

Auckland City Centre Resident's Group

Proposed new Speed Limits Bylaw 2019

<https://www.surveymonkey.com/r/NewSpeedLimitsBylaw2019>

Feedback form

Public feedback is open until Sunday 31 March 2019.

1. To make our roads safer, Auckland Transport wants to introduce a new bylaw to set new speed limits, including lower speed limits for approximately 10% of Auckland's local roads.

What do you think about the proposed new speed limits? (where possible, please state the specific road(s)/location(s) you're referring to).

CCRG Submission

The City Centre Residents' Group unequivocally and wholeheartedly support this initiative and the aims and objectives that underpin it. We would like to thank Auckland Transport for this initiative and look forward to its implementation in August later this year. Beyond the major safety improvements that this will provide us, the result of lower speeds on the tone and temperament in city will be most welcome, with friendlier, quieter streets for our families, friends and community.

Our only comments are related to what we see as some gaps and further improvements to the proposed bylaw for City Centre Residents.

1. While we agree that on average, speeds in the city centre are already low, it is the peak speeds that cause us the most concern and harm and as such we seek assurances that design changes to the roads as well as strict enforcement is put in place to ensure that peak speeds never exceed 30kph and a guarantee that if they do that there are consequences. The high level of driving related infringements that we see every day raises concerns that speeds will creep up again over time without an unwavering commitment to enforcement.
2. We would like to see the future shared spaces assigned 10kph speed limits as part of this change. The alternative is that future bylaw changes are required for every completed street, which may result in periods where newly built shared spaces are 30kph, thus creating ambiguity and misunderstood expectations from drivers around safe speeds in shared spaces. This includes the Britomart precinct between Quay and Customs Streets, all of Federal Street, High Street and Lorne street. The Federal Street South Shared Space project will be completed later this year, soon after this bylaw takes effect and will be set at 30kph as the most pressing example.
3. We would like to see current 'laneway' streets not on the plan for shared spaces to be included in the 10kph zone. These include Warimu and Percy Place, Nicholas Street, Vogel Lane, Gorst Lane, Durham Lane and the like. These streets are all in the middle of heavily residential areas and are often lacking in adequate footpaths and other safe pedestrian facilities.
4. The bus terminal at Lower Albert street should be set to 10kph, not 20kph. With the volume of pedestrians that will be using the area, especially at peak hours and with transfers from the trains coming via the midblock laneway through commercial bay, it should be expected that a high volume of pedestrians will be crossing via the clear desire line, especially when late for buses. We understand that AT cannot encourage this behaviour, but a key principle of Vision Zero is accounting for human behaviour and mistakes.

5. Schedule 4 does not list any designated areas, but we feel that within the City Centre three designated areas should be included in the bylaw change:

(a) a car park – all AT Managed Car Parking facilities should be set as 10kph

(h) a sports facility or other recreational area: - all Parks with vehicle access, be it private or for servicing and management of the park should be set as 10kph

(k) a port or wharf area – all publicly accessible wharfs should be set as 10kph, especially with the recent and planned introductions of large bus movements around them

Without these inclusions there are potential situations where speeds in these environments may exceed the speed limit of adjacent roads.

6. There are several streets providing sole access into the city that are excluded from the proposed bylaw, but we don't see how any are justified:

6.1. Hopetoun Street is heavily residential on the south side and has a park and high school on the north. It is a busy pedestrian and cycling route, with lanes too narrow to safely pass cyclists in many situations. With the Karangahape project about to be underway, it is expected that Hopetoun will become even busier with vehicles looking for quicker ways to access the motorway and city centre. It should be 30kph for its entire length from Ponsonby Road (which is already 40kph) to Pitt Street

6.2. The entirety of Symonds Street within the motorway boundaries at the south end of the city should be included. This is a busy bus transfer point and has a high volume of pedestrians and cyclists using this block of the street.

6.3. The entirety of Quay Street west of SH16/The Strand should be 30kph. The Quay Street changes are imminent, with the intent of reducing east/west movements of vehicles along it. This should not be compromised by indicating that any road within the city centre boundaries exceed 30kph, which this one is.

7. We don't have a school in the city centre. As such, it's incredibly important to us that our kids can get to the nearby schools safely on foot. With this in mind:

7.1. Wellington Street connects the 30kph zone at Union Street to the east and Franklin Road to the West. It passes Freemans Bay Primary school in the middle, which many City Centre Residents' children attend. It makes very little sense to encourage vehicles to speed up between these two safer speed zones outside a school.

7.2. Howe Street connects the 30kph zone at Karangahape Road to the South and Franklin Road to the North West and Union Street to the North East. It passes Auckland Girls Grammar School in the middle, which many City Centre Residents' children attend. As above, it makes very little sense to encourage vehicles to speed up between these two safer speed zones outside a school, especially on such a poorly lit, steep downhill where vehicles are often unable to stop safely at the existing pedestrian crossing.

7.3. Beyond our own nearby schools, we believe that all schools should have 30kph speeds at all times.

8. Finally, while we believe that air quality should improve as a result of these changes, we will continue to ask Auckland Transport to take a more data based and strategic approach to air quality and continue to monitor the effects of all changes, including this one, on the level of air pollution and particularly the level of large particulates in the air throughout the City Centre (not just the Queen Street Valley).

Again, we would like to thank you for taking this initiative and look forward to a safer and more pleasant neighbourhood for us, our families and especially our most vulnerable.