

## Minutes of the Auckland Transport Board meeting (Open session)

Held on 28 November 2023 from 10.00am to 12.24pm, at Auckland Transport,  
20 Viaduct Harbour (1.04) | MS Teams

<b>Board:</b>	Mark Darrow (Acting Chair), Wayne Donnelly (Deputy Chair), Raveen Jaduram, Councillor Andrew Baker, Henare Clarke, Councillor Chris Darby, Nicole Rosie	
<b>Executive Leadership:</b>	Dean Kimpton (Chief Executive)	Items 1 - end
	Jenny Chetwynd (EGM Planning & Investment)	Items 1 - end
	Rodger Murphy (EGM Risk & Assurance)	Items 1 - end
	Stacey van der Putten (EGM Public Transport Services)	Items 1 - end
	Mark Laing (EGM Finance)	Items 1 - end
	Andrew Downie (Governance Lead)	Items 1 - end
<b>Management Attendees:</b>	Andrew McGill (Head of Integrated Network Planning)	Item 17
	Adam Weller (Head of Climate Change and Sustainability)	Item 15
	Kate Bicknell-Young (Legal Counsel, Public Law)	Items 16, 24
	Hamish Bunn (GM Investment, Planning & Policy)	
	David Bardsley (Group Finance Manager)	Item 18
	Mark Banfield (GM Infrastructure Project Delivery)	Items 20-21
	Adrian Price (Technical Lead – Rail Construction)	Item 20
	Luke Donald (Investigation & Design Manager – Central)	Item 21
	David Stephenson (Tribe Lead – Grow PT Patronage)	Item 22
	Kieran Burns (Board Secretary)	Items 1 - end
<b>Public Presenters:</b>	Cath Handley and Robin Tucker of Waiheke Local Board	Item 12
<b>Apologies:</b>	None noted.	

Item	Topic
<b>Opening</b>	
1.	<b>Welcome/Acknowledgements</b> The Acting Chair welcomed participants to the meeting.
2.	<b>Opening Karakia</b> The Acting Chair led the opening karakia.
3.	<b>Apologies</b> None noted.
4.	<b>Update from the Chair</b> The Acting Chair acknowledged the work and long career of public service of Mr Donnelly, who has recently stepped down from his role as Acting Chair and will retire from the board in March 2024.  The Acting Chair also acknowledged and praised the work of Auckland Transport's (AT's) transport officers. The Acting Chair noted that the transport officers often work in a hostile environment, enduring physical and verbal threats from members of the public, but who nonetheless do an excellent job of supporting customers.
5.	<b>Late Items for General Business</b> Councillor Darby requested that the governance forward programme be brought onto the open agenda in future board meetings. The Acting Chair endorsed Councillor Darby's request.
6.	<b>Interest Register - Declarations/Conflicts</b> No interests or conflicts were noted.
7.	<b>Board Tenure &amp; Committee Membership</b> The Acting Chair advised that this item was available for noting by the board.
8.	<b>Approval of Draft Open Session Minutes – 31 October 2023</b>

	<p>The AT Board (board) approved the minutes from the board meeting held on 31 October 2023.</p> <p>Moved: Councillor Darby, Seconded: Raveen Jaduram. Carried.</p>
9.	<p><b>Action Register</b></p> <p><i>2023December05</i>: the Acting Chair advised that this item is complete and can be removed from the register.</p> <p><i>2023Aug01</i>: the Governance Lead advised that this action was brought before the Finance Assurance Committee and as such recommended it could be removed from the register.</p> <p><i>2023Oct01</i>: the Governance Lead advised that this item is complete and recommended that it could be removed from the register.</p> <p><i>2023Oct02</i>: the Governance Lead advised that this item is ongoing and should remain on the register.</p> <p><i>2023Oct03</i>: the Governance Lead advised that this action is addressed in the Chief Executive's report, so recommended that it could be marked as complete and removed from the register.</p>
10.	<p><b>Public Submissions Register</b></p> <p>No submissions or actions were noted.</p>
<b>Statements from Members of the Public</b>	
11.	<p><b>Presentation on recycling of pavement &amp; concrete into aggregate to be reused into roading and infrastructure by Vernon Developments</b></p> <p>Mr Vernon was unable to attend due to illness.</p>
12.	<p><b>Presentation on Waiheke Ferry Service by the Waiheke Local Board</b></p> <p>Ms Handley and Ms Tucker spoke on behalf of the Waiheke Local Board.</p>

	<p>Ms Handley noted that the ferry service to Waiheke Island is characterised by a low competition environment. She noted that this having a negative effect on commuters including high prices and low service quality.</p> <p>Ms Handley noted that Island Direct is a new ferry operator that will be providing Waiheke Island ferry services, but noted her concern that it will be unable to compete with Fullers Group Limited due to its existing established marked position and factors such as the lack of advertising space on the downtown wharf. Ms Handley also noted her concern that the current wharf infrastructure at Matiatia Wharf is inadequate, which is causing substantial delays and commuter issues.</p> <p>The Executive General Manager (EGM) Public Transport Services advised that AT has been working with and supporting Island Direct with the launch of its ferry services. She noted that Pier 2 on Waiheke is being rebuilt which will increase resilience on the network.</p> <p>Councillor Darby noted that it is critical that Island Direct receive equity of access, which includes access to the HOP system. He noted that the current lack of access to the HOP system is a substantial issue for Island Direct. The EGM Public Transport Services advised that work is ongoing to give Island Direct access to HOP cards. She noted that integration with Gold Cards requires working with Waka Kotahi New Zealand Transport Agency (Waka Kotahi).</p> <p>Councillor Darby noted that there is a lead-in time to becoming HOP-enabled and queried what conversations management has had with Island Direct. The EGM Public Transport Services noted that some conversations have occurred with Island Direct, but that Island Direct's initial focus is on getting its pre-booking system established, with the HOP card system being a second priority.</p> <p>Councillor Baker queried what steps management can take to level the playing field for the ferry service operators. The EGM Public Transport Services noted that management can help provide greater signage</p>
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	and advertising, but that there are capacity constraints regarding signage space available.  <b>Action item:</b> <ul style="list-style-type: none"> <li>• <b>2023Nov01:</b> The EGM Public Transport Services to draft a memorandum addressing the concerns and questions raised by the Waiheke Local Board about the competitive environment on the Waiheke Island ferry route and how a 'level playing field' will be enabled.</li> </ul>
13.	<b>Board Discussion on Public Statements</b>  The Acting Chair noted his thanks to Ms Handley and Ms Tucker for their submission.
<b>Standing items</b>	
14.	<b>Chief Executive Open Business Report</b>  The Chief Executive spoke to the report and highlighted the following matters: <ul style="list-style-type: none"> <li>• <b>Rail investment:</b> he noted that the 30-year heavy rail investment programme and business case, in partnership with KiwiRail, has been completed.</li> <li>• <b>Eastern Busway:</b> he noted that the development of the Eastern Busway is progressing on-time and within budget.</li> <li>• <b>Renewals and maintenance:</b> he noted that the flood recovery works programme is proceeding well with several major projects recently completed. He also noted that AT will be launching a significant campaign over summer to promote the work AT is doing to renew and repair Auckland's roads.</li> <li>• <b>Congestion and road network optimisation:</b> he noted that solving Auckland's congestion issue requires significant leadership and vision whilst balancing trade-offs. He noted that the public perception is that congestion on the roading network is solely AT's responsibility, and that AT needs to accept this perception and strive to do the right thing for Aucklanders.</li> <li>• <b>Karangahape Road review learnings:</b> he noted that AT has recently completed an internal review of the Karangahape Road change project. He noted that an important lesson learnt is that when AT is guiding communities through change, management needs to work and engage with the relevant community over time about both the whole change</li> </ul>

	management programme and each individual project's timelines. <ul style="list-style-type: none"> <li>• <b>Westfield Newmarket:</b> he noted that AT is working with shopping malls and precinct owners regarding how to better manage peak traffic conditions and how to encourage shoppers to use public transport to access shopping malls over the busy Christmas period.</li> </ul> <p>Ms Rosie queried how AT can better showcase successes around change management rather than the narrative being focused on the complaints. The Chief Executive noted that there is an opportunity to better tell the narrative through the communications team and use of social media channels.</p> <p>Mr Clarke queried whether AT's contractors are sufficiently equipped to deliver the renewals programme in future. The Chief Executive noted that this is an area of concern given the level of resourcing available in the industry.</p> <p>Councillor Darby asked whether management is planning to develop a transport circulation plan as part of the 'Room to Move in the City Centre' project. The Chief Executive advised that management is currently carrying out work to develop this plan and that a further update to directors would be provided in due course.</p> <p>The board:</p> <p style="padding-left: 40px;">a) Noted the information provided in the report.</p> <p>Moved: Raveen Jaduram, Seconded: Councillor Baker. Carried</p>
15.	<b>Climate Change and Sustainability</b>  The EGM Planning and Investment introduced the report.  She noted that the report is the draft prototype for the regular standing board meeting agenda item on climate change and sustainability. She noted that she was seeking board input about the format and style of the report. She noted that the report includes a brief outline of key sustainability issues and some reporting of performance against sustainability strategy objectives.



	<p>Ms Rosie thanked the EGM Planning and Investment for developing the report and noted that it would be useful for the report to differentiate between system level objectives and objectives where AT is the sole contributor. She also noted it would be useful to provide definitions around the terms 'on track', 'watch' and 'not on track' and to determine which measures are defined from a legislative standpoint.</p> <p>Mr Donnelly noted that it would be useful to see sustainability and emissions trends over time in the report so that AT can track its progress over time against its objectives.</p> <p>Mr Jaduram noted AT's sustainability strategy and Statement of Intent should be integrated into the analysis in the report to ensure that the sustainability strategy aligns with reporting.</p> <p><b>Action item:</b></p> <ul style="list-style-type: none"> <li>• 2023Nov02: Ensure Climate Change and Sustainability reporting is integrated with AT's sustainability strategy and Statement of Intent.</li> </ul> <p>The board:</p> <p>a) Reviewed and provided feedback on the draft Climate Change and Sustainability Report and Dashboard.</p> <p>Moved: Raveen Jaduram, Seconded: Wayne Donnelly. Carried</p>
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**Items for Approval**

16.	<p><b>Board Charter Review</b></p> <p>The Acting Chair introduced the report.</p> <p>Ms Bicknell-Young noted that she was assisting the Governance team in a legal review of the AT Board Charter (charter).</p> <p>She advised that AT has the ability to draft its own charter. Council has developed the Council Controlled Organisation Accountability Policy and Governance Manual for Substantive Council Controlled Organisations, both of which provide input into elements of the charter.</p> <p>Ms Rosie queried what the role of the board is under the charter if AT encounters solvency issues. Ms Bicknell-Young noted that this will need to be covered in her legal review.</p>
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	<p>It was noted that further work would be undertaken on the charter and an updated draft would be provided to the board for approval at the 27 February 2024 meeting.</p>
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17.	<p><b>Regional Public Transport Plan (RPTP) - final approval</b></p> <p>The EGM Planning &amp; Investment introduced the report.</p> <p>The EGM Planning &amp; Investment noted that the RPTP has had undergone extensive public consultation, with over 3,000 submissions received. She noted that there was strong public and local board support for the vision, goals, actions and policies proposed in the draft RPTP.</p> <p>Mr McGill noted that the RPTP had recently been reviewed and discussed by the Transport Infrastructure Committee (TIC). He noted that the TIC had two main pieces of feedback, the first being the financial viability of public transport services in the context of funding uncertainty under the Long-Term Plan, and the second being the future of the Gulf Harbour ferry service.</p> <p>The Acting Chair queried whether management is undertaking any action to restore the Gulf Harbour ferry service. Mr McGill advised that management is assisting with the training and upskilling of ferry staff and crew, with a plan in place to restore the Gulf Harbour ferry services pre-COVID-19 pandemic service standards.</p> <p>Ms Rosie noted that while the RPTP supports 150 million passenger boardings per annum, this is significantly below the Transport Emissions Reduction Pathway (TERP) goal of 550 million passenger boardings per annum. Ms Rosie also noted that only 100 out of the 150 million boardings under the RPTP are funded, and that the Government Policy Statement (GPS) may change impact this further under the incoming government.</p> <p>Noting that the Design and Delivery Committee (DDC) had recommended the draft RPTP to the board, the board:</p> <p>a) Approved the Regional Public Transport Plan, apart from the service change initiatives, noting that there are gaps around funding for public transport services and the difference between the passenger boarding targets under the Regional</p>
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	<p>Public Transport Plan compared to the Transport Emissions Reduction Pathway.</p> <p>b) Noted the changes made to the Regional Public Transport Plan following feedback from public consultation.</p> <p>c) Noted that the proposed service changes contained within the Regional Public Transport Plan will be revised and confirmed once the funding decisions on the Long-Term Plan are complete and re-presented to the board for its endorsement.</p> <p>Moved: Raveen Jaduram, Seconded: Wayne Donnelly. Carried.</p>
18.	<p><b>Rail Investment Programme</b></p> <p>The EGM Planning &amp; Investment introduced the report.</p> <p>She noted that management has been working with KiwiRail on how to optimise the existing heavy rail network and improve network resilience.</p> <p>Mr Donnelly queried the status of the rail investment programme with the KiwiRail board. The EGM Planning &amp; Investment advised that the KiwiRail board has endorsed the programme.</p> <p>Ms Rosie noted that Waka Kotahi New Zealand Transport Agency (Waka Kotahi) is supportive of the programme. Ms Rosie noted that although the board are not being asked to endorse the funding for the programme, the board are indicating that it is supportive of the \$40b funding that is expected to be required.</p> <p>Noting that the DDC had recommended the rail investment programme to the board for approval, that Waka Kotahi had reviewed the rail investment programme and that KiwiRail had endorsed the rail investment programme, the board:</p> <p>a) Approved the 30-year heavy rail investment programme outlined within the Rail Programme Business Case.</p> <p>b) Noted Auckland Transport will continue to work with KiwiRail to develop and seek approval for a preferred programme procurement and resource strategy to realise and maximise programme efficiencies, benefits, and outcomes.</p>

	<p>c) Noted Auckland Transport will continue to work with KiwiRail to advocate for alternate funding mechanisms for the programme as a single investment.</p> <p>d) Noted that the Rail Programme Business Case 30-year investment programme will form a key input into the development of the Auckland Integrated Transport Plan.</p> <p>Moved: Wayne Donnelly, Seconded: Raveen Jaduram Carried.</p>
19.	<p><b>Auckland Rapid Transit Plan (ARTP) - final approval</b></p> <p>The EGM Planning &amp; Investment introduced the report and noted that the ARTP sets out the next 30 years of rapid transit requirements for the region and guidance on how this should be realised.</p> <p>The Acting Chair noted that the ARTP appears to be a reference document rather than a plan. This statement was endorsed by Mr Jaduram.</p> <p>Councillor Darby noted that the ARTP fulfils an important function as it enables AT to demonstrate Auckland's vision for rapid transit to the public.</p> <p>The Acting Chair queried whether the ARTP will be a public document. Mr McGill confirmed that it will be.</p> <p>The Chief Executive and the board acknowledged the work and tenure of the EGM Planning &amp; Investment, who recently resigned from AT.</p> <p>The board:</p> <p>a) Noted the Auckland Rapid Transit Plan as a baseline reference document for Auckland Transport.</p> <p>Moved: Raveen Jaduram, Seconded: Wayne Donnelly. Carried.</p>
20.	<p><b>Rosedale Station and Road Widening Construction Procurement</b></p> <p>Mr Banfield introduced the report.</p> <p>The Acting Chair noted the Rosedale widening project had been endorsed by the DDC at its 17 October 2023 meeting, except for management's request for a budget increase. Mr Banfield noted that</p>



	<p>management has accepted the DDC's decision not to support a budget increase.</p> <p>Councillor Darby queried whether there is extensive bus and cycle prioritisation under the Rosedale widening project. Mr Price confirmed that there is priority for buses and that a dedicated cycle lane is being built.</p> <p>Noting that the DDC had endorsed the Rosedale widening project to the board, the board:</p> <p>a) Delegated financial authority to the Chief Executive for procurement plan approval, tender release, tender evaluation report approval and contract award of the project physical works, subject to funding in the Long-Term Plan.</p> <p>Moved: Wayne Donnelly, Seconded: Raveen Jaduram. Carried.</p>
21.	<p><b>Meadowbank Kohimarama Connectivity Project – Gowing Drive</b></p> <p>Mr Banfield introduced the report and noted that management is seeking approval from the board for a budget increase for the Meadowbank Kohimarama Connectivity Project (MKCP).</p> <p>Councillor Darby noted that there is a risk that the regional fuel tax will be removed by the incoming government and queried whether, given that risk, the board should only consent to a budget increase for the MKCP once the funding situation is confirmed. Mr Banfield noted that if AT waits until a decision on the regional fuel tax is confirmed, then the consent for the MKCP will be delayed by six months, which will cause significant delays and cost increases.</p> <p>The Acting Chair queried what the regrettable spend is if the MKCP did not proceed with the current timing. Mr Banfield advised that the regrettable spend will be approximately \$250,000.</p> <p>Ms Rosie queried whether management has engaged in discussions with Waka Kotahi about the project. The EGM Finance confirmed that discussions with Waka Kotahi have taken place and that Waka Kotahi expects AT to carry out stage 4 of the project.</p>

	<p>The Chief Executive noted that AT has made verbal commitments to both the local board and the local residents about progressing and completing the MKCP subject to funding requirements being met.</p> <p>The board:</p> <p>a) Approved a project budget increase of \$11.4m for the Meadowbank Kohimarama Connectivity Project, increasing the total estimated cost from the February 2021 Detailed Business Case concept design 2020 price estimate of \$21m to a P50 detailed design estimate of \$32.4m as a result of enhanced engineering requirements and inflation for the southern connection at Gowing Drive and Eastern Rail Line underpass.</p> <p>b) Noted that \$23.0m is required within the revised total cost estimate to complete the remaining Meadowbank Kohimarama Connectivity Project components comprising the southern connection at Gowing Drive and the Eastern Rail Line underpass over 2023/24 to 2024/25.</p> <p>c) Noted that the Meadowbank Kohimarama Connectivity Project was identified as a priority project as part of the August 2023 board meeting consideration of capital programme delivery and risks, with \$24.0m included across 2023/24 to 2024/25.</p> <p>d) Noted that co-funding will be sought from Waka Kotahi New Zealand Transport Agency for the cost estimate increase, recognising the risk that this may be declined due to a low Benefit Cost Ratio. Risk also exists around \$8m of Regional Fuel Tax funding needed for the project.</p> <p>e) Approved the project to proceed subject to:</p> <ul style="list-style-type: none"> <li>• approval of Waka Kotahi New Zealand Transport Agency co-funding of 51% for the cost estimate increase, and</li> <li>• confirmation of the \$8m Regional Fuel Tax funding or other supplementary funding contribution in the event Regional Fuel Tax is not available.</li> </ul> <p>f) Delegated authority to the Chief Executive to commence with public consultation and consenting of the project, with a caveat that construction of the project remains subject to funding</p>
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	<p>approval.</p> <p>g) Delegated authority to the Chief Executive, subject to funding approval, to finalise and approve a procurement plan, release of tender, approval of tender evaluation report and to execute physical works contracts over \$20.0m within the revised total budget estimate of \$32.4m.</p> <p>Moved: Wayne Donnelly, Seconded: Councillor Baker. Carried.</p>
22.	<p><b>Annual Fare Review and Fare Strategy</b></p> <p>The EGM Public Transport Services introduced the report and noted that management is seeking approval for a weighted average public transport fare increase of 6.2%. She noted that while the fare increase is slightly above the consumer price index, public transport operating costs have continued to rise, whilst fares have remained low due to government subsidisation. As a result, AT needs to raise public transport fares to keep pace with rising operating costs.</p> <p>Ms Rosie noted that this fare increase seems relatively light compared to overseas comparisons and queried how management landed upon the 6.2% weighted average figure. The EGM Public Transport Services noted that management sought to find an appropriate balance between affordability / equity of access for commuters and ensuring that AT can provide financially sustainable public transport services.</p> <p>The Acting Chair queried whether the EGM Public Transport Services could give the board assurance that management are optimising current bus networks to ensure they are as efficient as possible. The EGM Public Transport Services provided that assurance.</p> <p>Councillor Baker queried whether management plans to review AT's fare approach under the zonal system. The EGM Public Transport Services advised that management are receiving expert advice on this topic, but the preliminary view is that integrated zonal fares should be retained.</p> <p>Councillor Darby noted that an independent review of the fare structure is scheduled to be completed by May 2024 and queried what the scope of this review is. Mr Stephenson advised that the review will be comprehensive in nature including assessing the zonal fare structure,</p>

	<p>international benchmarking and analysing best practice for fares. Councillor Darby noted that the DDC needs to have a better understanding of the scope of this review.</p> <p><b>Action item:</b></p> <ul style="list-style-type: none"> <li>2023Nov03: The EGM Public Transport Services to discuss with the chair of the Design and Delivery Committee whether the scope of the independent review of Auckland Transport's fare structure can be circulated by email or whether a short online meeting is required.</li> </ul> <p>Ms Rosie noted that it would be useful to see benchmarking on the elasticity of demand for public transport as this will provide a better understanding of the trade-off between gaining extra revenue and losing customers.</p> <p>Noting that the DDC has recommended the annual fare review and fare strategy to the board, the board:</p> <ol style="list-style-type: none"> <li>Approved changes to the Public Transport fare schedule as provided as Attachment 1, targeted for 4 February 2024, with: <ol style="list-style-type: none"> <li>A fare increase (+6.2% weighted average) against an annual change in consumers price index of +5.6% (September 2023).</li> <li>A fare revenue increase of ~\$5.8m (+4.3%) exclusive of GST.</li> </ol> </li> <li>Noted the commissioning of an independent review of Auckland Transport's fare structure to inform future changes to address the affordability of longer distance fares and ferry fares cost recovery.</li> <li>Noted that Council funding challenges which are being considered as part of the development of the Long Term Plan may necessitate further fare changes.</li> </ol> <p>Moved: Raveen Jaduram, Seconded: Wayne Donnelly. Carried.</p>
<b>Items for Noting</b>	
23.	<p><b>Safety Business Report</b></p> <p>The EGM Public Transport Services introduced the report.</p>



	<p>She highlighted that:</p> <ul style="list-style-type: none"> <li>• Adverse safety work events identified as AT critical risks decreased by 44% in October 2023.</li> <li>• Violence, threats and aggression (VTA) decreased by 55% in October 2023 compared to September 2023.</li> <li>• Motorcyclist deaths and serious incidents (DSI) have grown 400%, resulting in 15 deaths in the last 12 months, up from 3 in the prior 12 months. Motorcyclists are 45x more likely to be a DSI than a passenger in a car.</li> </ul> <p>The Acting Chair noted that the trend in motorcyclist deaths is concerning and queried whether there was any particular reason for this trend. The EGM Public Transport Services noted that more people are riding motorcycles (with motorcycle registrations significantly increasing since last year) which is one factor.</p> <p>The Acting Chair noted that AT's transport officers often operate in a challenging environment and queried how management are providing support. The EGM Public Transport Services noted that management have robust safety systems in place, including that transport officers always operate in pairs and through provision of training, including for de-escalation.</p> <p>Mr Donnelly queried whether AT's transport officers have quick access to police support when needed. The EGM Public Transport Services advised that the transport officers have the police contactable on their radios.</p> <p>The board:</p> <p>a) Received this report.</p> <p>Moved: Councillor Baker, Seconded: Councillor Darby. Carried.</p>
24.	<p><b>Katoa, Ka Ora - draft Auckland Speed Management Plan 2024 – 2027</b></p> <p>Ms Bicknell-Young provided an overview of the approval process for the speed management plan in light of the implementation of the Land Transport: Setting of Speed Limits Rule 2022, which came into force on 19 May 2022.</p>

	<p>The EGM Public Transport Services noted that Katoa, Ka Ora proposes speed changes mostly around schools but also includes several rural roads and some town centres. She noted that Katoa, Ka Ora focuses on changing speed limits and installing signage, followed by monitoring and evaluation.</p> <p>Ms Rosie queried whether the incoming government is planning to change the proposed speed management plan. Ms Bicknell-Young confirmed that there is a proposed coalition agreement to increase speed limits where it is safe to do so.</p> <p>The EGM Public Transport Services provided an overview of the consultation process undertaken for Katoa, Ka Ora, noting that nearly 8,000 public consultation survey responses were received. She noted that the local board feedback was mostly positive, with opposition only received from the Howick Local Board.</p> <p>Mr Donnelly queried the next steps for the speed management plan. The EGM Public Transport Services advised that a TIC workshop is scheduled for 7 December 2023.</p> <p>The Acting Chair queried whether there is a risk of previous work being undone if legislation is repealed by the incoming government. The EGM Public Transport Services advised that this is relatively low risk because previous changes were implemented through by-laws.</p> <p>Ms Rosie noted that there is significant community and public support for the changes, including 74% support for speed reductions around schools.</p> <p>The board:</p> <ol style="list-style-type: none"> <li>Noted the summary of public consultation feedback.</li> <li>Noted which local boards have confirmed their support for proposed speed limit changes by way of resolution.</li> <li>Provided guidance on any further changes recommended prior to finalising the plan.</li> <li>Noted the proposed approach to update the plan following the feedback received.</li> <li>Noted that the Katoa, Ka Ora (draft Auckland speed manage plan 2024-2027) programme's timeline is set by the Land Transport Rule: Setting of Speed Limits 2022 and Director of</li> </ol>
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	<p>Land Transport, which requires us to submit a speed management plan by March 2024. The Rule is current law and AT is legally required to follow these legal obligations and timelines.</p> <p>f) Noted that the project team will seek clarity from the new government on their priorities before submitting the final plan to the Regional Transport Committee for approval in March 2024.</p> <p>Moved: Wayne Donnelly, Seconded: Raveen Jaduram. Carried.</p>
<b>General</b>	
25.	<p><b>General Business</b></p> <p>None noted.</p> <p>The meeting closed at 12:24pm.</p>
<b>Next meeting: Tuesday 27 February 2024</b>	

Approved by the board as a true reflection of the meeting proceedings.

Mark Darrow  
Acting Chair

