



## **LOCAL BOARD SERVICES**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

# **Local board resolutions on Auckland Transport's proposed approach for Katoa, Ka Ora – Speed Management Plan**

**April 2023**



# Contents

Albert-Eden Local Board.....	3
Aotea / Great Barrier Local Board.....	5
Devonport-Takapuna Local Board.....	6
Franklin Local Board.....	7
Henderson-Massey Local Board.....	8
Hibiscus and Bays Local Board.....	9
Howick Local Board.....	11
Kaipātiki Local Board.....	12
Māngere-Ōtāhuhu Local Board.....	14
Manurewa Local Board.....	15
Maungakiekie-Tāmaki Local Board.....	17
Ōrākei Local Board.....	18
Ōtara-Papatoetoe Local Board.....	20
Papakura Local Board.....	22
Puketāpapa Local Board.....	25
Rodney Local Board.....	26
Upper Harbour Local Board.....	27
Waiheke Local Board.....	29
Waitākere Ranges Local Board.....	30
Waitematā Local Board.....	31
Whau Local Board.....	32

# Albert-Eden Local Board

## Resolution number AE/2023/59

### **MOVED by Member J Tan, seconded by Member C Robertson:**

#### **That the Albert-Eden Local Board:**

- a) provide the feedback contained in resolutions b) – g) on Katoa, Ka Ora a Speed Management Plan for Auckland.
- b) road corridors:
  - i) are for moving people around, they need to work well and be safe, especially for the most vulnerable road users.
  - ii) also contribute to our town centres' vibrancy and the liveability of residential streets.
  - iii) need to be 'readable' and have consistent speeds to avoid confusion for drivers.
  - iv) look and feel different in different areas of the local board due to historical investment from legacy councils and the character and layout of different suburbs.
- c) enforcement is required for any speed limits.
- d) the community has a range of perspectives on changing speed limits, which means consultation and community opinion is vital.
- e) consider that processes and methods for consultation require improvement, as well as reporting back to local boards to assist with their decision-making including:
  - i) consultation questions are clear, objective and well-designed to capture the views of participants without leading them to preconceived conclusions
  - ii) a wide range of consultation methods are employed (letterbox, online advertising, signage, et cetera) to include a wide range of corridor users
  - iii) when reporting to boards, feedback is comprehensive, robust and is broken down in a format that differentiates between that supplied by organisations and that from individuals
  - iv) monitoring and evidence from previous changes needs to be gathered to review changes which were implemented and to assist with informing future decisions.
- f) request:
  - i) consultation starts with the big picture question of Aucklanders current perception of safety and how to approach safety and speed management in transport corridors.
  - ii) businesses in town centres are specifically consulted.
  - iii) trying additional new ways of consultation, to better reach a range of people and organisations.
  - iv) any schools who were not included in early phases are consulted, including but not limited to Elim Christian College, Edendale Primary School, Ōwairaka District School and Mount Albert Primary.
- g) request:
  - i) speed limit changes from 50km per hour to 30km per hour are consulted on for:

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- A) Point Chevalier: Huia Road – Kiwi Road – Walmer Road – Moa Road – Tui Street – Whakatipu Street – De Luen Street.
  - B) Western Springs – Western Springs Road from St Lukes to Mountain View Road, including Duncan MacLean Link, Mountain View Road, Springfield Road, Bannerman Road, Warwick Street, Derwent Street, Cardigan Street, Rhyde Street, Levonia Street from Warwick Street to Mountain View Road.
  - A) Sandringham: Fowlds Avenue – Kingsway Avenue – Locarno Avenue – Fergusson Avenue – Hulse Avenue – Duncan Avenue – Kitchener Road – Haverstock Road (all) – Eden View Road – Taumata Road – Euston Road – Watea Road – Carrie Street – Campden Road – Grove Road - Hampstead Road - Coyle Street – Shorewell Street.
  - B) Ōwairaka: Hargest Terrace, Alamein Terrace, Cassino Terrace, Dunkirk Terrace, Hendon Avenue (New North Road to Richardson Road), Preston Avenue, Olympus Street, Moreland Road, Rangeview Road, Richardson Road (Hendon to New North Road), Harlston Road, Stewart Road, Glen Tui Road, Ennismore Road.
  - C) Mt Albert: Harbutt Avenue – Jersey Avenue – Fairleigh Avenue – Springleigh Avenue – Rhodes Avenue – Pāpori Lane – Renton Road – Jennings Street – Jerram Street – Phyllis Street – Laurel Street – Newcastle Terrace – Raetihi Crescent – Renton Road – Mark Road – Woodward Road - Willcott Street – Benfield Street – Willcott Mews Lane.
- h) request consultation is undertaken in areas of Mt Eden, Epsom and Balmoral where speed limits changes to 30km per hour have already been implemented, to gauge residents experience and to inform Auckland Transport and Albert-Eden Local Board on whether to progress further speed limit changes in those suburbs.

**CARRIED**

# Aotea / Great Barrier Local Board

## Resolution number GBI/2023/25

**MOVED by Chairperson I Fordham, seconded by Member N Sanderson:**

**That the Aotea / Great Barrier Local Board:**

- a) provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan on Aotea / Great Barrier Island:
  - i) speed limits around the schools and the settlement areas are the most important.
  - ii) support the proposed limits of fixed 30kph by schools and 40kph by settlements seem reasonable.
  - iii) request a local discussion on identifying the boundaries for the settlement areas.
  - iv) note the speed limits are urban focussed and need a rural lens.
  - v) do not want to have too many different speed limits for the island, therefore a standard 60kph across the rest of the island or keep it as open road 'driving to the conditions'.
  - vi) the limits need to be practical and reasonable so that people will self-regulate given the lack of capacity for monitoring and enforcement on the island.
  - vii) signage needs to fit the environment – we need rural options for signage and not urban (given we have no traffic lights, no street lights, no road markings, etc).

**CARRIED**

# Devonport-Takapuna Local Board

## Resolution number DT/2023/61

**MOVED by Chairperson T van Tonder, seconded by Member P Allen:**

**That the Devonport-Takapuna Local Board:**

- a) note that the Safe Speeds Programme is important for creating a road network that is safe for all road users, including pedestrians and cyclists, and that speed management is a proven and effective tool to improve safety.
- b) notes that Auckland Council's Planning Committee has requested AT to accelerate the road safety and speed management programme.
- c) notes that road deaths have reduced 30 per cent where speed limits have changed in the 24 months following the June 2020 Auckland speed limit reductions compared to the rest of the network that saw a 9 per cent increase in road deaths.
- d) endorse a consistent approach to speed management in the local board area that limits the amount of speed variations, with the intent that adapting to new speed limits will be straightforward for residents.
- e) support a 30km speed limit within town centres
- f) support a 30km speed limit around schools at pickup and drop off times only
- g) request Auckland Transport consult schools to determine an appropriate speed limit radius and timing for each school in the local board area.
- h) supports a 50km speed limit for all other residential streets and arterial routes.
- i) request increased signage on streets where speed limits have been lowered
- j) support variable speed limits on arterial routes to be defined alongside the schools
- k) recommend Auckland Transport work with New Zealand Police to create a programme of education and then enforcement where speed limits have been changed

**CARRIED**

# Franklin Local Board

## Resolution number FR/2023/34

### **MOVED by Chairperson A Fulljames, seconded by Member A Hopkins:**

#### **That the Franklin Local Board:**

- a) provide views on the proposed approaches for development of Katoa, Ka Ora - a Speed Management Plan for Auckland per the form in Attachment A as follows:

#### **Approach One** - Easy to understand approach

- i) support the easy-to-understand approach would benefit the community, however note that simply changing a speed to the design of the road to mitigate harm cannot be the only action considered by Auckland Transport.
- ii) recommends that re-engineering can and should be considered alongside speed reduction, in many areas particularly on rural roads, instead of speed reduction
- iii) reiterates that board's previous recommendation that the differences in rural environments versus urban environments should also be applied to decisions of speed treatment. For example, reducing a speed limit to 30kmph on Glenbrook-Waiuku Road at all times during week days is not practical or necessary.

#### **Approach Two** - High benefit cost ratio approach

- i) support the high benefit cost ratio approach as benefitting the community

#### **Approach Three** - Responsive to community and partner requests approach

- i) agree that partner and community requests to lower speeds should be prioritised.

#### **Approach Four** - High percentage of roads approach

- i) recommends that Auckland Transport should determine the percentage coverage for this phase of the programme

#### **Approach Five** - Early implementation approach following consultation and Auckland Transport Board approval

- i) recommends that Auckland Transport determines the priority of implementation.
- b) support the Ngaati te Ata Waiohua request to review the speed limit on Karioitahi Beach, which is partly an Auckland Council controlled road
- c) request that Auckland Transport staff work with and support Auckland Council Parks and Community Facilities staff to progress a longer term strategy to address risks to pedestrian safety, the environment and the area's heritage values from vehicle movement on and to Karioitahi beach and reserves.
- d) request that the Auckland Transport team responsible for progressing Katoa, Ka Ora, Auckland's Speed Management Plan continue to engage with local boards on location specific changes so that boards have the opportunity to inform and support local speed management improvements.

**CARRIED**

# Henderson-Massey Local Board

## Resolution number HM/2023/48

**MOVED by Deputy Chairperson B Loader, seconded by Member P Chan:**

**That the Henderson-Massey Local Board:**

- a) acknowledge that Katoa, Ka Ora Speed Management Plan for Tamaki Makaurau 2024-2027 aligns with the outcomes of the Henderson-Massey Local Board Plan that it is easy to get around Henderson-Massey safely without using a car.
- b) recognise the success of safer speed zones in Henderson-Massey in the Henderson North Home and Schools Zone and the Te Atatu South road safety improvements project.
- c) consider that implementing the easy-to-understand approach would benefit the community as proposed by providing consistent, permanent speed limit changes.
- d) tautoko / support all schools having a safe speed zone implemented within the local neighbourhood catchment rather than within a set radius around the school.
- e) do not support variable changes at school gates for arterial roads (high movement roads) and high-speed rural roads.
- f) support the high benefit cost-to-ratio approach and has local knowledge to share that could help improve the high benefit cost-to-ratio approach. This information has already been shared with Auckland Transport at a local board workshop to be reviewed by Auckland Transport in accordance with its responsibility as a road controlling authority.
- g) consider that in response to numerous community requests for lower speed limits, partner and community requests should be prioritised by Auckland Transport to support a tailored approach.
- h) recognise that schools within Henderson-Massey strongly supported 30 km/h permanent speed limits for local (urban residential) roads.
- i) recommend that Auckland Transport prioritises the installation of traffic calming, pedestrian crossings and other infrastructure needed to support/reinforce speed limits in light of the numerous community requests for improved traffic infrastructure surrounding our schools.
- j) consider that a high total percentage cover should be consulted on in this phase of the programme.

**CARRIED**



# Hibiscus and Bays Local Board

## Resolution number HB/2023/38

### **MOVED by Member A Poppelbaum, seconded by Deputy Chairperson J Parfitt:**

#### **That the Hibiscus and Bays Local Board:**

- a) whakarite / provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland per the form in Attachment A to the agenda report:
  - i) tono / request that further detail be provided on how the community, schools and other organisations will be empowered to initiate changes and under what circumstances these groups will be engaged on speed change proposals
  - ii) tono / request that clarity is provided on what will be considered key priority areas for when members of the community or community organisations make speed management requests and how the process for investigation and implementation could be improved to become more responsive
  - iii) tautoko / support high level policies for speed management that are consistent across the region to ensure higher compliance and safety of all road users but note that there needs to be allowances to empower local boards to be able to influence some details to better reflect the needs of our communities and to enhance overall safety
  - iv) tautoko / support a fixed speed reduction immediately outside all schools to support consistent behaviour from motorists no matter where they are in Auckland
  - v) tono / request that variable speed restrictions are implemented around key streets surrounding schools, however the local board, schools, and the Police should be provided the ability to make recommendations for those speed reductions to become fixed, and that recommendation would then trigger a community consultation
  - vi) tono / request that roads immediately adjacent to beach reserves have fixed speed reductions
  - vii) ohia / endorse the use of bilingual signage, but recommend that for road safety signage, for example where school 40kmph signage is used, that the word 'school' is above 'kura', noting that in Hibiscus and Bays Local Board area alone, according to the 2018 census, 40 per cent of people were born overseas with English not being their first language
  - viii) tono / request that local boards are provided the ability to be able to respond to local situations, as noted above, with minor signage changes to reflect the needs of local communities and to ultimately enhance safety
  - ix) tono / request that consideration is given to providing budget allowance for speed management treatment of some Early Childhood Education centres noting that it would not be appropriate to have a speed management plan rule for this, but that local boards can identify particular examples where speed calming measures are necessary (for example, Torbay Kindergarten which is on a busy road with vehicles travelling in excess of 50kmph and angle parking for parents)
  - x) tuhi ā-taipitopito / note that for ad hoc speed management requirements for Early Childhood Centres, the local board considers that this fits more appropriately in a formal

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speed management safety plan like this, as opposed to being suggested for the Local Board Transport Capital Fund

- xi) tono / request that speed management plans are focused on investigating areas around schools and beaches as they are high risk for pedestrians, in the Hibiscus and Bays Local Board area, rather than specific individual sites.

**CARRIED**

# Howick Local Board

## Resolution number HW/2023/58

### **MOVED by Chairperson D Light, seconded by Member A White:**

#### **That the Howick Local Board:**

- a) regarding Approach One (Easy to understand approach):
  - i) note that the easy-to-understand approach would benefit the community as proposed.
- b) regarding Approach Two (High benefit cost ratio approach):
  - i) note the high benefit cost ratio approach would benefit the community as proposed.
- c) regarding Approach Three (Responsive to community and partner requests approach)
  - i) request that partner and community requests are prioritized - in consultation with the Howick Local Board.
- d) regarding Approach Four (High percentage of roads approach)
  - i) request that a low total percentage cover should be consulted on in this phase of the programme (with roads being revisited in a future phase) – using a needs-based approach.
- e) regarding Approach Five (Early implementation approach following consultation and Auckland Transport Board approval)
  - i) request that approved changes are implemented at a later stage in the 2024-2027 plan.
- f) request that Auckland Transport consult with and respond to local board and community feedback on all speed management changes, and provide justification for changes as they occur.
- g) request that Te Irirangi Drive is returned to the previous speed limit, as there has been no satisfactory justification provided for the reduction.
- h) request that Pakuranga Road is returned to the previous speed limit, as there has been no satisfactory justification provided for the reduction.
- i) request that Ti Rakau Drive is returned to the previous speed limit, as there has been no satisfactory justification provided for the reduction.

CARRIED

# Kaipātiki Local Board

## Resolution number KT/2023/59

### **MOVED by Member P Gillon, seconded by Chairperson J Gillon:**

#### **That the Kaipātiki Local Board:**

- a) provide the following feedback on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland:
  - i) the current system of speed limits is simple, and we support keeping the system as simple and intuitive as possible.
  - ii) note that the Kaipātiki Local Board area has a low death rate compared to the rest of Auckland.
  - iii) are concerned about any proposed change that complicates the current system by creating a matrix of differing speed limits from road-to-road (including from arterial road to local road), as this will cause confusion, frustration and accidents.
  - iv) are concerned that the changes as proposed could result in a proliferation of speed limit signs at each change in speed limit.
  - v) do not support the proposed reduction in speed limits on every local road to 30km/h, however we do support variable speed limits outside schools during school pickup/drop-off; reduced speed limits within town centres; and reduced speed limits for specific local roads where the residents have requested a speed reduction (and where this has also been formally supported by the local board).
  - vi) Approach One – Easy to understand approach:  
The local board supports an easy-to-understand approach, however does not support the approach as outlined which could result in a group of roads at a different speed limit to an adjacent group of roads.
  - vii) Approach Two – High benefit cost ratio approach:  
The local board supports option (a), that the high benefit cost ratio approach would benefit the community.
  - viii) Approach Three - Responsive to community and partner requests approach:  
The local board supports option (a), that partner and community requests are prioritized, but only where the local board also formally supports the request.
  - ix) Approach Four – High percentage of roads approach:  
The local board supports option (a), that a high total percentage cover should be consulted on in this phase of the programme, as we are concerned about a piecemeal approach that results in different speed limits on neighbouring roads, leading to confusion, frustration and accidents. See points (iii) and (iv) above.
  - x) Approach Five – Early implementation approach following consultation and Auckland Transport approval:  
The local board supports changes being implemented early in the 2024-2027 plan, because the longer the delay between public consultation and implementation, the more the community feels that it hasn't been listened to and feels blindsided when the changes happen.

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- xi) request that Auckland Transport enable the ability to increase speed limits on specific arterial roads where there is support from the local community and the local board.

**CARRIED**

# Māngere-Ōtāhuhu Local Board

## Resolution number MO/2023/35

### **MOVED by Chairperson N Bakulich, seconded by Deputy Chairperson H Toleafoa:**

#### **That the Māngere-Ōtāhuhu Local Board:**

- a) tono / request that the local board formal feedback on 18 May 2022 on Auckland Transport's proposed speed limit changes as part of Phase Three of Auckland Transport's Safe Speeds Programme (Resolution number MO/2022/74) be included as part of this feedback
- b) include all local school zones investigated and considered in the Speed Management Plan
- c) tono / request further information if speed reductions are warranted on our semi-rural roads like Oruarangi Road, and Ihumatao Quarry Road, as these roads are less used, and to date few to no accidents or fatalities have occurred there
- d) tuhi ā-taipitopito / note the local board are supportive of preventative measures to avoid accidents and fatalities and requires additional investments in its road network including semi-rural areas;
- e) tono / request that Auckland Transport and Waka Kotahi Transport Agency extend their major investments in the Auckland International Airport road network to the surrounding semi-rural roads to make it fit for purpose for all users like a recreational cyclists, local residents, freight and service vehicles
- f) tono / request Auckland Transport engage with the Local Board once the public consultation concludes and before the Speed Management Plan is reported to the Auckland Transport Board for decision as public feedback including from mana whenua will help the local board further shape its feedback to meet local needs and potentially include additional roads, and areas significant to mana whenua
- g) tono / request the Governing Body, Auckland Transport and Waka Kotahi trial free public transport in Auckland, and especially in the Māngere-Ōtāhuhu area, urgently to reduce car use, reduce household transport costs, reduce carbon emissions, reduce congestion and improve air quality.

**CARRIED**

# Manurewa Local Board

## Resolution number MR/2023/1

### **MOVED by Chairperson G Murphy, seconded by Member J Allan:**

#### **That the Manurewa Local Board:**

- a) provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland:
  - i) Consistent Approaches
  - ii) the board supports the easy-to-understand approach. We agree that it is important that speed limits are consistent across the same type of roads and that it is not desirable to leave small pockets of untreated roads or individual untreated roads that could become ‘rat runs.’
  - iii) the board supports in principle the high benefit cost ratio approach, including permanent changes for local roads.
  - iv) Changes at school gates for arterial roads (high movement roads) and high-speed rural roads will need to be individually assessed. We would prefer that these changes are also made permanent where possible, as we believe this provides consistency for drivers and is more conducive to long-term behavioural change. However, some high use arterial roads, such as Browns Road, may be more suited to variable changes.
  - v) Tailored Approaches
  - vi) the board supports an approach that is responsive to requests from partners and communities for specific speed limit reductions. Request of this type should also be tested against the wider views of other road users.
  - vii) the board supports the high percentage of roads approach. We would prefer to see a high percentage of roads in this local board area that were not included in previous phases of the Safer Speeds programme included in this phase of the programme. This will bring us closer to achieving consistent speed limits across the same type of roads throughout Manurewa.
  - viii) the board supports early implementation following consultation and Auckland Transport Board approval. We believe that it is preferable that changes planned for the 2024-2027 period are carried out as early as possible. This will allow road users the maximum time to adjust to any new speed limits introduced.
- ix) Local knowledge and insights
  - x)** the board previously recommended (Resolution number MR/2022/31) that the following roads within the local board area should be reviewed with a view to including them in the Auckland Speed Management Plan:
    - A) all roads contained within the Jellicoe Quadrant Residential Speed Management area (the roads bounded by Russell Road, Browns Road, Great South Road and Weymouth Road)
    - B) all roads contained in the area bounded by Orams Road, Great South Road, Hill Road and State Highway One
    - C) roads in the area surrounding the following schools:

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- Alfriston College
  - Clayton Park School
  - Hillpark School
  - Homai School
  - Manurewa High School
  - Wharekura to be built on Browns Road, Manurewa, adjacent to the BLENNZ Homai Campus
  - Randwick Park School
  - The Gardens School
- D) Trevor Hosken Drive
- E) Browns Road
- xi)** the board confirms its support for the roads listed in vi) above to be considered for implementation of a speed limit review or safe school neighbourhood approach including:
- permanent 30km/h speed limits on local roads
  - permanent or variable 30km speed limits (as conditions require) on the parts of arterial roads that are near schools.
- xii)** the board requests that the following additional roads within this local board area be considered for implementation of a safe school neighbourhood approach:
- A) roads in the area surrounding Everglade School
- B) the section of Great South Road between Northcrest Way and Alfriston Road
- C) all roads contained in the area bounded by Charles Prevost Drive and Hill Road east of Stratford Road (and inclusive of those roads).
- xiii)** the board requests that, where speed limits are lowered, appropriate signage and infrastructure needed to ensure compliance with the speed limits is installed.

**CARRIED**



# Maungakiekie-Tāmaki Local Board

## Resolution number MT/2023/19

**MOVED by Member C Makoare, seconded by Member N Henry:**

**That the Maungakiekie-Tāmaki Local Board:**

- a) support the draft working principles used to guide the development of Katoa, Ka Ora Speed Management Plan, including:
  - a. Tiakitanga
  - b. Easy to understand
  - c. Safe Children
  - d. Safe speed limits
  - e. Safe infrastructure
  - f. Partnership
  - g. Healthy communities
  - h. Measure Results
- b) agree that the easy-to-understand approach would benefit the community as proposed, noting the importance of consistency across the region, helping people to know what speed they should be going based on what type of area they are in and avoiding confusion or distraction.
- c) agree that the high benefit cost ratio approach would benefit the community as proposed, noting that permanent changes and complementing the development of new infrastructure will provide higher returns on investment.
- d) support an approach that is responsive to community and partner feedback, giving specific priority to feedback that comes from local residents and businesses.
- e) support an approach that consults on all of the roads proposed for changes.
- f) support an early implementation approach following consultation and Auckland Transport Board approval
- g) request that changes to speed limits are based on the principles and approaches outlined in a) - f) and not based on reaching a target percentage of roads

**CARRIED**

# Ōrākei Local Board

## Resolution number OR/2023/26

**MOVED by Deputy Chairperson S Powrie, seconded by Chairperson S Milne:**

**That the Ōrākei Local Board:**

- a) provide the tabled feedback on the proposed approach for Katoa, Ka Ora - Speed Management Plan for Tāmaki Makaurau Auckland 2024-2027.

**CARRIED**

### Attachments

- A 20 April 2023, Ōrākei Local Board, Item 14 - Seeking views on the proposed approach for Katoa, Ka Ora - Speed Management Plan for Tāmaki Makaurau Auckland 2024-2027 - Feedback

### **Attachment A**

#### Executive summary:

1. Auckland Council and Auckland Transport (AT) have adopted the Vision Zero goal of eliminating road transport related deaths and serious injuries (DSI) within the Auckland Road network by 2050.
2. Setting safe speed limits that recognize the function, safety, design, and layout of roads is a fast and cost-effective way to reduce DSI. AT is conducting a phased review of speed limits and has completed three phases of changes to date.
3. Katoa, Ka Ora is a speed management plan for the Auckland region. It is a plan to set safe and appropriate speed limits in order to reduce road deaths and serious injuries.
4. AT workshopped Katoa, Ka Ora a Speed Management Plan for Auckland with local boards in February and March 2023. This report seeks formal views on the five development approaches for the speed management plan.
5. Local boards provided formal views in May 2022 on speed limit changes. If local board views have changed, AT will make any amendments needed before a proposal is mapped. We expect Katoa, Ka Ora to be publicly consulted in mid-2023.

#### Consistent Approaches

**Approach One** - Easy to understand approach.

Option c) the local board has local knowledge to share that could help to improve the easy-to-understand approach. Specific and detailed information regarding local roads will need to be communicated to AT, particularly when looking at roading networks within a suburb.

**Approach Two** - High benefit cost ratio approach.

Option c) the local board has local knowledge to share that could help to improve the high benefit cost ratio approach. Specific and detailed information regarding local roads will need to be communicated to AT, particularly where permanent changes are being considered or when complementing planned infrastructure or developments.

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## Tailored Approaches

**Approach Three** - Responsive to community and partner requests approach.

Option a) partner and community requests are prioritised for specific speed limit reductions.

**Approach Four** – High percentage of roads approach.

Option c) a low total percentage cover should be consulted on in this phase of the programme (with roads being revisited in a future phase).

**Approach Five** – Early implementation approach following consultation and Auckland Transport Board approval.

Option a) approved changes are implemented at a later stage in the 2024-2027 plan.

## Further comments:

Auckland Transport should also take the following into consideration when setting safer speed limits and devising signage:

1. The most common times for DSI is between 3-6pm on weekdays, so safety measures should be prioritised during these times.
2. Signage needs to be clear and consistent.
3. Safe infrastructure. Investment in engineering and safety improvements will be prioritised on roads that have high safety needs and provide active mode benefits.
4. Easy to understand. Speed limits are a critical part of an integrated safe road system; we will ensure they are easy to understand for all.
5. Safe children. Safe speeds around schools will ensure the safety of children.

The board also wishes to report that there is widespread community resistance to increased calming measures, particularly raised pedestrian platforms. These complaints include noise from vehicle bouncing, costs, ride discomfort and vehicle wear.

The board also hears anecdotal evidence of the growing level of people ignoring lowered speed zones. The comments usually include “there are now so many of them I just ignore them”. The board believes extra work needs to be done on providing extra validity for the recommendations suggested, and that better public education is required to explain the reasoning for change.

Ōrākei Local Board

20/04/202

# Ōtara-Papatoetoe Local Board

## Resolution number OP/2023/53

### **MOVED by Chairperson AR Autagavaia, seconded by Member V Hausia:**

#### **That the Ōtara-Papatoetoe Local Board:**

- a) whakarite / provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland:
  - i) tuhi ā-taipitopito/ note that the Ōtara-Papatoetoe local board area has a high rate of deaths and serious injury in Auckland, at 2.33 per 1000 people. Even if the accident data does not necessarily mean that people injured are those living in the area, safety is of utmost importance for all. The board note that for every injury recorded, it is estimated that there are three more that are not on official records
  - ii) that there is a need to manage communication and understanding in communities on the need for and importance of reducing speed. This then will result in bringing the community along the journey on the issues and increase acceptance and support towards reducing speed on roads. If we do not address this side, there will be frustration and resistance in the community as they will not support speed reduction
  - iii) the board has proactively worked with the community for making residential streets safer for all; the board, for example, partnered with Auckland Transport for the Papatoetoe West Residential Speed Management Programme
  - iv) tautoko/ support reducing speed around schools; the board support use of a hybrid model of speed management around schools rather than a blanket, single speed limit around all schools. This means that speed controls need to be based on monitoring traffic patterns, easing movement for trucks, heavy vehicles, transportation of goods and services on main roads based on managing ebbs and flow of traffic during opening and closing hours of schools
  - v) tuhi ā-taipitopito/ note and acknowledge receiving the summary information from Auckland Transport on school survey results. These results indicate that eight schools in the local area provided responses, that they are in support (37 %) or strongly in support (37%) in favour of permanent 30km/h speed limits on urban residential roads. The survey results also shows that 37 per cent support permanent speed limit changes for arterial (main) roads near their school, that is permanent 40km/h speed limits on arterial (main) roads near schools. Further, that 25 per cent of respondents state that they do not have arterial (main) roads near their school. The board note that a small percentage (13 %) do not support speed reductions for arterial (main) roads near schools
  - vi) tautoko /support more consistency within the Ōtara-Papatoetoe Local Board area on the speed limits on arterial roads
  - vii) tautoko /support the idea of 30 km/h speed limits around schools and arterials during school drop off times
  - viii) tuhi ā-taipitopito /note that local board area level data for monitoring and arriving at options for speed limits also be considered
  - ix) tuhi ā-taipitopito /note that in addition to reducing speed limits, there are other factors such as wide footpaths, pedestrian crossings that impact safety, injury/ death that must also be

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

addressed. The board acknowledge that actions are needed to influence behaviour change in driving. Enforcement is for instance another dimension that is also important in bringing change. The feedback comments from in the school survey indicates the challenges coming up in the area with growth in housing, for instance, “more than 200 students are dropped off and picked up by cars each day. About 150 students walk to and from school each day” or “majority of our students walk to school along busy arterial routes”

- x) tautoko/ support use of electronic signage in traffic management and speed controls.

**CARRIED**

# Papakura Local Board

## Resolution number PPK/2023/49

### **MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:**

That the Papakura Local Board:

- a) provide views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland per the form in Attachment A.

Approach	Detail	Papakura Local Board views
<p>Approach One</p> <p>An easy-to-understand approach</p>	<p>Includes:</p> <ul style="list-style-type: none"> <li>treating blocks of roads/ local road areas to ensure consistent speed limits across the same types of roads e.g., similar urban residential roads don't have limits of 30, 40 and 50 km/h in adjacent streets</li> <li>matching the speed limit to the use and design of the road, i.e. slower speeds for areas that have higher amounts of people walking and cycling such as residential roads, near schools and/or town centres, and for roads that are designed for lower speeds</li> <li>filling in 'gaps' so there are not small pockets of untreated roads which is inconsistent for drivers</li> <li>treating roads that could be rat runs, e.g., drivers take short cuts through local residential streets or traffic is pushed from one road to another.</li> </ul>	<p>The board supports an approach to reduce speed limits in other areas where there are high concentrations of people, such as cultural and religious facilities so that they are treated in the same manner as schools, eg: Papakura Marae, Churches, Gurdwara Sikh Temple, community facilities, sports fields etc (25 May 2022 resolution i) PPK/2022/83).</p> <p>In relation to Papakura Marae the board requests that a 40kph flashing speed limit sign be installed that the marae can activate at their busy times.</p> <p>The board believes reducing speed limits on main arterial roads from 50 kph to 30kph potentially creates a hazard with drivers constantly looking at speedometers rather than focussing on the road.</p>

Approach	Detail	Papakura Local Board views
<p>Approach Two</p> <p>A high benefit cost ratio approach, proposing methods that provide higher return on investment.</p>	<p>Includes:</p> <ul style="list-style-type: none"> <li>• permanent changes for local roads</li> <li>• variable changes at school gates for arterial roads (high movement roads) and high-speed rural roads</li> <li>• changes for high-risk roads, or town centres on high-risk roads where support has been identified from previous engagement</li> <li>• complementing planned infrastructure or developments, e.g. new housing areas.</li> </ul>	<p>The board believes the optimum is for flashing signs for speed reduction in front of schools during school hours, with zero tolerance for vehicles travelling at 50kph, rather than a permanent reduction of the speed limit on main arterials and rural roads.</p> <p>Support 30kph in the Papakura town centre and Arion Road, Takanini, as traffic travels at a low speed anyway.</p> <p>Support the approach to include any new roads that appear within the boundaries of areas that already have reduced speed limits, so that they also have reduced speed limits to ensure consistency in an area.</p> <p>(board resolution e) 25 May 2022)</p>
<p>Tailored approaches</p>		
<p>Approach Three</p>	<p>An approach that is responsive to requests from partners and communities for specific speed limit reductions. These include requests from mana whenua, local boards, schools and community groups.</p>	<p>Support an approach that is responsive to requests.</p> <p>Airfield Road, Papakura, is a rural road becoming an urbanised area. Holy Trinity Catholic School has raised safety concerns about traffic turning into and out of the school.</p> <p>Requests from community groups, schools, individuals, etc. may need to be tested against wider views of road users.</p>

Approach	Detail	Papakura Local Board views
Approach Four	An approach that covers a high percentage of roads in the local board area for this phase of the programme.	
Approach Five	An approach that implements approved changes early in the local board area for this phase of the programme.	

b) reiterates the requests for Auckland Transport to investigate:

- i) the installation of a flashing school zone sign on Walters Road between Cosgrave Road and Grove Road (25 May 2022 resolution a) PPK/2022/83).
- ii) the traffic speeds on Walters Road from Grove Road to Battalion Drive (25 May 2022 resolution e) PPK/2022/83).
- iii) options to slow traffic in Gosper Road, Waiata Shores, between Brylee Drive and Te Napi Drive, as traffic is speeding up after Brylee Drive (25 May 2022 resolution f) PPK/2022/83).
- iv) options for slowing traffic in the roading precinct bounded by Clevedon Road, Settlement Road, Dominion Road and Marne Road, which includes Scott Road and Kelvin Road (25 May 2022 resolution g) PPK/2022/83).
- v) the installation of a flush median lane to allow traffic to safely turn right into the Holy Trinity School on Airfield Road. (25 May 2022 resolution h) PPK/2022/83).

**CARRIED**



# Puketāpapa Local Board

## Resolution number PKTPP/2023/38

**MOVED by Member J Turner, seconded by Deputy Chairperson F Lai:**

**That the Puketāpapa Local Board:**

- a) whakarite / provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland and tabled per the form in Attachment A.

Consistent Approaches

**Approach One** - Easy to understand approach:

- a) the easy-to-understand approach would benefit the community as proposed.
- b) the local board has local knowledge to share that could help to improve the easy-to-understand approach. This information has already been shared with Auckland Transport at a local board workshop and will be reviewed by Auckland Transport in accordance with their responsibility as a road controlling authority.

**Approach Two** - High benefit cost ratio approach:

- c) the high benefit cost ratio approach would benefit the community as proposed.
- d) the local board has local knowledge to share that could help to improve the high benefit cost ratio approach. This information has already been shared with Auckland Transport at a local board workshop and will be reviewed by Auckland Transport in accordance with their responsibility as a road controlling authority.

Tailored Approaches

**Approach Three** - Responsive to community and partner requests approach:

- e) partner and community requests are prioritised.
- f) Auckland Transport determines the priority of these requests.
- g) these requests are proposed in a later phase of the programme.

**Approach Four** - High percentage of roads approach:

- h) a high total percentage cover should be consulted on in this phase of the programme.

**Approach Five** - Early implementation approach following consultation and Auckland Transport Board approval:

- i) approved changes are implemented early in the 2024-2027 plan.

**CARRIED**

# Rodney Local Board

## Resolution number RD/2023/46

### **MOVED by Member M Dennis, seconded by Deputy Chairperson L Johnston:**

#### **That the Rodney Local Board:**

- a) whakarite / provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland 2024-2027 in accordance with the guidelines as per Attachment A to the agenda report

#### **Approach One** - Easy to understand approach

- the local board has local knowledge to share that could help to improve the easy-to-understand approach. This information has already been shared with Auckland Transport at a local board workshop and will be reviewed by Auckland Transport in accordance with their responsibility as a road controlling authority.

#### **Approach Two** - High benefit cost ratio approach

- the local board has local knowledge to share that could help to improve the high benefit cost ratio approach. This information has already been shared with Auckland Transport at a local board workshop and will be reviewed by Auckland Transport in accordance with their responsibility as a road controlling authority.

#### **Approach Three** - Responsive to community and partner requests approach

- partner and community requests are prioritised.

#### **Approach Four** – High percentage of roads approach

- a high total percentage cover should be consulted on in this phase of the programme.

#### **Approach Five** – Early implementation approach following consultation and Auckland Transport Board approval

- approved changes are implemented early in the 2024-2027 plan.

- b) support the review of speed limits in the following types of locations:

- i) schools and request a maximum speed limit of 60 kilometers per hour outside all Rodney schools with a lower variable speed limit of 30 kilometers during school pick up and drop off times
- ii) town centres
- vi) unsealed and non-exit roads and ensure that all road users are considered when accessing appropriate speed limits
- vii) sealed rural roads and request the following:
  - A) consistent speed limits between main and feeder roads
  - B) ensure that all road users are considered when accessing appropriate speed limits
  - C) ensure that unitary plan zoning is taken into consideration when analyzing appropriate speed limits for example, the Countryside Living Zone versus Rural Production Zone.
- viii) new development areas including the intersections surrounding new Rodney urban areas.

**CARRIED**

# Upper Harbour Local Board

## Resolution number UH/2023/42

### **MOVED by Chairperson A Atkinson, seconded by Member K Parker:**

#### **That the Upper Harbour Local Board:**

- a) whakarite / provide the following feedback on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Tāmaki Makaurau Auckland 2024-2027:
  - i) note that the Safe Speeds Programme is important for creating a road network that is safe for all road users, including pedestrians and cyclists, and that speed management is a proven and effective tool to improve safety
  - ii) acknowledge the Planning Committee request in 2018 to Auckland Transport to accelerate the road safety and speed management programs and to work with partners to make Auckland a Vision Zero region
  - iii) is of the view the current system of speed limits is simple and easy to understand. We believe there is a need to keep it simple and realistic in order to build community acceptance of these changes. We are concerned that too many different limits on different roads will create confusion and non-compliance
  - iv) request more work be done to promote a culture change whereby walking or using active transport to get to and from school is the preferred option
  - v) request that Auckland Transport undertakes a wayfinding project such that alleyways and paths are signposted appropriately
  - vi) request that in rapidly intensifying and dense developments (such as Hobsonville, Scott Point and Whenuapai) appropriate road treatments are put in at the time of development, including but not limited to:
    - A) appropriate speed limits
    - B) yellow no parking lines on one side of the road
    - C) slow speeds around intersections
    - D) raised pedestrian crossings
    - E) footpath on both side of the road.
  - vii) request a broad information campaign on the benefits of safer speed limits
  - viii) note the importance of capital investment in speed reduction and safety improvements such as traffic calming, shared paths and footpaths
  - ix) request that speed management plans are prioritised for areas around schools as they are high risk for pedestrians
  - x) restate Upper Harbour Local Board resolution UH/2021/165:

*That the Upper Harbour Local Board:*

    - a) *provide the following feedback on Tranche 2A of Auckland Transport's proposed speed limit changes:*

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- i) support proposed speed limit reduction at Attwood Road, Paremoremo, from 80km per hour to 50km per hour for the full length of the road*
  - ii) reiterate previous requests for Oakway Drive, Schnapper Rock and the full length of Gills Road, Albany to be considered in future tranches*
  - iii) speed limit reductions should be implemented through appropriate signage.*
- CARRIED**

- xi) does not support a reduction in speed along Albany Highway between Dairy Flat Highway and Bush Road as:
  - A) This section of road has been designed to allow ample room for both pedestrians and cyclists and we are of the view the current speed limit is appropriate given this design.
  - B) Albany Highway to the west of Bush Road does not have appropriate infrastructure or designs and needs capital to be spent to improve the safety

### Approach One – Easy to understand approach:

- xii) supports an easy-to-understand approach, however we do not support the approach as outlined which will result in some roads near schools being permanently 30km per hour
- xiii) support reductions in speed around schools during the hours of drop off and pickup
- xiv) support reduced speed limits within some town centres but not all
- xv) request to work with Auckland Transport and the community around town centres as some of our town centres also have busy arterial roads running through them. This programme needs to be focused on high risk town centres and high risk roads
- xvi) support reduced speed in areas where the community and local board work together to advocate for lower speeds.

### Approach Two – High benefit cost ratio approach:

- xvii) support this option as it has high benefit cost ratio approach which would benefit the community and has variable changes at school gates depending on the time

### Approach Three – Responsive to community and partner requests approach:

- xviii) support this option that partner and community requests are prioritized, but only where the local board also supports the request

### Approach Four – High percentage of roads approach:

- xix) does not support this option, we believe road changes should be more targeted and evidence based than a percentage of roads in a local board area

### Approach Five – Early implementation approach following consultation and Auckland Transport approval:

- xx) support changes being implemented early in the 2024-2027 plan. More and more people are driving (partly due to increased residential development, partly due to lack of busses and ferries and partly for private reasons) we need to encourage safe speeds to enable those that want to use other modes of transport safe passage.
- b) recognise that not all arterial roads are suitable for dropping to 30km/h due to the fact people have to drive across the region without alternatives.

**CARRIED**

# Waiheke Local Board

## Resolution number WHK/2023/41

**MOVED by Member K Matthews, seconded by Deputy Chairperson B Ranson:**

**That the Waiheke Local Board:**

- a) provide the following feedback on how the Waiheke island speed management changes made in December 2022 are progressing, and any further areas that could be improved:
  - i. variable speed limits of 30km/h around Waiheke Primary School and lower speeds near Fossil Bay School,
  - ii. speed management along Sea View Road,
  - iii. speed management along Cory Road,
  - iv. speed management along Mako Street,
  - v. Ocean View Road eastern end, extending speed limit to Moa Road,
  - vi. further speed treatments in Belgium Street, Ostend, to slow traffic,
  - vii. speed management near the Placemakers corner, Ostend,
  - viii. further Surfdale safety measures,
  - ix. additional red pavement markings close to townships,
  - x. importance of messaging to support the changes and help encourage people to comply with the speed limits,
  - xi. note compliance and enforcement is necessary and this will require police liaison,
  - xii. note safety impacts of car speed for cycling safety across the island and the need for safe off-road cycleways, and;
  - xiii. integration of all speed initiatives within the approved Waiheke Transport Design Guide.

**CARRIED**

# Waitākere Ranges Local Board

## Resolution number WTK/2023/43

**MOVED by Deputy Chairperson M Clayton, seconded by Member M Allen:**

**That the Waitākere Ranges Local Board:**

- a) whakarite / provide views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan for Auckland per the form in Attachment A.
  - i. note Approach One, an easy-to-understand approach, provides some benefits to the community as proposed by providing consistent speed limit changes and
  - ii. note that Approach Two, a high benefit cost ratio approach, allows for variable changes at school gates for arterial roads and may allow for a compromise to some permanent 30km/h speed changes
  - iii. note that Approach Three, a tailored approach that is responsive to requests from partners and communities for specific speed limit reductions, including mana whenua, local boards, schools and community groups, should be progressed
  - iv. view that there is limited information regarding Approach Three – Five, the tailored approaches, and that further detail about these should be provided to local boards in order to provide more detailed future feedback
  - v. view that the Local Board should have the opportunity to consult with their local community regarding Approach One – Five before providing further feedback.

**CARRIED**

# Waitematā Local Board

## Resolution number WTM/2023/52

### **MOVED by Chairperson G Sage, seconded by Member A Bonham:**

#### **That the Waitematā Local Board:**

- a) Provide the following views on the proposed approaches for development of Katoa, Ka Ora a Speed Management Plan:
  - i) support the Vision Zero goal of eliminating road transport related deaths and serious injuries (DSI) within the Auckland road network by 2050, because this objective is vitally important for all road users.
  - ii) support setting safe speed limits that recognize the function, safety, design, and layout of roads.
  - iii) recommend an approach that covers a high percentage of roads in the local board area for this phase of the programme. Consistent approach (Approaches One and Two) – these require consistency across all local boards to have a regional approach for Aucklanders.
    - A) 50km/hr on arterial roads in urban areas.
    - B) 40km/hr on residential roads.
    - C) 30km/hr in areas around schools within school hours – from 100m around school entrances. Each school area should have flashing light signage to say ‘slow down’.
  - iv) treating blocks of roads/ local road areas to ensure consistent speed limits across the same types of roads e.g., similar urban residential roads don’t have limits of 30, 40 and 50 km/h in adjacent streets.
  - v) matching the speed limit to the use and design of the road, i.e., slower speeds for areas that have higher amounts of people walking and cycling such as residential roads, near schools and/or town centres, and for roads that are designed for lower speeds.
  - vi) filling in ‘gaps’ so there are not small pockets of untreated roads which is inconsistent for drivers.
  - vii) permanent changes for local roads.
  - viii) variable changes at school gates for arterial roads (high movement roads) and high-speed rural roads.
  - ix) changes for high-risk roads, or town centres on high-risk roads where support has been identified from previous engagement.
  - x) complementing planned infrastructure or developments, e.g., new housing areas.
  - xi) implementing the programme early, preferably in the first phase of the 2024-2027 programme, in the Waitemata Local Board area.
  - xii) we advocate to Auckland Transport and Waka Kotahi with consultation with the Waitemata Local Board to install road treatments (speed bumps/ road narrowing/ signalised pedestrian crossings) and enforcement measures that will help ensure appropriate speed limits are abided by.

**CARRIED**

# Whau Local Board

## Resolution number WH/2023/32

### **MOVED by Chairperson K Thomas, seconded by Member S Zhu:**

#### **That the Whau Local Board:**

- a) whakamihi / thank Auckland Transport for the opportunity to provide feedback on the proposed approaches for Katoa, Ka Ora, Speed Management Plan for Tāmaki Makaurau Auckland.
- b) tuhi ā-taipitopito / note that the proposed approach is going out for public consultation and request that the local board is given the opportunity to provide further views and feedback.
- c) view that Approach One the easy-to-understand approach would benefit the community but note that the local board has local knowledge to share that could help to the easy-to-understand approach and request the opportunity to provide further feedback.
- d) view that Approach Two the high benefit cost ration approach would benefit the community but note that the local board has local knowledge to share that could help to improve the high benefit cost ratio approach and request the opportunity to provide further feedback.
- e) tono / request that partner and community requests be prioritised in Approach Three.
- f) tono / request that both high and low total percentage cover should be consulted on in this phase of the programme in Approach Four with the opportunity for the local board to provide further feedback.
- g) tono / request that approved changes are implemented early in the 2024-2027 plan in Approach Five with opportunity for the local board to provide further feedback.

**CARRIED**