

Entered by Board Secretary

AGENDA ITEM 20 BOARD DECISION PAPER	
To:	Board
From:	Teresa Burnett, General Manager Transport Safety
Reviewed:	Design and Delivery Committee Dean Kimpton, Chief Executive Officer
Date:	21 February 2024
Title:	Draft Katoa, Ka Ora: Auckland speed management plan 2024-27 updated targeted focus

Aronga / Purpose

1. To seek endorsement of the draft updated Katoa, Ka Ora: Auckland speed management plan 2024-27 (SMP). This plan aligns community feedback with central government direction. We request that it now proceeds to the Regional Transport Committee for a decision on adoption.

Tuku mana / Delegation

2. N/A.

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Note that following feedback and direction from the Design and Delivery Committee to more strongly align with central government direction, the draft Katoa, Ka Ora: Auckland speed management plan has an updated targeted focus on safe and appropriate speed limits near schools, marae, and Karioitahi Beach. These all have strong community support.
- b) Note the resolutions passed at the Transport and Infrastructure Committee meeting on 7 December 2023 including approval of speed limit changes on Karioitahi Beach as a council-controlled road, and support of the three-year implementation plan and 10-year vision (please refer to Attachment 1).

- c) Note the letter Auckland Transport received from the Minister of Transport, dated 12 December 2023, regarding the Land Transport Rule: Setting of Speed Limits Amendment 2023 to the Land Transport Rule: Setting of Speed Limits 2022 that were published on the New Zealand Transport Agency Waka Kotahi website and came into effect on 15 December 2023 (please refer to Attachments 2 and 3).
- d) Note that the requirement to develop speed management plans is now discretionary rather than mandatory and that speed management plans can still be submitted for certification. Speed management plans are still available under the Land Transport Rule: Setting of Speed Limits 2022 to progress speed limit changes, and all existing speed limits from certified plans remain legally valid. Implementation does not need to commence immediately following certification and can occur between 2024 and 2027.
- e) Note that Auckland Transport must act in accordance with its statutory purpose under the Local Government (Auckland Council) Act 2009, which is to contribute to an effective, efficient and safe Auckland land transport system in the public interest. This means Auckland Transport should act promptly once it has reviewed a speed limit and determined it to be unsafe.
- f) Note that a decision from the Regional Transport Committee would mitigate the risk of needing to repeat public consultation under the new Rule. A change in the requirements for consultation would mean that consultation completed to date was no longer adequate. If public consultation was repeated it may take up to two to three years from receipt of a community or local board request to complete a speed limit review and progress to its implementation.
- g) Note that implementation does not need to commence immediately following certification and can occur between 2024 and 2027.
- h) Endorse the draft Katoa, Ka Ora: Auckland speed management plan to be taken to the Regional Transport Committee for a decision on adoption.

Te whakarāpopototanga matua / Executive summary

3. A draft SMP for Auckland, Katoa, Ka Ora, has been prepared following two years of community and elected member engagement and consultation. This has been

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supported by the Transport and Infrastructure Committee and the majority of local boards.

4. Central government has signalled changes to the approach to speed limit setting and is progressing development of new legislation. To respond and more strongly align with central government direction, the draft plan has been updated to have a targeted focus on schools, marae and Karioitahi Beach.
5. Given the significant investment of community and elected member time and effort to participate in the engagement and consultation on the draft plan, the project team is seeking endorsement to proceed to the Regional Transport Committee for a decision on whether to adopt the updated, more targeted draft plan.

Ngā tuinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
February 2024 Design and Delivery Committee	Katoa, Ka Ora: Auckland Speed Management Plan 2024-2027	Feedback and guidance was provided to more strongly align plan with central government direction with a focus on schools.
November 2023 Board	Katoa Ka Ora – draft Auckland Speed Management Plan 2024 - 2027	Noted consultation feedback and intent to seek clarity from the new government before submitting the plan for adoption in March 2024.

Te horopaki / Background

6. In previous decisions, the board has committed to deliver on the vision in the Auckland Plan 2050 of “a safe transport network, free from death and serious injury.” This includes the adoption of a Vision Zero strategy in 2019 and approval of three phases of speed limit changes since then. This proposal strongly aligns with the Auckland Transport (AT) purpose and strategy which has safe journeys for everyone as the first objective.
7. Katoa, Ka Ora is AT’s first speed management plan under the Land Transport Rule: Setting of Speed Limits 2022 (Rule). It follows three phases being

implemented under previous legislation. Safe speed limit setting is evidence-based and with regular assessments demonstrating benefits.

8. The draft plan is the culmination of a high engagement consultation approach where communities and local boards have worked for more than two years to develop an agreed approach to managing speed, particularly near schools. The project team surveyed 200 schools, held 64 workshops, including 21 local boards, mana whenua, 170 partners, stakeholders and community members.
9. Public consultation on the draft Katoa, Ka Ora: Auckland SMP was completed over the months of July and August 2023, with approximately 8,000 feedback submissions received. (Attachment 4)
10. The majority (16) of local boards supported the proposed changes after they received summaries of public consultation feedback for their area.

Mostly supported	Neutral or mixed support	Mostly opposed
Abert-Eden, Aotea / Great Barrier, Devonport-Takapuna, Franklin, Henderson-Massey, Hibiscus & Bays, Mangere-Otahuhu, Manurewa, Maungakiekie-Tamaki, Otara-Papatoetoe, Papakura, Upper Harbour, Waiheke, Waitakere Ranges, Waitemata and Whau	Kaipatiki, Orakei, Rodney and Puketapapa	Howick

11. On 7 December 2023, the Transport and Infrastructure Committee approved speed limit changes on Karioitahi beach (an Auckland Council controlled road) to be included in the final draft Katoa, Ka Ora: Auckland SMP and supported the three-year implementation plan and 10-year vision (please refer to Attachment 1).

Te hononga ki te “Statement of Intent 2023 - 2026”/ Alignment to Statement of Intent 2023 - 2026

12. There is strong alignment of the draft Katoa, Ka Ora: Auckland SMP to the principles in the Statement of Intent 2023 - 2026 including:
 - a. Focus on what Aucklanders care about - such as the safety of children travelling to school.

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- b. Travel time impacts have been assessed and show the expected travel time delay is less than 15 seconds for an average urban vehicle trip of around 20 minutes. This is because speed limit changes focus on local roads, not the arterial network.
- c. Safety is a legal part of AT's core purpose and speed limits are an affordable, value for money action to deliver safety outcomes.

Me mōhio koe / What you need to know

- 13. Following advice and feedback from the Design and Delivery Committee, the updated draft plan has a targeted focus on safe and appropriate speed limits near schools, marae and Karioitahi beach. This responds to and more strongly aligns with central government direction and signals.
- 14. Customer research shows the safety of children on the journey to school is of increasing concern to parents and safety near schools has been consistently supported in elected member engagement.
- 15. In line with genuinely listening to communities, the updated targeted draft plan does not include any locations opposed by local boards following consultation.
- 16. Over the past two years, communities, mana whenua, elected members have invested their valuable time and effort to participate in the development of this draft plan. Proceeding to make a decision on the plan ensures customers may have trust and confidence in AT's decision-making processes and are more likely to participate in future consultations.
- 17. A decision from the Regional Transport Committee would mitigate the risk of needing to repeat public consultation under the new Rule. Our legal team has advised that a change in the requirements for consultation would entail the consultation conducted was no longer adequate. For example, if special consultation procedure was to be a new legal requirement, any other consultation would be inadequate.
- 18. AT must act in accordance with its statutory purpose under the Local Government (Auckland Council) Act 2009, which is to contribute to an effective, efficient and safe Auckland land transport system in the public interest. AT is therefore required to act promptly once it has reviewed a speed limit and determined it to be unsafe. AT must also take all sufficient precautions for the general safety of the public on or near any road, under section 353 of the Local Government Act 1974.

- 19. The timeframe for replacing the current Rule is uncertain. Experience shows that it may take two to three years from the receipt from a school or marae for a speed limit review to its implementation, depending on consultation and other legal requirements. Should this draft SMP not be passed under current legislation, it is currently not possible to provide schools and marae with any certainty as to if or when their requests may be reassessed and reconsidered in the future.
- 20. Implementation does not need to commence immediately following certification and can occur between 2024 and 2027. This means there could be a pause following certification and prior to any implementation to await further information on the new Rule (unless there is strong community need and alignment with the Government direction).
- 21. With a social cost of over \$2b per annum expected from road crash trauma in Auckland, reducing road harm is a key part of lifting Auckland's productivity and economic growth to increase opportunities and prosperity for all. Speed is a factor in 70% of injury crashes across New Zealand. Social cost is made up from loss of life/life quality, loss of productivity, medical resources, legal system resources and vehicle loss and repairs.

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

- 22. The initial cost estimate for the three-year draft plan was \$45-70 million including development, consultation, design, and delivery, however there is an opportunity to explore cost savings with a more targeted focus. Funding has been requested as part of the Long Term Plan 2024-2034 and is subject to approval.

Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

- 23. The proposal impacts on climate change, as safe speed limits encourage walking and cycling by making these modes more attractive. This strongly aligns with the Transport Emissions Reduction Pathway which has a key action to 'rapidly deliver safe speeds across urban Auckland.' In evaluations of town centres where speed limits were reduced and safety improvements introduced, 19 per cent of people surveyed said they participate in at least one active mode activity more often since the projects have been completed.

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Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Mana whenua and maata waka have been engaged through the Mana Whenua Kaitiaki Forum, transport hui and direct meetings with kura and marae. The Independent Māori Statutory Board has been consulted through Transport and Infrastructure Committee meetings. Mana whenua have been supportive of safe speeds as Māori are over represented in road harm and the proposal includes a number of mana whenua and maata waka requests.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Local boards have been central to the development of the draft plan as this aligns with many local board plan outcomes. Sixteen of 21 local boards have supported the draft plan following review of public consultation feedback.
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Setting safe speed limits complements Eke Panuku's regeneration objectives.

Ā muri ake nei / Next steps

24. Seek adoption of draft Katoa, Ka Ora: Auckland SMP from the Regional Transport Committee in March 2024. Subject to adoption, seek certification from the Director, Land Transport of the New Zealand Transport Agency Waka Kotahi.
25. Await further information on the new Rule prior to any implementation, unless there is strong community need and alignment with the Government direction.

Ngā whakapiringa / Attachments

Attachment #	Description
1.	Minutes of Transport and Infrastructure Committee meeting - December 2023
2.	Letter received from Minister of Transport, 12 December 2023
3.	Amendments made to the Land Transport Rule: Setting of Speed Limits 2022
4.	Report on Public feedback: Katoa, Ka Ora Draft Speed Management Plan for Auckland 2024-2027

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Eric van Essen Programme Director	Teresa Burnett General Manager Transport Safety	Dean Kimpton Chief Executive
		