

STATE HIGHWAY 20B PUBLIC CONSULTATION ON SPEED LIMIT REVIEW AND A NEW BUS/T3 LANE BYLAW

Summary of the public consultation from October to November 2020

February 2021



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NZ Transport Agency

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NZ Transport Agency

If you have further queries, call our contact centre on 0800 133 331 or write to us:

NZ Transport Agency

Private Bag 106602

Auckland 1143

This document is available on the NZ Transport Agency's website at www.nzta.govt.nz/projects/southwest-gateway/20connect

Document control

| Sign-off process | Responsible | Date |
|-------------------------|--------------------|------------------|
| Draft | Austin Kim | 15 December 2020 |
| Review | Ida Dowling | 22 December 2020 |
| Approval | Lucie Timmers | 15 January 2021 |
| Final Approval | Ameer Bahho | 19 January 2021 |

1. BACKGROUND

Waka Kotahi NZ Transport Agency is improving State Highway 20B (SH20B), a key access route to Auckland Airport, to provide a safer journey experience and more reliable travel choices with new priority lanes in each direction between Pukaki Creek Bridge and the interchange with State Highway 20 (SH20).

SH20B improvements are the first step of the wider Southwest Gateway programme, which will provide better public transport, walking and cycling facilities as well as safer and more efficient movements in Southwest Auckland.

With a new road layout, priority lanes, new walking and cycling facilities, new intersections and future development planned, Waka Kotahi wants to make the state highway safer for everyone who travels along the corridor.

As part of the improvements, Waka Kotahi proposed the speed limit on SH20B between Manukau Memorial Gardens and Orrs Road to be reduced from 100km/h to 60km/h.

In the last five years, there have been 22 known collisions on SH20B - two of them, head on. That's 22 too many. A reduction in speed can make a big difference, especially when people on foot or on bikes are involved.

Currently, there are different speed limits along the 3km stretch of SH20B between Pukaki Creek Bridge and the SH20 interchange, which can be confusing for drivers. The proposed speed limit change aims to provide more consistent and appropriate speed limits for the upgraded road corridor.

Waka Kotahi also proposed a bus lane in each direction between Pukaki Creek Bridge and SH20/SH20B interchange to provide more reliable public transport services and support frequent bus services between the airport and Puhinui Station.

To maximise the efficiency of the new lanes, the proposal also allows vehicles with three or more people (T3) to use the new bus lanes, to reduce congestion and ease pressure on SH20B.

The proposed lanes would be operational 24 hours, seven days a week following completion of the early improvements work in 2021.

Before undertaking this formal consultation process, Waka Kotahi completed a range of investigations, including a speed management technical assessment and a managed lane assessment.

The investigations identified the various existing speed limits on the road were not appropriate for the road characteristics and roadside environments along this corridor. It also showed that bus/T3 lanes provided the greatest people throughput.

2. CONSULTATION

Consultation and engagement on the Southwest Gateway Programme began in 2018 with nine community engagement events and meetings with key interest groups, mana whenua and local government.

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On 12 October 2020, the formal consultation started on the safe speed review and bus and T3 lane bylaw. Consultation lasted for four weeks and closed on 8 November 2020.

Consultation material informed how the proposals related to the wider project plans, why the proposals were being made and what they would achieve.

Waka Kotahi extensively engaged with the road users, residents and the community during the consultation period and information was published in the NZ Herald. We also engaged with Auckland Council elected members and programme partners including Auckland Airport and Auckland Transport to reach out to stakeholders and seek their views as part of the consultation process.

To reach people online, Waka Kotahi adopted a digital campaign that hit mobile and tablet screens over 260,000 times and 750 people clicked the link to learn more about the proposals. Waka Kotahi also sent e-newsletters to more than 600 stakeholders, residents and businesses who subscribed to regular updates.

Feedback could be submitted using the online survey, by feedback form, or directly to the project team by email or meeting over the four-week consultation period.

To understand how these proposals could be adjusted or improved, Waka Kotahi asked the following questions:

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| SH20B SPEED LIMIT REVIEW | Waka Kotahi is proposing to change the existing speed limit from 100km/h to 60km/h in the area between Orrs Road and the current 100/50km/h change point east of Manukau Memorial Gardens intersection in State Highway 20B. Are there any factors that we should consider when making our decision? |
| BUS/T3 LANE BYLAW FOR SH20B | Waka Kotahi is proposing a bus/T3 lane in each direction on SH20B once construction is complete. Are there any factors that we should consider when making the decision? |

The submissions received during this formal consultation process contribute to the decision-making process on both proposals.

More information on the bylaw processes for setting of safe speed limits can be found here: <https://nzta.govt.nz/assets/resources/rules/docs/setting-speed-limits-2017.pdf> and, on the bylaw process required for bus/T3 lanes here: <http://www.legislation.govt.nz/act/public/1998/0110/latest/whole.html#DLM2609708>

3. FEEDBACK RESPONSES

Waka Kotahi received a total of 122 submissions on the proposals. Seven submissions were from organisations including Auckland International Airport Limited. The remaining 115 were from individuals.

Feedback received included a wide range of responses and several key themes emerged. Main themes from the **speed review** submissions include:

- **Support for lowering the current speed limit:** The majority of submitters were in favour of lowering the speed limit on SH20B. Of those, many supported the proposed speed of 60km/h. A small number

of people said they would even prefer a lower speed limit of 50km/h, either to improve safety or for consistency.

- **Safety improvements:** Many people expressed a strong interest to see a safer road environment as a positive outcome of the speed limit reduction, aligning with the Vision Zero goal, which aims to create a safer environment for all users, including active modes, both now and in the future as development progresses.
- **Potential impacts of a lowered speed limit on travel times and congestion:** While many people acknowledged the need for a lowered speed limit for a safer road environment in SH20B, some suggested that 70km/h or 80km/h should be considered as a more appropriate speed for the environment, road and location. Some people commented that the speed reduction to 60km/h would slow down the traffic and increase travel times, contributing to network congestion.
- **Consistency:** Different speed limits were seen as confusing or frustrating, particularly for regular road users. People supported more consistent speed limits for a safer and more reliable road environment.

Common themes from the feedback on the **bus/T3 lanes** are:

- **Support for the proposed bus priority lanes:** Many people expressed their support for increasing the priority of public transport and other forms of transport and acknowledged that restricting the lane use would have positive outcomes. Some said T2 restrictions should be considered as carrying one passenger was more common and would therefore ease traffic further. Other combinations of restrictions were raised to be considered, such as T3 with the allowance of electric vehicles, T3 with the allowance of motor bikes and T3 with the allowance of trucks outside of peak hours.
- **Compliance:** Additional considerations raised include compliance with and enforcement of the lane restrictions and the impacts of compliance and enforcement on the effectiveness of the restrictions.
- **Users:** Some people felt the frequent road users should be considered when restricting the lane use, commonly referring to people working at the Airport who travel alone at all hours and don't always have the option of public transport as well as travellers who have luggage and time restrictions.
- **Pukaki Creek Bridge:** Many respondents said that Pukaki Creek Bridge would still cause an issue regardless of any interventions and recommended that its design should be reconsidered - such as widening it to be four lanes.

All feedback were read and considered throughout the decision-making process.

4. Frequently asked questions

The following table answers questions that were frequently asked within submissions:

| Question | Waka Kotahi response |
|---|--|
| Why does the speed limit need to change? | It is critically important that the road speed limit complements the road characteristics and surrounding environment. It is also important that we make the road as safe and user-friendly as possible. As part of the SH20B Early Improvements project, Waka |

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| | Kotahi is planning a new road layout, priority lanes, walking and cycling facilities and new signalised intersections along SH20B. A reduced and consistent speed limit on SH20B will offer more reliable and safer journeys to and from the airport and southwest Auckland. |
| What was considered when identifying a recommended speed for SH20B that is safe and appropriate? | During the development of the detailed design, a technical assessment and a road safety audit of the road was carried out to identify and analyse the crash history, average vehicle speeds, projected volumes of all users and development of the surrounding area. These factors were then assessed against the existing speed limit as well as speed limits of 80km/h and 60km/h. This revealed the safe and consistent recommended speed limit of 60km/h. |
| What would the impacts of the proposed lowered speed limit be? | Our assessments revealed that as well as improving safety, a lower speed limit would increase the efficiency and reliability of the corridor, without significantly impacting travel times. |
| Would the proposed lowered speed limit and bus/T3 lanes help ease traffic around Pukaki Creek Bridge? | While Pukaki Creek Bridge remains one lane in each direction at this stage, introducing a lowered speed limit and bus/T3 lanes will help incentivise road users to either travel by bus or carpool, thereby increasing the efficiency and reliability of the entire corridor. |
| What was considered when identifying priority lane restrictions? | Priority lane restrictions were assessed to identify options that maximise total people throughput and minimise congestion where possible. The options considered included a mix of different restrictions, that ranged from bus only to a combination of bus and T2 or T3 restrictions. Our assessments revealed having priority lanes on SH20B as bus/T3 lanes would be the better option, offering greater capacity at the intersections, moving the most people and improving the overall efficiency of the corridor. |
| How would compliance of the lanes be monitored and enforced? | Waka Kotahi is currently working with AT to agree the details of enforcement. |
| Do many users of SH20B carry three or more occupants in their vehicles? | During the design phase in 2018, an assessment was undertaken during peak traffic hours which showed around 13% of users has three or more occupants. Having bus/T3 lanes means these users will be able to use the priority lanes, increasing the efficiency and reliability of the corridor for all users. |
| Could the speed and lanes change again in the future on SH20B? | Yes. The proposed reduced speed limit and bus/T3 lanes are what's safe and appropriate for SH20B once the improvements are in place. What's safe and appropriate may change as the surrounding environment, users, and transport options continue to develop. Waka Kotahi will continue to monitor the use of SH20B as necessary. |

5. DECISION

Waka Kotahi has considered all technical assessments and consultation submission feedback as part of the decision-making process.

Based on the technical reviews and public submissions, the following conclusions were reached for the SH20B speed limit review and the creation of the bus/T3 lane bylaw in Auckland.

- The existing speed limit of 100km/h is not the safe and appropriate speed limit for SH20B.
- The speed review established that the safe and appropriate speed limit across the majority of the corridor, as set out in the below graphic, is a reduction to 60km/h.
- Many stakeholder and community members supported the speed review with particularly high support for the speed reduction to 60km/h between the current speed limit change point at Manukau Memorial Gardens and 300m west of Orrs Road on SH20B.
- The establishment of new bus/T3 lanes will be appropriate for SH20B as the new lanes will provide more reliable and safer journey for public transport users.
- There was extensive stakeholder and community support for increasing the prioritisation of public transport and other forms of transport and acknowledgement that the priority lane would have positive social and environmental outcomes.
- The consultation phase did not identify any particular further issues that Waka Kotahi was not aware of.

In conclusion, the speed review and proposed bus/T3 lane bylaw were widely supported during consultation and Waka Kotahi will now undertake the formal process to approve the speed limit changes and creation of the bylaw.

Map showing the permanent speed limits



Appendix A – Engagement materials

- Consultation information brochure

STATE HIGHWAY 20B

PUBLIC CONSULTATION

October 2020



Public consultation on speed limit and bylaw on bus/T3 lanes

Concept Design for Manukau Memorial Gardens



PUBLIC CONSULTATION
12 October — 8 November 2020

Waka Kotahi NZ Transport Agency is improving State Highway 20B (SH20B) to provide a safer journey experience and more reliable travel choices with new priority lanes in each direction between Pukaki Creek Bridge and the interchange with State Highway 20.

SH20B improvements are the first step of the Southwest Gateway programme, which will provide better public transport, walking and cycling facilities as well as safer and more efficient movements in Southwest Auckland.

To provide safer and more reliable journeys on SH20B, we want to hear from you on the proposed:

- Speed limit change from current 100km/h to **60km/h**
- Bylaw on the **dedicated bus and Transit 3 (T3) lanes**.

SAFER SPEED REVIEW

More than 28,000 vehicles travel along SH20B each day. With a new road layout, new walking and cycling facilities, new intersections and future development planned, we want to make the state highway safer for everyone who travels along it.

Speed increases both the likelihood of crashes and their severity. In the last five years, there have been 22 known collisions on SH20B - two of them were head on. That's 22 too many. A reduction in speed can make a big difference, especially when people on foot or on bikes are involved.

Currently, there are different speed limits (60 and 100km/h) along this 3km stretch of SH20B between Pukaki Creek Bridge and the SH20 interchange, which can be confusing for drivers. We are looking to provide a more consistent and appropriate speed limit for the upgraded road corridor.

In November 2019 Waka Kotahi asked for feedback on our proposed speed limit changes on this road once construction is complete. **86% of people said they'd like to see a reduced speed limit on this section of the state highway. Of these, 76% of people supported a reduced speed limit of 60km/h for a safer corridor.**

You can find more information on the consultation summary report at www.nzta.govt.nz/projects/southwest-gateway/20connect.

We've read all the feedback and used these insights along with our technical analysis to inform our design and proceed to formally consult on proposed speed limit changes.

WHAT WE ARE PROPOSING

We are proposing the speed limit on SH20B between Manukau Memorial Gardens and Orrs Road is reduced from 100km/h to **60km/h**.

Existing 100km/h area on SH20B between Orrs Road and the current 100/50km/h change point east of Manukau Memorial Gardens intersection - reduce from 100km/h to **60km/h**.

| CURRENT SPEED LIMIT | PROPOSED NEW SPEED LIMIT |
|---------------------|--------------------------|
| 100km/h | 60km/h |



BUS AND T3 LANE BYLAW

Waka Kotahi also proposes a dedicated bus lane in each direction between Pukaki Creek Bridge and SH20/SH20B interchange to provide more reliable public transport services and support frequent bus services between the airport and Puhinui Station Interchange.

To maximise efficiency of the new lanes, our proposal also allows vehicles with three or more people (T3) to use the new bus lanes, to reduce congestion and ease pressure on SH20B.

We're proposing these lanes be operational 24 hours, seven days a week once the early improvements work is complete in 2021. Formal consultation on a bus and T3 lane bylaw is required under Section 22AD of the Land Transport Act 1998.



NEXT STEPS

Waka Kotahi will review all the responses received during this consultation period. We will publish a report about this feedback and post this on our website along with our final decision. The changes will also be publicly available when published in the NZ Gazette (late 2020 - early 2021).

Based on the feedback we receive and our own technical analysis if we decide to change the speed limit and create the new bylaw the new speed limit and bus/T3 signs and lane will be implemented when we complete the early works project in early to mid 2021.

To find out more visit www.nzta.govt.nz/projects/southwest-gateway/20connect



New Zealand Government

FEEDBACK FORM

HOW TO RESPOND

Please share your feedback with us by **8 November 2020**. You can:

- Post it to us using this free pre-paid envelope
- Email it to **SH20B@nzta.govt.nz**
- Or, give us your feedback online. Head to www.nzta.govt.nz/projects/southwest-gateway/20connect

Want to talk to the team? Call us on **0800 133 331**.

Name:

Email:

Phone:

Address:

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Organisation (if applicable):

Please tick if you want to receive our e-newsletter to stay up-to-date with the SH20B Improvements

Based on what we know and what you've told us, we're proposing the following changes.

SH20B SPEED LIMIT REVIEW

Waka Kotahi is proposing to change the existing speed limit of 100km/h in the area between Orrs Road and the current 100/50km/h change point east of Manukau Memorial Gardens intersection in State Highway 20B. Are there any factors that we should consider when making our decision?

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- Letter to stakeholders



12 OCTOBER 2020

Level 5, AMP Centre
29 Customs Street West
Private Bag 106602
Auckland 1143
New Zealand
T 64 9 969 9800
F 64 9 969 9813
www.nzta.govt.nz

PUBLIC CONSULTATION ON SPEED LIMIT AND BYLAW ON BUS/T3 LANES

Tena koe,

Waka Kotahi NZ Transport Agency is improving State Highway 20B (SH20B) to provide safer and more reliable travel options with walking and cycling facilities and additional priority lanes between Pukaki Creek Bridge and the interchange with State Highway 20.

Waka Kotahi is proposing to change the speed limit along SH20B

Waka Kotahi is proposing that the speed limit on SH20B between Manukau Memorial Gardens and Orrs Road should be reduced from 100km/h to **60km/h**. This is a legal process that requires consultation with people likely to be affected by the proposed changes.

Currently, SH20B has different speed limits along this 3km stretch between Pukaki Creek Bridge and the SH20 interchange, which has been confusing for many drivers. We are looking to provide more consistent and appropriate speed limits for the upgraded road corridor.

Over 28,000 vehicles travel along SH20B each day. With all these changes and future development planned adjacent to the highway, we want to make the state highway safer for everyone who travels along it.

Speed increases both the likelihood of crashes and their severity. In the last five years, there have been 22 known collisions on SH20B - two of them were head on. A reduction in speed can make a big difference, especially when people on foot or on bikes are involved.

Feedback received through the public engagement process in November 2019 supported a reduced speed limit and priority lanes for public transport on the highway and we have now begun the process to achieve better and more reliable travel experience.

Please see enclosed a brochure for more information and we are seeking your feedback on.

Waka Kotahi is also recommending a Bus/Transit 3 (T3) lane in each direction along SH20B

Waka Kotahi also proposes a dedicated bus lane in each direction between Pukaki Creek Bridge and SH20/SH20B interchange to provide more reliable public transport services and support frequent bus services between the airport and Puhinui Station Interchange.

APPENDIX B - List of submissions

| SAFER SPEED REVIEW AND BUS/T3 LANE BYLAW SUBMISSIONS | | |
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| Consultation questions | Waka Kotahi is proposing to change the existing speed limit of 100km/h in the area between Orrs Road and the current 100/50km/h change point east of Manukau Memorial Gardens intersection in State Highway 20B. Are there any factors that we should consider when making our decision? | Waka Kotahi is proposing a bus/T3 lane in each direction on SH20B once construction is complete. Are there any factors that we should consider when making our decision? |
| Individual | Shared paths are not an option. They're cheap and nasty. There should be a dedicated bike lane. | Make it a 24/7 bus lane. |
| Individual | Lowering the speed limit will make it safer and will fit well with Vision Zero. | |
| Individual | As a state highway B road with multiple lanes, surely 70km/h would be more appropriate and provide added efficiency. | Will there be two lanes in each direction for all other traffic? I can't find reference to this. |
| Individual | This area has not/will not be used to its full potential. Hardly (if) anyone cycles to the airport etc. A speed restriction of 80 km/hr should apply. | The bus lane must also be open to 2 wheelers (motorized) also and only operational as always during peak times only. |
| Individual | Having clearly visible road markings and signalling that the speed limit reduces so that it's not an abrupt change. This means over a distance of several hundred metres starting at least 500 meters before the change as on continental European motorways. | How will this be enforced properly? Suggest a lane barrier between the bus lane and the regular traffic lane... similarly between the bus lane and the bicycle lane. |
| Individual | 60km/hr seems an over kill. 80km/hr would be a more realistic speed, as the lanes in each direction will be separated by barriers. | |
| Individual | VARIABLE SPEEDS ARE CONFUSING FOR MOTORISTS. MAKE IT 60 ALL THE WAY. | |

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| Individual | Yes. Reduced speed will promote further congestion along Roscommon road/other roads leading to Puhinui Road. | |
| Individual | Just do it. You already know most people want a lower speed limit so why ask again? In fact, why ask at all? You should know what is best for safer roads, after all it is meant to be your area of expertise and isn't Vision Zero meant to be a thing? | Shared paths are not best practice. Do better and provide separated paths. Priority bus lanes are great and we need more of them but keep cars out of the bus lane. The whole idea of bus priority is to move more people more efficiently and even a full car is still an inefficient use of space and will delay buses carrying multiple times more people. Just don't do it. |
| Individual | Drop the congestion causing features on all roads under NZTA control and build new / wider roads to benefit (rather than inconvenience all road users. Conspiring against the wishes and best interests of the majority of Aucklanders / New Zealander's is unlawful. | As per my previous submission in 1. |
| Individual | Waka Kotahi needs to take into account the road environment when making this decision. Based on the proposed works and the area in question the safe and appropriate speed based on the Speed Management Guide would be in the range of 80km/h. A 60km/h posted speed limit would feel out of context with the road environment leading to driver frustration, erratic behaviour and reduced safety. | Sign the T3/Bus lanes so that it is clear motorcyclists can use them. |
| Individual | You have taken Vision Zero, the previous death and injury toll, and future urban land use (industry) into account already when deciding to drop the speed limit to 60. In my opinion given also 60 allows for a more consistent traffic flow on average there are no other considerations needed in lowering the speed limit to 60 from 100 for SH20B. | I suppose a 24 hour bus lane. I do NOT support a T3 lane at all I do support the bus lane allowing to carry heavy tonnage trucks outside of peak hours of 6-10am, and 3-7pm Monday-Saturday. Reasons 1) A 24 hour bus lane supports the 6am-7pm, 7 day a week bus lanes on Puhinui Road and Lambie Drive towards Manukau. It also reflects the long operation times of the incoming Airport Link and future operational times beyond that. 2) Why do we need a T3 lane? It will not lower congestion at all but rather increase congestion for buses needing the lane. T3's are harder to enforce than a straight bus lane and the idea of having the general lane "congested" was to deter car users and "encourage" them onto transit in the first place. The bus lane allowing heavy tonnage |

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| | | trucks outside of peak hours means freight is not caught in general traffic congestion while also encourage logistic companies to move freight outside of peak times. 3) I realise Taxi and Ubers might want the T3 lane as well. That is also a No as they are not efficient movers of passengers as a bus so again no T3 lane. 4) A2B Stage 2 will have even more buses travelling on SH20B as frequencies and volumes increase so do we want cars even T3 cars in the bus lane? |
| Individual | This is a sensible idea for road safety. Consider legibility and ease of use: 1) Changing from 50 to 60 and back to 50 again is confusing. Keep it at 50 all the way. 2) If the speed limit is halved, the road's physical appearance will need to be altered too. If remains looking like a 100km/h road, people will drive at 100 km/h. Consider tree planting, lane narrowing, etc. | A bus lane will be much more valuable than a T3 lane. Airport journey times need to be reliable, both for passengers and shift workers. Bus lanes are much more effective than T3s. |
| Individual | 60km is too slow 75/80km is more realistic speed please. | |
| Individual | The traffic is already going very slow with no passing lanes. if a car is going below speed limit then the rest follows. Make at least a four-way lane. This is the only road from south to Airport and it is busy as road. If there is an accident then the traffic stops and no way out. | Make a T2 or just add as another lane due to heavy traffic congestion in the early morning 5-7am and 2-5pm. |
| Individual | This is great. Consistent speed limit will be better for everyone and avoid confusion. | |
| Individual | Proposed new 60 kph is good - creates the psychological environment for slower speeds in the airport precinct as well rather than a 100kph mentality. | YES to bus lanes. Absolutely NO to T3 - priority for public transport (ie buses only). Anything else will defeat the purpose of being able to provide RELIABLE and CONSISTENT choices for people by using public transport. There are a lot of minibuses or taxis with 3 people in them - this lane would just be clogged up by them. |
| Individual | 60kmh is too slow 80 would be more appropriate. | Bus only please. |
| Individual | no i support the 60km/h proposed limit. | Need to widen Pukaki Creek bridge as a priority to enable 4 lanes throughout the corridor. |
| Individual | The fact that it's supposed to be a high-speed seamless connection for a public transport option (alternative to rail) to the airport means that the bus lane's purpose has already | The bus lane is made redundant if speed limits are reduced to 60km/h. You would be better off with two lanes of normal traffic both ways in a situation where the speed limit is reduced. |

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| | <p>been defeated before it has even been built. Other methods to keep a higher speed limit while having safe intersections along the road would work so much better. If the speed limit will be brought down to the so-called average speed you mention, there is no benefit to the buses running from the train station to the airport; thus nullifying any benefit of there being a dedicated bus lane.</p> | |
| Individual | <p>I support this - safety is more important than convenience especially now that this is now meant to function as a multi-modal link.</p> | <p>Please consider the T3 option carefully as often there are many more people travelling in groups of three or more to the airport than other Auckland destinations - we can't have busses being caught in car congestion as it undermines the advantage of the service (fast, reliable travel time), requires more busses and staff to run it, and prevents services running to schedule. My preference is 'bus only', but if it is a T3, please run it as a trial for a year and make it bus only if it becomes congested. Definitely don't consider T2 please!</p> |
| Individual | <p>The fact that practically everyone agreed with this already at the last round of consultation. Don't consult on stuff that everyone has already given feedback on!</p> | <p>Bus lanes only. Not T3. T3 requires enforcement that is more difficult to achieve. Bus lanes are far easier to enforce. T3 allows for more vehicles. This should rule it out as an option: Climate change requires vehicle use to reduce. Bus lanes provide this. T3 does not.</p> |
| Individual | | <p>Having buses mix with other vehicles will reduce service quality on what is supposed to be part of the Rapid transport network. These should be bus only lanes. particularly as there will be a merge to go across the bridge into the airport. having more vehicles merging during periods of heavy traffic will have a huge impact on travel times. having these lanes bus only, and not T3, will reduce the impact of merging.</p> |
| Individual | | <p>This should be bus only, not T3</p> |
| Individual | <p>if there is a grade separated walking/cycle track, then potentially the speed limit could be set at 80 kmph, if not grade separated, 60 kmph sounds very reasonable and will ensure required safety for those not in a car.</p> | <p>Agree with the lanes being both bus and T3, however they should not be truck lanes, like other high occupancy lanes I see around Auckland.</p> |

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| Individual | How much will average speeds drop and will this affect throughput? Could it be 70kph instead? | Strongly support the bus/T3 lanes as this connection to the rail network is great to connect to the airport via PT. |
| Individual | Speed has been reduced so significantly which i believe the traffic is not operating at an efficient way. This is not population density area/part. | |
| Individual | I strongly support this proposal. Waka Kotahi should give due consideration to active road users on this corridor by setting appropriate speed limits. | The lanes should be bus lanes, not transit lanes. This route is part of the rapid transit network and it is completely unacceptable to allow vehicles in the lane wasting capacity and slowing down buses. We should do this correctly from the start. I strongly support making any bus or transit lane 24/7. |
| Individual | During busy times this road runs quite slowly due to traffic volumes so feels like an urban road. 100 is too fast for the road, but people still try. It should be a lower limit. | Better public transport option will provide a viable alternative to the car for people who work near the airport as well as travellers. |
| Individual | This is the main route to Auckland Airport precinct. An accident or incident on this route can cause significant congestion. With the addition of the airport park and ride south area coming into play it makes sense to have vehicle speeds reduced. | |
| Individual | Yes this is a State Highway for a reason, the current speed should have been factored into the design process. | Should be a T2 lane. |
| Individual | 1) Yes to 60km/h on SH20B. | YES to bus lane on SH20B. |
| Individual | 1) Yes to 60km/h on SH20B 2) YES to bus lane on SH20B 3) NO to a T3 lane on SH20B (it defeats the purpose) 4) Yes to a heavy tonnage truck lane (using the bus lane) outside of peak hours (6-10am and 3-7pm). | 1) Yes to 60km/h on SH20B 2) YES to bus lane on SH20B 3) NO to a T3 lane on SH20B (it defeats the purpose) 4) Yes to a heavy tonnage truck lane (using the bus lane) outside of peak hours (6-10am and 3-7pm). |
| Individual | 60 sounds just right. We own a property on Campana Road and the 100kph limit was a nightmare. With the two new stop-lights, there will be momentum interruptions, so don't allow speed to accelerate to 100 only to brake to a stop and then repeat the process; the short distance does not justify the higher limit. | I think T3 makes good sense when sharing the bus lane. Get our moneys worth out of the bus lane. |
| Individual | No, this is a good decision. | Enforcement of the bus/T3 lane so that the drivers wouldn't be using it when they're not allowed. |

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| Individual | No proceed with lowering the speed limit. | Remove all cars from the bus lanes. By adding any traffic inducing cars to bus lanes this will slow down buses and that is a poor outcome. |
| Individual | I support the proposal to reduce to 60km/hr. It will make it safer for other road users such as cyclists. | Consider making them bus only lanes (which i believe also allows cyclists and motorcycles). Allowing too many vehicles to use the lanes will risk longer journey times for bus passengers during rush hour. |
| Individual | Change it to 80km no need to change to 60km will hold up to much traffic and create more issues. | Don't make the lanes for vehicles using this road to narrow the cycle lane is far to wide leaving no much room for cars and trucks to pass. Having the speed at 60km will create impatient drivers and cause dangerous overtaking causing more accidents. The traffic will flow better at 80km. |
| Individual | There's probably a little bit less traffic nowadays, so maybe 80km/h would be a better speed. | Make it a multi-purpose lane. If traffic is heavy, make these lanes also available for other traffic, with signage that can change. Too often you see these dedicated bus/T3 lanes with no vehicles on them while the other lanes are at a stand still. |
| Individual | Dropping speed limits don't help move traffic at best during peak times have speed limit drop then off peak 100 or 80 a lot of workers finish of peak that don't need to be slowed down for no reason. | Too many tourists will drive in the wrong lane plus locals will ignore the signs to skip the queue. Already have a problem at the round about on the other side of the bridge heading away from the airport people ignoring the one lane turning left by going through the right lane then illegally turning left to cut the line no penalty or enforcement has ever been at that point. |
| Individual | Whats wrong with the current speed limit? Its the maximum speed you can drive in perfect conditions which you can comfortably go along at if its clear with not much traffic. If you were to change the limit 60 is just far too slow you would need to change the other sections here highlighted as 50 zones to 60 to make up the time lost. Overall the speed should not be changed instead a sign advertising "drive to conditions" may be a better fit. | Seems like a good idea would quite like an 80kmh speed limit and make it bus only T3 would cause too many lane changes. |
| Individual | No, I agree with the proposal. | I agree with this proposal. |
| Individual | It's a straight rural road with no residential properties. It should remain at 100 kms. | Allow other vehicles to use the T3/bus lanes outside peak times, and especially bergen midnight and 6am. |

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| Individual | To ensure there is a barrier separating lanes of traffic that are moving in opposite directions. Thereby eliminating any chance of head on collisions. | The restriction to private vehicles using the T3 lane without 3 people should exclude the hours of midnight to 5am. So as to ensure shift workers are not unduly delayed from leaving work. |
| Individual | can you not make the footpath a shared one for both cycle and walkers off the main road. | there will still be a issue at the bridge and this will cause more congestion and accidents for inpatient people. |
| Individual | Please make it 80kmph. | That's good idea. Make a onramp to the motorway as well with T3 lane. |
| Individual | Why even bother with consultation you have your mind made up. Just make the road a cycle lane to appease your idiot ministers don't worry about us taxpayers and our opinions. | Yes Most users travel by car or motorcycle forget bus lanes the cause congestion. |
| Individual | 60km/h makes a lot of sense given the new layout, intersections and walking and cycling usage expected. The impact to driving times should be minimal but the benefit to the wider user group would be substantial. | These lanes should be bus-only. There are already enough general traffic lanes for regular vehicles and to ensure reliability of transit services, an unobstructed lane is key. |
| Individual | Number of vehicles going through. really? 50kms? | Another traffic light? how long will it take to get to the airport!! |
| Individual | The huge traffic delays this will cause, adding to the already jammed roading | Lowering the speed will cause more traffic and add to delays to already congested roads, which will build up back to the motorway. |
| Individual | You should consider the lost productivity of business owners that need to travel on this stretch of road. | You should consider Making these lanes T2. How are you going to identify a third person in a vehicle if they are sitting in the rear seats. Use some common sense. |
| Individual | Given that the new design is intended to encourage both cyclist and pedestrian numbers in the area, It would be better if the speed limit was lowered to 50kn/h to further reduce the risk of fatalities. However, if this is not possible, I would support lowering it to 60km/h. | Given that we should urgently be reducing the number of km travelled by all forms of private fossil-fueled vehicle in NZ, the bus lanes should be for buses only. Private vehicles should be in the car lanes only, no matter how many occupants they have. The more inconvenient private car use is made to be, the less it will be used. Keeping the bus lanes free of T3 vehicles also allows for any amount of increase in the frequency and number of services that can be run in the lanes, with confidence that their timetables will be accurate. |
| Individual | Cemetery traffic entering and exiting into SH20. | Ease of traffic flow to and from airport. Bus is not an option for many airport users. |

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| Individual | Yes, make it 80 km/h. | |
| Individual | Consider how the people in the area actually use the road in question and actually engage with the community. This is the first I've ever heard of this and I actually use that road. | There is limited scope for enforcement action preventing illegal use of the lanes. Furthermore, unless there is a clear marker identifying when a vehicle may use the space to turn left at the cemetery entrance, there will be problems. Same criticism applies to any other left turns. |
| Individual | The safety of cyclists and pedestrians, particularly at intersection. Lowering the speed limit to be constant with the road environment is good but it is no match for built protection (curbs, separation, etc.) of active road users. | The primary purpose of bus lanes should be considered - to move high volumes of people efficiently and quickly. Many people travel to the airport to pick up others meaning a great deal will have 3 or more passengers. Opening these bus lanes to car users discourages public transport ridership and hinders service quality. This route (Puhinui Rd) is meant to have a full busway/rapid transit solution in the near future so why would we hinder these small bus improvements now? |
| Individual | 80kmh would be an acceptable speed on that stretch | No |
| Individual | Support the change. | Should be a bus lane, NOT a T3 lane. T3 lanes are much harder to enforce and if "successful" in attracting lots of Use, slow buses down again. |
| Individual | 60 seems appropriate due to no median barrier, traffic lights and the single lane bridge causing traffic to slow and merge. | The idea of a bus/T3 lane is OK as long as it excludes commercial vehicles such as trucks and courier vehicles. The best solution is a bus lane only as it was supposed to be a rapid transit route which is going to be compromised anyway by a reduction in the speed limit. |
| Individual | The road is being upgraded, there are limited, if any junctions on a non-residential road. Why reduce the speed limit? | Public transport is not effective from east auckland so we have to use our cars. Again getting penalised for it to benefit a few tourists. If you want to add a bus lane then remove the cycle lane, the cyclist never use it anyway, on weekends there is always large groups of cyclist blocking the main traffic lanes with an empty cycle lane next to them. |
| Individual | It will be a lot nicer to cycle along here with cars, trucks and buses doing a slower speed. | |
| Individual | I think the speed limit should be reduced to 80 km/h even perhaps as a trial. Not 60. | I am in favour. |

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| Individual | If you make it 60Km...this could make people become impatient. And end up speeding anyway. Is 60km to slow outside peak times eg at night. I think 70km maybe a better speed all round. | No I agree make it a T3 for 24hrs. |
| Individual | Cyclists and pedestrians, hence the 60km/h is more appropriate. | Higher frequency buses - hence T3 is a great idea. |
| Individual | When you slow it down that far it will congest quicker. | |
| Individual | Yes this is much better suited for cyclists, and there are many who use this route in both directions. | Cyclists will also use the bus lane, especially in bigger bunches. In both directions. |
| Individual | It's not a motorway. It's just a 2 lane road. Lower speeds are justified | |
| Individual | I travel on this road daily - I never see any people on foot or bicycles along the road. Why wouldn't you look into reducing the speed limit after the number of pedestrians have picked up rather than reducing the speed limit from the start? Reduction of speed limit increases our journey time and is worse for the environment. | Statistically, how many vehicles travel on this road having 3 passengers vs 2 passengers? I would have thought T2 is a more relevant, providing consistency with other motorways. |
| Individual | Lowering the speed limit is a poor answer. Separate the cyclists to a dedicated lane, with mechanical barriers (not paint). Run the cycle way across the existing foot path on the bridge. Continue the cycle path on the grass verge all the way to both Tom Pearce drive near rocket ropes and left onto Hape Drive and round Laurence Stevens Drive at least as far as Geoffrey Roberts Rd. You need another 2 lanes on the bridge. | You are creating a nightmare. It will drive people crazy sitting and waiting for empty busses. As a daily commuter on shift busses would add an hour to my commute, and I would still need to drive to a bus station. Now you want me to sit at a bridge and wait... this solution is both short sighted, and bound to fail. In fact, I would like to ask were the designers of this associated with the 20B/SH1 intersection debacle? |
| Individual | | These should be bus lanes only, if we want to properly encourage people out of their cars! |
| Individual | I support the reduction in speed limit to 60 km/h. | I believe the lane should stay dedicated to buses. In my observation T2 and T3 lanes rules are often broken and it is highly unlikely that only cars with 3 or more occupants will use the lane. Any increase in cars using the lane will inevitably slow down the buses and make them less reliable and attractive. |

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| Individual | | Generally in favour of the bus lane but not the T3 lane. there's nowhere near the same density of a car with 3 people in it as a bus and I think there's too much possibility for abuse of the bus lane from opportunists if it's a combined T3/bus lane. |
| Individual | -Support change - Road needs to be design so cars actually travel at 60km/h | -These should be bus only lanes -Allowing cars into them will allow abuse that is difficult to enforce with cameras, and when lead to congestion for buses, this is supposed to be a public transit upgrade and that should be prioritised -Buses will also be delayed by cars merging into and out of the lane, and abuse will be high judging by the level of abuse that occurs on Manukau Rd -Vehicles using the lane towards the airport will still need to merge in with general traffic when they get to the bridge over the Pukaki Creek. With T3 vehicles using the lane too that's potentially going to create a queue and buses will be stuck behind those cars waiting longer than they would if it was just a bus lane. -Operation time should be 24/7 and there should be multiple cameras in place to enforce the lane, as seen in other bus lanes across the city, until CCTV enforcement is in place abuse by SOVs is high. |
| Individual | May as well make the speed limit a constant 50kmh or 60kmh. | Ensure that the lanes are bus only. The Pukaki bridge will create a bottle neck where buses have to merge with general traffic, if the bus lanes also has cars in it, this will create further delays for bus passengers, who should be getting priority. |
| Individual | this is a straight, isolated road. I feel like 80kph may be more appropriate. | I think T2 instead of T3 would relieve even more pressure from the 'non bus' lane, while still allowing public transport to operate efficiently. |
| Individual | This may slow down traffic when the road is busy. | Many workers working at the airport are only travelling alone |
| Individual | Safety (was this a trick question). Lower the speed limit to keep people (walking, cycling, passengers and drivers) safe. | Keep the bus lanes as bus lanes so that they work properly and are easier to monitor compliance. |
| Individual | | Most buses to the airport run empty or with a very low passenger count. Also, people travel to airport side for work but not everyone has 3 people in the car. Let's do a T2/EV instead. |
| Individual | Resolve the underlying issue that involves the few not lazily apply a sticking plaster that affects the many. E.g upweight | |

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| | responsible driving education, clamp down on irresponsible drivers (no licence, no insurance, driving under influence or driving while banned). Take a well-researched approach e.g look at jurisdictions such as Germany autobahn stats. | |
| Individual | If the current upgrades are done correctly there shouldn't be a need for such drastic speed limit reduction, a reduction to 80km/h (e.g. Te Irirangi Dr.) would make sense anything more than that is an indication of lazy planning and road design. | |
| Individual | I believe that this change is very beneficial. Although the speed reduction to 60km/h is too much. A much better recommended speed would be 80km/h as 60 is too great a reduction and would increase the travel time on Puhinui significantly. | No. This is a great idea, although traffic lights may not be the best idea as this would impact travel time along Puhinui negatively |
| Individual | | I believe this should be a bus only lane (not T3), unless the bridge at Pukaki creek can be widened to 2 lanes in each direction. |
| Individual | I support the change to 60 km/h. | This should be a bus lane only. |
| Individual | Vision Zero principles. | Consider operational conditions which would trigger a change to be bus-only in the future. |
| Individual | What factors have been considered in making this proposal. | Bus lanes be separated by a barrier and 100 k speed limits maintained. |
| Individual | No it seems you understand what needs to be done. | This should be a bus only lane as it will decrease the efficiency of the buses if they must mix with traffics at the bridge. |
| Individual | Makes sense. | T3 to an airport is an easy to obtain number; the passenger and two friends and family. It's not like going to work (although I accept many thousands do work at the airport). Therefore I don't think T3 is suitable in this situation/context. The purpose of the lane is to enhance the experience of PT and encourage mode shift and sharing that with hundreds of T3 vehicles (with a traveller and their 2 friends/family members) doesn't seem to be meeting that idea and infact might encourage the opposite. Can the bylaw wait? Make it bus only. Collect some real data on rates of 3+ pax vehicles |

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| | | and then apply for bylaw later if needed? That sounds more reasonable to me. |
| Individual | | Should be bus lane only. |
| Individual | The road is basically a link between motorways with very few access points next to no pedestrians and is quite wide and straight. There is no need to lower the speed limit at all, and if it is somehow deemed necessary, it should be to 80km/h not 60! There are many other roads around that are both more dangerous, narrower, have pedestrians etc and more access points that have faster limits than 80! Also it simply means that buses will also be held up in the slower speed. | T3 is good. |
| Individual | This is a good idea. | These should be bus-only to make PT to the airport reliable and better encourage use of this more efficient mode. With T3 lanes, buses can still get stuck in traffic, especially where there is merging. Taxis and on-demand taxis (Uber, etc) should not be allowed in this lane. A better option to allow people who are running late and really need to use the lane the option of using it, would be to make it a bus + toll lane. That way someone who is at risk of missing a flight could pay \$5-10 to use the traffic-free lane. |
| Individual | | The likelihood that this will slow down buses, that once granted it will be difficult to pull back from and in fact there will be pressure to reduce the number from T3 and also of people taking their chances. Ok for taxis. |
| Individual | Should be at least 80km/hr. It's an airport route, should be fast. | Seems good. |
| Individual | Traffic is already congested at this time. It will make things a lot worse. It will also increase pollution with cars traveling at much reduced speeds. | Many people who live in this area are shift workers who are unable to catch public transport because of their hours and family commitments. Buses DO NOT run 24hrs per day and during peak times buses will not have priority. People will abuse the T3 lanes and it will be a complete mess. |
| Individual | | A bus lane only will work far better. Making it a mixed bus/T3 lane will compromise bus travelling times during rush hour. |

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| Individual | Yes don't be ridiculous this already travels at 50k leave it at 80k at least we can catch a plane on time. | Open to single driver cars in off peak times? |
| Individual | Speed limits that change frequently are confusing to motorists the most consistency the better. I support a 60km speed limit for all roads leading to the airport. | Buses must have priority, All traffic lights should detect buses approaching an intersection and give them a priority. There should be no pinch points that constrict the smooth flow of busses. |
| Individual | Safety. Priority for public transport. | Safety and priority for public transport. |
| Individual | The safety of people walking and biking. | Just make it bus only instead of T3. 30 people on a bus should have priority over 3 people in a car. |
| Individual | | A mixed Bus+T3 lane will only promote the use of private vehicles rather than mode shift and should not be implemented. The lane should be restricted to Bus Only to enable reliable rapid transport, as is the primary goal. Allowing T3 vehicles to use the lane will only result in added congestion at the Pukaki Creek Bridge as more vehicles are forced to merge, thereby slowing down buses and reducing the reliability of the services. That will completely defeat the purpose and stated goals of the transit lane. What's more, people will most likely 'game' the system by simply bringing an extra passenger in the vehicle to allow them to use the lane. This is based on a reasonable assumption that most people are picked up/dropped off at the airport by friends/family rather than driving themselves or using short-/long-term parking facilities. Furthermore, it is imperative that the transit lane is policed properly to prevent the misuse of the lane by private vehicles and taxis. |
| Individual | | How many cars that have travelled on this road in the last 5 years carried 3 or more passengers? Suggest that it should be a T2 lane. Also what about also making it an EV lane to encourage more people to purchase EV |
| Individual | Safety. Yes, to proposed 60km/h speed limit. | Public transport priority. 24/7 bus/T3 lane encourages compliance with simplicity. Pollution reduction and global warming should be important considerations. |
| Individual | Safety over traffic speed please | Omit the T3 option so that buses aren't held up by private cars and become less efficient and the bus timetable becomes less reliable. |

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| | | When I travel to the airport, I want to make sure that the times stated on the timetable are reliable so that I am certain I am there in time for my flight. T3 lanes harm this certainty. |
| Individual | | If motorbikes can use the T3/Bus lane |
| Individual | I suppose that this is a decision already made same as Auckland Transport, where majority did not want it, but democracy didn't matter. | Don't slow the lanes down and you would not require T3 lanes. |
| Individual | Many cyclists use this road. | |
| Individual | Speed is not the issue; a lower speed will simply give rise to greater revenue through fines! | |
| Individual | 80km would be more suited for the traffic than 60km. 60kms is just going to make the peak hour last even longer than it is now. 22 accidents on a busy road is very minor. | Why disadvantage workers in the airport area by adding a T3. most workers don't have the option to catch a bus or ride share. All the park n rides are to close to the airport. If they were further away more people would use them & that would take the pressure of the road. It doesn't make sense to drive 95% of the way to work then hope on a bus that adds 10-20mins more to your day. |
| Individual | The fact that there is already congestion on this road and will increase once the airport is back running at full capacity and lowering the speed limit will only make it worse. | This a great idea, however having another set of light just down from the two sets at the over bridge which is just down from a set at Wyllie Road is ridiculous. This is yet another thing to cause congestion on this very busy road in and out of the airport area. |
| Individual | How about reducing to 80 or 60 perhaps. 60 is too slow and 100 too fast. People need to travel to and from work. 60 is too slow. | T2 instead of T3. Many commutes with 2 than 3. |
| Individual | Please reduce the speed limit to 60 km/h as you propose. Please also narrow the traffic lanes (to encourage drivers to reduce their speed to the lower limit) and use the corridor space to provide wider, safe separated cycle lanes. Please also make the priority lanes bus (and shuttle bus) only, not T3. | Please implement full, continuous bus lanes along the entire airport-Manukau corridor ASAP. Please also make the priority lanes bus (and shuttle bus) only, not T3. Faster bus travel must be the highest priority of this improvement work. Private vehicles should be excluded from the priority lanes. |
| Individual | Please keep at 100 kph. With 28,000 vehicles a day it needs to be a full motorway. People cannot walk to the Airport with their bags. | This is an ideology that hates cars. The bus lane will be largely empty, with massive queues for cars. Just make it two lanes each way and separate pedestrians. |

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| Individual | <p>How changing the speed limit will ultimately increase people's commute to work by %40 Putting in a bus lane? For what buses? AT is reducing the number of services, STOP WASTING OUR TAX PAYER MONEY ON USELESS PROJECTS! WE DON'T NEED MORE SPEED BUMBS, RAISED CROSSINGS AND BUS LANES WE NEED SCHOOLS, HOSPITALS, ROADS, BRIDGES, TRAINS STUFF THAT ACTUALLY HELPS PEOPLE! not these frivolous follies Auckland transport loves to employ, stop raising crossings and creating unrest and aggression and start actually trying to move people around our city in a efficient and effective manner.</p> | <p>I mean it's not just this section of road AT has ruined it's countless. Raising crossings and reducing speed saves lives the same way putting a bandage on fixes a cut, you have to look for the core problem, and all your speed bumps slow speed and raised crossing make matters worse, is some who is relaxed happy and moving more likely to make a bad decision? Or someone who is bumper to bumper clattering over all these speedbumps on a drive that used to take him 20 mins that now takes an hour, who's going to make that bad decision? And while I'm on it, you should try calculate how much fuel your raised crossing waste, I'd of thought in a time of environmental responsibility we shouldn't be wasting fuel and suspension on safety measures that aren't that effective, please stop wasting our money.</p> |
| Individual | <p>It is absolutely absurd that we invest billions on better roads to make a faster and more efficient route to the airport, only for you now to suggest lowering the speed to crawling on a motorway. This is a terrible decision. Nobody bikes to the airport. As a taxpayer I am furious that time is even being wasted consulting on such a poor decision, especially since as always, the feedback will be ignored. The case for lowering the speed (set out above) looks to be incredibly poorly thought out. How did this ever even make it this far? If 22 crashes is 22 too many, why not make the speed limit 10km/h? When does it end?</p> | |
| Individual | <p>As a daily user of this state highway I feel the improvements being made to this highway involving signalised intersections and a median barrier would make this section of highway suitable for an 80km speed limit rather than the proposed 60km.</p> | <p>The T3 lane should only operate during peak times and be useable by all motorists outside of the peak window i.e. weekend and weekday evenings and early mornings.</p> |
| Individual | <p>My submission on the above topic is that no bus lanes should be built. The speed limit reduction will have merit, but the road is hardly suitable for cyclists.</p> | |

Instead a rail connection to the airport should be built instead. Rail is only one fifth of the cost of a motorway. Figures from the internet, worldwide. Rail is the only system which will help to reduce the amount of traffic on SH20A. Most of the traffic comes off SH20, and it starts from areas well outside the range of the buses proposed for SH20A. None of the drivers who contribute to the 28,000 cars per day on SH20a will use the buses, so the buses will not reduce the number of cars on the road.

Rail is the only answer. A good report produced by Kiwirail, below, shows the value of rail to New Zealand. It is time now to add to the rail network in Auckland. We have spent too long building roads. We now have to start adding more rail routes to connect with the City Rail Link, to fully use that facility. It can easily handle 20 trains per hour in each direction, providing a passenger capacity of 40,000 passengers per hour. We need more destinations for the trains in Auckland, and this route to the airport via SH20A is ideal.

I have experience in this subject. I have used buses many times from Heathrow Airport in London to the nearest rail station, and mostly the buses were almost empty. This is over a period from 1961 until 2019 when the new rail connection was built to Hayes and Harlington as part of the new Crossrail Project. Now the trains are carrying 45,000 passengers per day, taking that many cars off the roads to Heathrow. And cars take passengers in only one direction. The drive without passengers is a wasted journey, and with the CO2 emission.

I can quote similar experiences at Liverpool, Manchester, Birmingham, and Gatwick airports, and also Brisbane, where I have used the rail connections. Air passengers will not use buses!! They will not use the buses at Auckland airport either.

Air passengers will use trains, because they can park and ride at their nearest station to their rail destination. They will never park and ride at bus stops.

A train waiting at the airport attracts passengers. They can get their baggage to it via trolleys, and get bulky items into the guard's compartment, and have time to find their seats. This will not work at Puhinui if passengers have to transfer from buses to the trains. The train cannot stand at the platform long enough to get anywhere near 1000 passengers on and off a train. It takes 30 minutes, I have timed it, as part of my project to get more trains on any given track, when working for Plessey.

The rail line through Birmingham Airport station is a busy commuter line. Airport trains took too long to load and unload, so they had to build a passing loop for the air passenger trains to stand to get the passengers on and off. The loop required a fifth platform to to be built at the station. It is connected to the air terminal via an air bridge walkway.

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| | <p>Air passengers with baggage, especially bulky items will not use buses to Puhinui station. They will continue to use their cars. I for one will continue to use the Super Shuttle, because I can get bulky items direct to the university in Symonds Street for engineering conferences. I will never take a bus to Puhinui, because the trains do not connect with the university. Food for thought. How many people in your own offices will ever use a bus to or from Puhinui? In my own lifetime of experience, I would suggest the answer is never!</p> <p>Please seriously read the Kiwirail article below, and please seriously plan a rail connection to the airport, connected to the City Rail Link, via Puhinui Station. At last we will begin to reduce the number of cars on Auckland's motorways.</p> <p>https://www.kiwirail.co.nz/media/study-highlights-rails-value-to-new-zealand/</p> | |
| <p>Organisation (Bike Auckland)</p> | <p>We support the new speed limit of 60 kph.</p> <p>But we would prefer a lower limit of 50 kph. Although there is a SUP for cyclists of "all ages and all ability"; road cyclists will still use this route. Slower speeds will mean a safe environment for road cyclists. Slower speeds will also improve the comfort of the users on the SUP. Especially at intersections and crossing points. Further the average speed is around 60 kph, so either speed limit is not much change.</p> <p>Higher speeds could encourage dangerous driving, unless each direction of travel is separated.</p> | <p>We oppose the T3 lane.</p> <p>The T3 lane will increase risk for on road cyclists and reduce comfort for users of the SUP. The traffic in T3 lanes on average travel faster than general traffic. Vehicles in general lanes may enter T3 lanes without regard for cyclists. It will increase risk at the intersections and crossing points for users of the SUP. The next stage of the A2B BRT program is grade separation - T3 traffic can not travel in a grade separated T3 lane, so we see no point in encouraging this traffic now. Finally, T3 will reduce priority for buses at intersections. This priority is a core goal of the project.</p> <p>For these reasons, we oppose the T3 lane.</p> |
| <p>Organisation (Auckland Airport)</p> | <p>Auckland Airport owns and operates the section of Puhinui Road west of the Orrs Road intersection which connects State Highway 20B ("SH20B") to the Airport precinct. Puhinui Road and SH20B form the key transport corridor between the Airport and South Auckland.</p> <p>Auckland Airport has been an active contributor to the design, funding and construction of the current short-term upgrades on SH20B and has reviewed Waka Kotahi NZ Transport Agency's proposal to reduce speed limits along</p> | <p>Auckland Airport confirms its support for the new lanes under construction on SH20B as "T3" Priority Lanes in each direction between the Pukaki Creek Bridge and the intersection of SH20 and SH20B. A T3 priority lane arrangement will increase the reliability and efficiency of bus services, ease road network congestion, support efficient use of the new road investment, ultimately improving customer experience to and from Auckland Airport.</p> |

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| | <p>SH20B as part of the short-term upgrades to the road corridor.</p> <p>Auckland Airport is pleased to strongly support the proposal to reduce the speed limit from 100km/h to 60km/h along SH20B between Orrs Road and the 100km/h to 50km/h transition point east of the Manukau Memorial Gardens intersection. This will provide a consistent and appropriate speed limit for the upgraded road corridor, and an improved transition to 50km/h speed limit when entering the Airport precinct. In addition, Auckland Airport considers that the proposed speed limit along this section of SH20B, coupled with shared paths under construction will provide a much safer and more accommodating environment for active modes such as walking and cycling.</p> | |
| <p>Organisation (Automobile Association)</p> | <p>The AA agrees that once the road layout is changed to provide bus/transit lanes, along with the installation of signalised intersections along the route, the road environment will lend itself to a speed limit that is lower than 100km/h.</p> <p>In our view, it is essential that the speed limit is well-suited to the 'look and feel' of the road environment, as this will help to achieve higher levels of compliance. Based on what we understand about how the road environment will look once the changes are in place, we consider that a speed limit somewhere between 60km/h and 80km/h will be appropriate, so we're keen to understand the factors that have led to a 60km/h speed limit being proposed.</p> <p>Further, once the road layout changes are complete and the new speed limit is in place, we'd encourage Waka Kotahi to monitor vehicle speeds to understand how the road</p> | <p>To improve public transport connectivity to Puhinui Station and to Auckland's south, the installation of a bus/transit lane on SH20B makes good sense (ahead of the delivery of a rapid transit connection in the longer term).</p> <p>All the same, we're keen to understand the rationale for the transit lane being T3 rather than T2. In our view, the decision should be determined by whichever configuration results in the greatest productivity for the corridor, so we'd like to see any analysis that has been carried out on this front. Also, once the transit lane is up and running, we'd strongly encourage Waka Kotahi to undertake monitoring, to ensure whichever configuration is delivered is optimal in practice.</p> |

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| | <p>environment is ‘explaining’ to motorists. If actual vehicle speeds suggest the speed limit is not appropriate for the road environment, then either the road should be engineered so that actual speeds better align with the speed limit, or the speed limit should be changed (we note that this is consistent with the requirement in the Land Transport Rule – Setting of Speed Limits 2017, which requires road controlling authorities to aim to achieve a mean operating speed less than 10% above the speed limit).</p> <p>As an aside, we note that the consultation material indicates that mean speeds along the route are 60 – 68 km/h, while the information in MegaMaps indicates that for the majority of the route mean speeds are 75-79 km/h. In our view, operating speeds aren’t a critical factor in determining the appropriate speed limit this instance (given the road layout is going to change significantly). All the same, we are interested to understand why there is a discrepancy between the mean speeds identified in the consultation material and in MegaMaps – does it reflect additional monitoring that has been carried out since the MegaMaps were put together?</p> | |
| <p>Organisation (Bus and Coach Association)</p> | <p>The Bus and Coach Association NZ (BCA) is a membership organisation representing the interests of the bus and coach industry. We provide industry leadership, advocacy, networking, and services for more than 300 members (and their over 6000 buses and coaches). The BCA represents the majority of New Zealand’s bus and coach operators and domestic and international bus manufactures.</p> <p>The bus and coach industry is a significant contributor to New Zealand’s economy. The industry contributes over \$1.2 billion to gross domestic product per year and employs over</p> | <p>We support the construction of dedicated bus lanes along both directions of SH20B. These are critical infrastructure parts of Auckland’s rapid transit network as well as moving people efficiently to and from the airport.</p> <p>However, we do not support having bus lanes as T3 too. Having these as T3 compromise the underlying purpose of the bus lanes in moving people efficiently via public transport.</p> <p>Furthermore, NZTA provide no accessible information about their forecasting for the quantum of potential T3 users or how they will</p> |

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| | <p>10,200 people. In 2015 tourist expenditure on passenger transport (not including air travel) in New Zealand's was \$3.4 billion and more than 1.24 million international visitors used bus and coach services.</p> <p>The BCA welcomes the opportunity to provide a submission on the proposal for changing the speed limit on State Highway 20B and the Bus and T3 lane bylaw. Future proofing the highway now is critical to ensure the reliability of the road:</p> <ul style="list-style-type: none"> • As a gateway for Auckland International Airport • To better manage the heavy vehicle usage now as well as in the future with the anticipated development in and around the airport precinct • Its connection to the wider local road arterial and highway networks <p>We support dropping the speed limit on State Highway 20B (SH20B) from 100km/h to the lower speed limit of 60km/h. We believe this will help to better manage existing heavy traffic flows of over 28,000 vehicles a day. It will also help to manage existing heavy traffic flows from future commercial property development in and around Puhinui Road as driver.</p> <p>NZTA Acknowledge in their communications that the average speed is less than 60km/h along SH20B. Considering the proposal for 60km/h means vehicles would be travelling 50km/h, 60km/h and then back to 50km/h along 3km of SH20B, we believe it would be easier to have a uniform speed of 50km/h along the entire stretch of the road.</p> | <p>ensure compliance that other vehicles, which have fewer than 3 passengers, do not use the lanes and clog them.</p> |
| <p>Organisation (Fire and Emergency NZ)</p> | <p>On behalf of Fire and Emergency New Zealand, thank you for the opportunity to comment on the proposed transport changes to SH20B. Our comments are as follows:</p> | |

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| | <ul style="list-style-type: none"> • Reducing the speed limit from the current 100 km/hr along SH20B between Manukau Memorial Gardens and Orrs Road to 60km/hr, is a large reduction in speed. • A speed limit of 60 km/hr is not consistent with other roadways across Auckland that have four lanes and no residential houses on either side of the road; for example, Te Irirangi Drive. • Such a reduction will increase emergency response times for fire trucks from Fire and Emergency Papatoetoe responding to the Auckland International Airport precinct. • We would suggest that a 70 km/hr speed limit would be a more appropriate balance between emergency response times and other factors you are considering | |
| <p>Organisation: Waka Kotahi NZ Transport Agency</p> | <p>This email is Waka Kotahi's formal response to the consultation on the speed limit change proposed from 100km/h to 60km/h along SH20B.</p> <p>I understand there are two new signalised intersections associated with this speed limit change which will ensure compliance with clause 4.4(2)(c) of the Rule, and the change points are 160m east of the SH20/Puhunui Road interchange (the existing 100/50 change point) to the eastern abutment of the Pukaki Creek Bridge. On this understanding the 60km/h proposed aligns with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and the intent of the Speed Management Guide.</p> | |

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| <p>Organisation (Ngaati Whanaunga, Ngati Maru, Te Ākitai Waiohua, Ngati Tamaoho, Ngati Paoa Trust board, Te Ahi Waru, Ngai tai ki Tamaki.)</p> | <p>Support of lowering the limit to 60kph to ensure a safer road environment for both drivers and people on foot and on bikes.</p> | <p>T3 lanes may not work without detailed enforcement plans. Waka Kotahi should consider bus/truck lanes instead as they are the trucks that contribute to current traffic congestion along the corridor.</p> |
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