



Proposed Speed Limit Changes – Phase Three

Feedback from Living Streets Aotearoa and Walk Auckland, April 2022

On behalf of our members, Living Streets Aotearoa (the national walking and pedestrian advocacy organisation) and Walk Auckland welcome the Proposed Speed Limit Changes – Phase Three. We are currently observing benefits for pedestrians and cyclists where speed limits have already been lowered.

We **support** slower speeds around schools and marae, on residential streets, and in town centres. Slower speeds are safer for pedestrians and cyclists, increasing confidence in walking and cycling. This encourages active movement within communities, reducing the number of short trips by car. The introduction of lower speeds supports the Government's intentions to lower speeds around schools to 30km/h as proposed in the Land Transport: Setting of Speed Limits 2021.

We note that:

“The international accepted speed to greatly reduce the chances of a pedestrian being killed or seriously injured is 30km/h.

The probability of a pedestrian being killed rises as impact speed increases, it approximately doubles between 30km/h and 40km/h, and doubles again from 40km/h to 50km/h. The risk to vulnerable pedestrians, such as the elderly and young children, is even higher.”¹

Therefore, we urge Auckland Transport to resist calls to only reduce speeds to 40km/h as this would NOT fully deliver the safety benefits to pedestrians.

The introduction of 30km/h zones and other lower speed zones will require **driver education, enforcement**, and in some cases, **street modification** to make the lower speed more intuitive. This is one reason why we are concerned about the apparently ad hoc approach to speed limit change around the region. Auckland Transport does need to have a commitment from New Zealand Police to enforce these lower speed limits through the use of patrol cars and speed cameras. Electronic speed signs which show drivers their speed would also be useful.

There is also a need for careful consideration to be given to the placement of speed zone signage. We do not want to see a proliferation of signposts placed on footpaths. The use of appropriate road markings should be considered.

Schools

We **support** 30km/h speed zones around schools.

In areas where there are a number of schools in close proximity, for example on the Devonport peninsula, it may increase compliance and reduce confusion if speeds are lowered around all schools in the area at the same time.

Town centres

We **support** 30km/h speed limits in the **Devonport, Takapuna** and **Glen Innes** town centres. We are pleased to see that this will include sections of arterial roads within these town centres. This is particularly important in Glen Innes where Apirana Rd separates the train station from the bus hub and shopping precinct.

Waiheke Island and other rural roads

The proposed lowering of speed limits on many Waiheke Island roads is supported. Many of these roads are narrow and windy, with few footpaths. Over summer Waiheke attracts many visitors, who like to explore the island on foot and by bike. Lower speeds will be safer for pedestrians and cyclists, and for residents and visitors alike. It is hoped that over time, more 30km/h speed zones will be introduced to make walking and cycling on the island safer for all.

The proposal to reduce speed limits on a number of rural roads across Auckland is welcomed.

Other areas

We support communities that have requested lower speeds in their areas as they know best what will make walking and cycling safer on their streets.

Marae

We **support** lower speeds around marae.

We understand that lowering the speeds around these marae to 40km/h is a great improvement, however over time these speed limits should **be reduced to 30km/h** as this is clearly safer for all, especially tamariki, rangatahi and kaumātua. In the interests of social equity marae should be safe environments for walking and cycling, in line with town centres.

Future consultation

Walk Auckland/Living Streets would like to continue to be consulted at the development stage of future speed limit changes around Auckland.

Reference

1. ITF/OECD (2018) Speed and Crash Risk, as quoted by Waka Kotahi at:
<https://www.nzta.govt.nz/safety/driving-safely/speed/>

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