors. The speed limit reviews undertaken as part of Tranche 2A took an estimated 3,500 people hours to complete.
39. Prior to commencing consultation on the proposed new speed limits the board must satisfy itself that that the review has been undertaken in a manner consistent with the Rule and the Guide. The extent of this report, including the attachments, is intended to provide a basis for this.

Review Findings

40. The findings of AT’s reviews for each of the roads are recorded in the review assessments in **Attachment 1**. These findings form the basis for the proposed amendment bylaw. The proposed Auckland Transport Speed Limits Amendment Bylaw 2022 is included as **Attachment 2**.
41. Consultation will be in accordance with the special consultative procedure described in section 83 of the Local Government Act 2002 and is planned to be open for a minimum of one month in August/September 2021. All submissions will be considered and hearings will be held as required, before a recommendation is presented back to the board. The required Statement of Proposal is included as **Attachment 3**.

⁵ <https://www.transport.govt.nz/about-us/news/social-cost-of-road-crashes-and-injuries-2019-update/>

42. The amendment bylaw is proposed to come into force on 31 May 2022 with that being the effective date of the new speed limits for most roads and 13 June 2022 being the effective date of new speed limits for roads associated with schools, allowing for school speed changes to be made at the start of a school week.

Quality Assurance

43. An independent technical assessment of AT's speed limit reviews for Tranche 2A has been undertaken by transportation consultants Abley Limited (**Attachment 8**). The independent assessment found "...*Tranche 2A to be a robust and well thought out stage of the Safe Speed Programme, with strong alignment to strategic documents and a methodology and application that is reasonably consistent with industry and AT processes.*" Two short segments of one road in the Franklin area (Buckland Road) were independently assessed to have a lower proposed safe and appropriate speed (60km/h) than AT's review (80km/h). The Road Safety Engineering team have revisited these road segments and have confirmed that the AT assessment remains appropriate due to the nature of the road (relatively wide lanes, good road surface, delineation and markings) and current operating speeds. The AT proposed speed also aligns with the Waka Kotahi MegaMaps tool.
44. The Tranche 2A reviews have been completed using a comprehensive legal review template developed with the support of our inhouse legal experts (also previously utilised for the 26 Roads changes in Tranche 1), with the additional rigour of a legal assessment framework which methodically works through to check and confirm adherence with legal requirements throughout the speed limit review and setting process.

Safe Speeds Tranche 1 performance

45. It is likely that members of the Auckland community will ask about the success of Tranche 1 of the Safe Speeds Programme.
46. AT has undertaken interim speed monitoring on a sample of Tranche 1 roads in the city centre and rural areas to track the effectiveness of speed limit changes. These interim results are included as **Attachment 7** and are summarised below. The interim monitoring is based upon median travel speeds and travel time along the selected roads. A full evaluation of the Tranche 1 changes will be undertaken following the one-year anniversary of the changes, i.e. from 30 June 2021, in accordance with the endorsed Monitoring and Evaluation framework.
47. For the key city centre roads, during daytime hours the median travel speeds both before and after the speed limit changes are below the new speed limits, with the exception of Symonds Street south bound traffic exiting the city. Interestingly, travel times on key roads including Beach Road, Fanshawe Street, Hobson Street and Nelson Street have, in general, decreased during daytime hours which may reflect the benefits of slower speeds on driver behaviour. Speeds on Beach Road and Symonds Street at selected times of the day and night appear to be exceeding the set speed limit, requiring deeper assessment and potentially focused enforcement.
48. For rural roads, median travel speeds during the day and overnight have decreased on all roads. Key high-risk roads, including Glenbrook Road, Whitford-Maraetai Road and Coatesville Riverhead Highway appear to demonstrate good compliance with the lower speed limits. Travel times are slower due to the speed limit changes on most roads, with a previous nine-minute journey along Glenbrook Road now close to ten minutes as an example. On some roads, such as Kahikatea Flat Road, there are indications that the new speed limit is being exceeded which – like the urban roads – requires deeper assessment and potentially targeted enforcement.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
<p>Public Sentiment</p> <p>Tranche 2 (1,022 km, or 13% of the AT network)) is larger in scope and scale than Tranche 1 (828km, 10% of the AT network).</p> <p>A risk exists that at public consultation sentiment is against part or all of the proposed changes.</p> <p>The impact of this risk is that strong political support from councillors and elected members is eroded, this tranche and future stages of the Safe Speeds Programme are delivered more slowly and the speed management contribution towards Vision Zero targets is diluted.</p>	<p>Tranche 2 has been split into two stages to simplify engagement with the directly affected communities, public consultation and delivery.</p> <p>Clear strategic direction and support has been received from Auckland Council Planning Committee for the Safe Speeds Programme.</p> <p>Early local board engagement in those areas directly affected by Tranche 2A has been positive and well supported, in particular in urban areas where there are active speed and nuisance issues.</p> <p>The May 2021 customer perception survey reflects continued strong support for speed reductions. Support is strongest in urban areas and for reductions around schools and community facilities, lower in rural areas (in particular Franklin).</p> <p>Early political, partner and stakeholder engagement will continue to be a key early identifier of sentiment in advance of public consultation and must be taken into careful consideration.</p>
<p>Single Stage Business Case adjustment</p> <p>The Safe Speeds single stage business case (SSBC) secures Waka Kotahi administered funding for Tranche 1 and Tranche 2 programme delivery by 30 June 2021.</p> <p>SSBC funding is sufficient for the forecast cost of Tranches 1 and 2A (this paper) but does not fully allow for Tranche 2B, or reflect that delivery will extend beyond 30 June 2021.</p> <p>A risk exists that Waka Kotahi administered funding for Tranche 2 is either unavailable or less than forecast by AT.</p> <p>The impact of this risk is that additional local share funding may be required to support delivery, and/or the scope of Tranche 2b needs to be reduced or delayed.</p>	<p>Waka Kotahi is aware that delivery of Tranche 2 will extend beyond 2021/22, as reflected within the RLTP 2021, and has been regularly updated on programme delivery cost and timings.</p> <p>A cashflow and cost-scope adjustment for the existing SSBC has been prepared and submitted to Waka Kotahi in May 2021 and is pending review and approval.</p> <p>Should approval not be received, or amendments to AT's application be required, this first stage of Tranche 2 (this paper) is unlikely to be affected as there is sufficient budget remaining within the current SSBC approval for the projects being consulted upon.</p> <p>However, the second stage of Tranche 2 may be negatively impacted as it includes a greater physical works and is therefore more cost intensive. The board will be updated on this risk, should it eventuate, during the approval process for Tranche 2B late 2021.</p>

Key risk	Mitigation
<p>School speed limits</p> <p>The Safe Speeds Programme intends to deliver safe speed limits outside 42% of Auckland schools by late 2023 (235 schools total).</p> <p>This aligns with the 40% by 30 June 2024 target set out in the proposed Land Transport Rule: Setting of Speed Limits 2021 which is under consultation. This amended legislation also provides a greater level of legislative flexibility to set school speed limits.</p> <p>A risk exists that legislation change is delayed and/ or does not provide the greater level of legislative flexibility anticipated.</p> <p>The impact of this risk is that Tranche 2 cannot cover the anticipated 42% of schools.</p>	<p>Tranche 1 implemented safe and appropriate speeds for 20 schools.</p> <p>Tranche 2A focuses on implementing low speed zones at 50 schools where drivers already travel at, or close to, the safe and appropriate speed (e.g. 30km/h or below) but the posted speed limit is out of alignment (e.g. 50km/h). Correcting these misalignments is a priority activity under section 5 of the Guide.</p> <p>A further 21 schools are captured within other Tranche 2A projects, giving a total of 71 schools within this paper. A summary of schools by Local Board area is included as Attachment 4. In total, Tranche 1 and Tranche 2A will achieve 91 of the 235-school target (16% of the 42% target).</p> <p>Further schools are being investigated for Tranche 2B to be considered by the board late 2021.</p> <p>If legislation is delayed such that the combined Tranche 2 is less than 40% of schools, the primary mitigation is to undertake a further speed change package after Tranche 2 but prior to 30 June 2024. This is considered achievable. There is no impact on the first stage of Tranche 2 (this paper).</p>

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

49. The budget required to change the speed limits and implement engineering solutions to create low speed zones was secured through the RLTP 2018 and is proposed within the RLTP 2021.
50. The SSBC for the Safe Speeds Programme was approved by the Waka Kotahi in March 2020, securing \$32,921,688 of funding for programme delivery by 30 June 2021, which includes funding for Tranche 1 and the first stage of Tranche 2 (this paper).

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

51. The primary climate change benefit of safe and appropriate speed limits is that they support the encourage greater take-up of walking, cycling and micromobility by reducing the risk to vulnerable road users, making these modes more attractive. This supports emissions reductions.

52. Slower vehicle speeds in isolation have both benefits and disbenefits for vehicle emissions. Reducing speeds from 100km/hr to closer to 70km/hr reduces emissions. Reducing speeds from 50km/hr to closer to 30km/hr can increase emissions, though this can be mitigated with smoother, more consistent driving⁶. Negative impacts may arise if speed reduction measures result in heavy braking and acceleration increasing fuel consumption.
53. Mana whenua have expressed that slower speeds are likely to keep taonga species safe, reducing the number of kahu and other native manu struck by cars on our roads.
54. It is therefore considered that the safe and appropriate speeds proposed will support positive environmental impacts.

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

55. Following the board approval in December 2020, management have undertaken early engagement with councillors, local boards, key partners and stakeholders to seek early feedback and support in advance of public consultation.
56. Early engagement has been undertaken in accordance with the Safe Speeds Tranche 2 – Communications, Engagement and Consultation Strategy (**Attachment 5**)
57. Mana whenua – initial engagement on the whole of Tranche 2 was undertaken with kaitiaki at northern, central and southern transport hui in March 2021 alongside detailed engagement on the rural marae workstream, which is part of the second stage of Tranche 2. Detailed engagement on the areas, roads and draft speed limit changes for Tranche 2A was undertaken in May 2021. Mana whenua are, in general, supportive of the Safe Speeds Programme and positive safety, community and environmental outcomes arising through safe and appropriate speed limits. There is in particular strong engagement and support for the rural marae workstream which forms part of the second phase of Tranche 2. Additional engagement will be undertaken following the public engagement period later in 2021 to determine feedback on and support for the final proposal.
58. A road safety workshop was held with Auckland Council Planning Committee members in March 2021, which included presenting and seeking feedback on the direction of Tranche 2. The Committee expressed informal strong support for the direction of the Safe Speeds Programme and the level of engagement being undertaken with affected communities via the community liaison group approach. A number of Planning Committee members were supportive of the programme moving faster into their community areas.
59. Management have provided multiple written updates to all Local Boards, seeking their feedback on Tranche 2. Face-to-face workshops or briefing have been held during April and May 2021 with the five Local Boards most directly affected by the first stage of Tranche 2 works being Franklin, Manurewa, Ōtara-Papatoetoe, Papakura and Waitemātā. Urban Local Boards have, in general, been supportive of the next

⁶ <https://www.nzta.govt.nz/assets/resources/636/636-speed-limit-reductions-to-support-lower-SCRM-investigatory-levels-feb18.pdf>

stage of Tranche 2 with a number of Local Boards encouraging the programme to move faster into their community areas echoing Planning Committee feedback. Franklin Local Board feedback has been mixed, with some elected members supportive and some unsupportive of the proposed changes for their rural roads. It is noted that the Franklin Ward area experienced the highest number of road deaths out of any ward during 2020, reflective of the risk posed by unsafe rural roads.

60. The programme team have undertaken early engagement with key partners and stakeholders on the first stage of Tranche 2. This has included the Automobile Association, Auckland Council Safety Collective, Auckland Regional Public Health Service / Healthy Auckland Together, Bike Auckland, Fire and Emergency, Greater Auckland, Kāinga Ora, New Zealand Police, Road Transport Forum, Safekids Aotearoa, Walk Auckland and Waka Kotahi. More detailed feedback is anticipated from each group during public consultation.
61. Key partners and stakeholders are, as a whole, supportive of a safer transport network and understand that safe speeds will be a significant contributor to that outcome. The majority of key partners and stakeholders are strongly supportive of the Tranche 2A changes. Motor vehicle-related advocacy groups have been mixed in their support of speed management, with concerns related to travel time impact on their members and a particular focus on longer distance journeys being placed ahead of safety outcomes.
62. We have heard a variety of views, both for and against, physical complementary speed calming measures. While there is understanding that these measures help achieve safe and appropriate speeds, there have been concerns raised by emergency services (Fire and Emergency, St John) about the impact that extensive urban speed management will have on emergency response times. The physical measures in the main areas of interest (Ōtara town centre and one residential area in Manurewa) were installed in prior years and therefore Tranche 2A is not greatly affected but future projects will need to be well communicated to address these concerns.
63. To respond to this feedback, a strategic workstream has been initiated together with Waka Kotahi representatives to strengthen emergency services input at a safety governance level (presently they are not included), enhance their knowledge and understanding of Vision Zero and different types of speed calming infrastructure, plus to engage earlier and more deeply on a project-by-project basis.
64. Almost one-year since the speed limit changes on approximately 828 km of road on 30 June 2020, we asked Kantar to independently survey public attitudes towards speed reductions. The aim was to test how Aucklanders felt about speed limit changes. The results are summarised as follows, with the full survey results available as **Attachment 6**.
65. Overall support for speed changes remains high, with only 33% unsupportive. Both awareness (Jun-20: 69%, Apr-21: 56%) and overall support (Jun-20: 53%, Apr-21: 49%) across the Auckland region are lower than in June 2020. This is in part due to there not being any major communications/media/marketing campaign in the market on speed limit changes since June 2020. The board should note that a refreshed safe speeds communications, marketing and media campaign is being prepared to go-live prior to Tranche 2A consultation in August, if the recommendations in this paper are approved by the board.
66. There is continued strong support for speed reductions near schools, kindergartens and community facilities (78%), town centres (64%), urban areas (66%), with support slightly reducing from 2020 for high-risk rural roads (63%) and winding / hilly rural roads (61%) but still remaining high. South rural support at 59% is considered a good base to build upon as the majority of proposed Tranche 2A changes are in the south.

67. During public consultation, the communities where these changes are proposed and general public will be consulted as part of a multichannel communication approach that involved letters, brochures, newspaper advertisements and geo-targeted social media advertising.

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

68. Speed management has direct safety benefits and is consistent with Vision Zero principles. The aim of the Safe Speeds Programme is to achieve a sustained reduction in deaths and serious injuries on the Auckland road network.

69. Implementation of safe and appropriate speed limits will make active transport modes such as walking and cycling more attractive, encouraging increased activity with associated health benefits. Auckland Regional Public Health Service / Healthy Auckland Together has raised the long-term community health benefits of increased activity through mode shift.

70. Even modest speed reductions can prevent the occurrence of crashes⁷ and can significantly reduce the outcomes when crashes do occur.

Ā muri ake nei / Next steps

71. If the board approves the proposed Auckland Transport Speed Limits Amendment Bylaw 2022 for consultation and other resolutions sought (as recommended or otherwise), management will proceed as outlined below.

72. Consultation:

- August to October 2021 (planned) – public consultation on the proposed amendment bylaw. Should consultation hearing(s) be requested, these will be scheduled in this period
- Late 2021(planned) – submissions received on the proposed amendment bylaw will be considered and summarised into a report prepared for the board with recommendations regarding the making of the amendment bylaw.

73. Board to consider making the proposed amendment bylaw:

- Late 2021/early 2022 (planned) – taking account of the submissions received through consultation, staff will report back to the board with recommendations on whether to proceed with the making of the proposed amendment bylaw (incorporating any necessary changes).

⁷ The Monash University Enhanced Crash Investigation Study found that exceeding the speed limit by only 3 km/h is associated with a 25% increase in crash risk.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Process Summary, Glossary and Assessments for Tranche 2A
2	Proposed Auckland Transport Speed Limits Amendment Bylaw 2022
3	Statement of Proposal
4	Schools by Local Board area
5	Safe Speeds Tranche 2 – Communications, Engagement and Consultation Strategy
6	Attitudes towards Speed Reductions Survey May 2021
7	Tranche 1 – Key road performance
8	Technical peer review
9	Safe Speeds Programme history

Te pou whenua tuhinga / Document ownership

Submitted by	Randhir Karma Group Manager Network Management	
	Recommended by	Andrew Allen Executive General Manager Service Delivery
Approved for submission	Rodger Murphy Executive General Manager Risk & Assurance	
	Shane Ellison Chief Executive	