

Entered by Board Secretary

AGENDA ITEM 6 BOARD NOTING PAPER	
To:	The Board
From:	Liza Hayes, Board Secretary
Reviewed:	Andrew Downie, Head of Governance Dean Kimpton, Chief Executive Officer
Date:	22 October 2024
Title:	Key correspondence with Stakeholders – for public release

Aronga / Purpose

1. To update the Board on the correspondence sent to and received from key stakeholders since the last Board meeting.

Tuku mana / Delegation

2. N/A.

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- a) Notes the correspondence sent and received.

Te whakarāpopototanga matua / Executive summary

3. The following correspondence were sent to and received from key stakeholders since August 2024 to date. Copies of the correspondence are published on the Meetings and Minutes section of the Auckland Transport website, as well as in the [Diligent Resource Centre](#).
 - Memorandum to the board in response to the speed management questions raised at the Transport Committee meeting of 13 August 2024.
 - Letter to the New Zealand Equestrian Advocacy Group in support for improving safety for equestrians in New Zealand.

- Letter to Hon Simeon Brown, supporting the New Zealand Equestrian Advocacy Group to recognise equestrians as vulnerable road users.
- Letter from the Ombudsman advising the board of the official information practice investigation into Auckland Transport’s practices relating to the Local Government Official Information and Meetings Act 1987.
- Letter from Hon Simeon Brown advising the new Land Transport Rule: Setting of Speed Limits 2024 has been signed and will come into effect on 30 October 2024.
- Letter from the Director of Land Transport regarding the Land Transport Rule: Setting of Speed Limits 2024, together with an extract of the official guidance to help Road Controlling Authorities with the implementation of the new rule.
- Email from New Zealand Transport Agency Waka Kotahi’s Chief Executive advising the Minister of Transport announcement of the Crown’s 2024-27 investment through the Crown Resilience Programme to help minimise the impacts of severe weather events on New Zealand communities.

Ngā tuhinga ō mua / Previous deliberations

4. Nil.

Te horopaki / Background

5. N/A.

Te hononga ki te “Statement of Intent 2024 - 2027”/ Alignment to Statement of Intent 2024-2027

6. N/A.

Me mōhio koe / What you need to know

7. N/A.

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

8. N/A.

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

9. N/A.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	N/A
Elected members	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	N/A
Council Controlled Organisations	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	N/A

Ā muri ake nei / Next steps

10. N/A.

Te whakapiringa / Attachment

Attachment #	Description
N/A	

Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Liza Hayes Board Secretary	Andrew Downie Head of Governance	Dean Kimpton Chief Executive
		

Memorandum

To: Richard Leggat, Board Chair
From: Teresa Burnett, General Manager Transport Safety
Date: 15 August 2024
Subject: Response to speed management questions at Transport Safety Committee August 2024

The purpose of this memo is to respond to three questions from directors at Transport Safety Committee 13 August 2024 that were not able to be answered during the meeting.

1. Provide a list of roads proposed to be included in the reduced-scope speed management plan because they relate to land use changes, including their current development status, current speed limit and proposed speed limit.
2. Provide a list of three or fewer town centres that have high safety risk and may be suitable for a 40km/h speed limit to be considered for inclusion in the plan.
3. Confirm advice on whether the two 70km/h roads may stay at the current speed limit following review and still meet the requirements of a plan.

1. Land use related speed changes in draft plan

The following table includes the requested information about these roads. For aerial photos for each location please see Appendix One:

Road name	Local board	Proposed Change	Community support	Reason for inclusion
Fred Taylor Drive (Don Buck Road to Northside Drive)	Henders on Massey	Extend 50km/h area by 1.75km Currently 80km/h	Local board support	Safety risks with fatal crash in 2023 involving vehicle turning into this road. Surrounded by major urban developments already built and under construction. Road currently has temporary speed limits and setting an urban speed limit when construction finishes would provide most understandable customer experience.
Weranui Road	Hibiscus and Bays	Extend 50km/h area by 400m. Currently 100km/h	Local board support	Over time the urban residential area has grown along this road and this short 400m length of road is 100km/h while the rest of the residential area is 50km/h.
Whangaparaoa Road	Hibiscus and Bays	Extend 50km/h area by 650m. Currently 60km/h	Local board support. Request from office of MP Mark Mitchell.	Request from office of MP Mark Mitchell to correct unintentional omission from previous speed bylaws which has left an approximately 650m stretch of this road inconsistent with the 50km/h speed limits on either side.
Trig Road	Upper Harbour	Extend 50km/h area by 450m.	Local board support	New school already open slightly outside existing 50km/h urban speed area. This short extension of the 50km/h area covers the new school gate.

		Currently 60km/h		
Totara Road	Upper Harbour	Extend 50km/h area by 6-700m. Currently 60km/h	Local board support	Proposed intensive residential development in consenting stage. Need to confirm future speed limit to provide certainty for developers who need to design new intersections to known specifications. Inclusion in plan would allow new speed limit to be set when construction is completed, and temporary speed limits lifted which provides most understandable customer experience.

2. Town centres for consideration

Following feedback from the committee, the Hunters Corner and Manurewa town centres are proposed for consideration in the draft plan for 40km/h.

Both town centres are classified as high safety risk and have also received community support. To align with current direction, the proposals have been reduced to only cover the main town centre areas and the speed limit increased from the consulted 30km/h to 40km/h.

Town Centre name	Local Board	Collective risk	Personal risk	Active road user risk
Hunters Corner	Otara-Papatoetoe	High	High	High
Manurewa	Manurewa	High	High	High



Hunters Corner town centre

The consulted town centre area was developed and agreed with the Town Centre working group, comprising of representatives from the Hunters Corner Business Improvement District and the Otara-Papatoetoe Local Board. Otara-Papatoetoe Local Board supported the consulted proposal.



Manurewa town centre

Manurewa Local Board supported the consultation proposal.

3. Two 70km/h roads

Under clause 3.8(2)(c) and clauses 4.3(2) & (4) of the Land Transport Rule: Setting of Speed Limits 2022, if current 70km/h speed limits are safe and appropriate they must be expressly confirmed as such or the plan must include proposals for changing those speed limits.

Prior to public consultation, these roads were reviewed and were found to not be safe and appropriate at 70km/h and accordingly consulted at 60km/h.



This image shows these roads are adjacent to 50km/h village of Kaipara Flats, a small rural village west of Warkworth.

The 70km/h area (purple lines) extends for approximately 550m along scattered residential housing, the community hall, sports club and two narrow single lane bridges over streams. Beyond the village are 100km/h speed limits.

Considering committee feedback, the proposed solution to these two roads is to include these in the plan as proposed changes to 60km/h which would meet legal requirements, at the same time as adding a note that implementation would be subject to receiving a formal resolution of support from Rodney Local Board. Should Rodney Local Board not provide such a resolution, AT would have been transparent that implementation would not occur.

Next steps

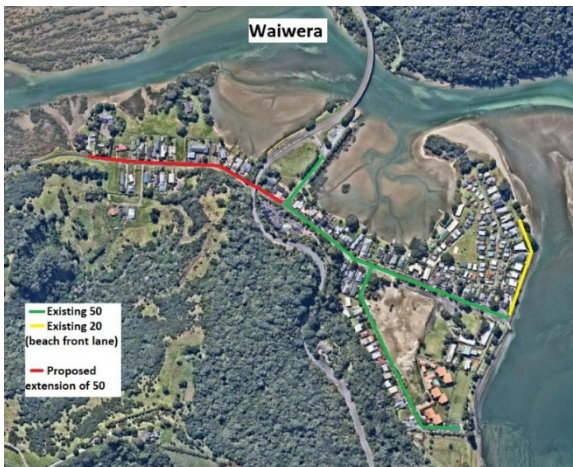
1. Update draft speed management plan with the reduced list of town centres and additional implementation condition for the addressing of the two 70km/h roads.
2. Work with communications team to plan and deliver communications approach.
3. Submit updated draft plan for Regional Transport Committee meeting on 27 August 2024.

Appendix One: Photos of land use related speed changes



Fred Taylor Drive, Massey

Aerial photo from summer of 23/24 shows construction underway. Red line is proposed change to 50km/h. All new side roads are already 50km/h.



Weranui Road, Waiwera

Image shows proposed extension of 50km/h area (red) to match current residential area.



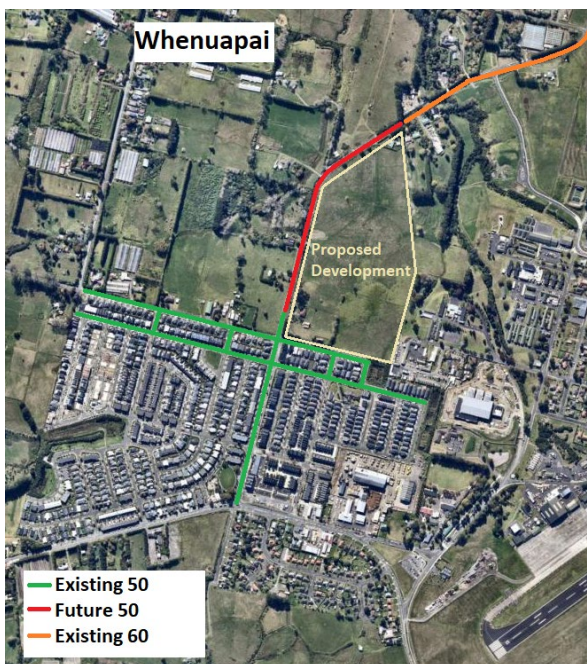
Whangaparaoa Road, Gulf Harbour

Image shows proposed 50km/h length (red) to become consistent with surrounding speed limits.



Trig Road, West Harbour

Red line shows proposed extension of 50km/h area to cover new school which is already open.



Totara Road, Whenuapai

Red line shows proposed extension alongside proposed intensive development area to provide certainty to developers before intersections are designed.

2 September 2024

Julia McLean
On behalf of New Zealand Equestrian Advocacy Group
horseridersvru@gmail.com

Tēnā koe Julia

Support for improving safety for equestrians in New Zealand

Thank you for your presentation to the Auckland Transport Board at its meeting of 27 August 2024.

The Auckland Transport Board shares common membership with the Auckland Regional Transport Committee and I chair both entities. We appreciated hearing from you and noted your concerns around the vulnerability of equestrians on New Zealand's roads.

The safety of all road users within the Auckland region is of significant importance to the Auckland Regional Transport Committee. We acknowledge the vulnerability of equestrians and support measures to improve their safety, including changes to legislation where appropriate.

We also support and encourage the government to engage with the equestrian community to understand the key issues and develop consistent direction and initiatives.

I will be writing to Minister Brown in my capacity as chair of the Auckland Regional Transport Committee to recommend that your petition to Parliament be given his consideration.

Ngā mihi



Richard Leggat

Chair, Auckland Transport

Chair, Auckland Regional Transport Committee

2 September 2024

Hon Simeon Brown
Minister of Transport

Tēnā koe Minister Brown

Recognition of equestrians as riders as vulnerable road users

I am writing to you in my capacity as chair of the Auckland Regional Transport Committee.

At its meeting of 27 August 2024, the Board of Auckland Transport (which as you know shares a degree of common membership with the Auckland Regional Transport Committee) received a presentation from Julia McLean on behalf of the New Zealand Equestrian Advocacy Network highlighting the serious dangers faced by equestrians on New Zealand roads.

I understand that Parliament will shortly receive a petition from the New Zealand Equestrian Advocacy Network seeking greater recognition for equestrians as vulnerable road users as well as amendment to the Land Transport Act 1998 and associated Rules to include safe provision for horse riders in legislation.

Horse riding is a popular pursuit in New Zealand with over 40,000 riders. We would support measures to ensure their safety alongside other vulnerable users, such as pedestrians and cyclists.

We would appreciate your consideration of the petition and the formal recognition of equestrians as a Vulnerable Road User group. We also encourage the government to engage with the equestrian community to understand the key issues and develop consistent direction and initiatives.

Ngā mihi



Richard Leggat

Chair, Auckland Regional Transport Committee

Contact Ainslie Fenwick
12 September 2024



Mr Richard Leggat
Board Chair
Auckland Transport

By email: c/o
Dean Kimpton
Chief Executive – Auckland Transport
chief.executive@at.govt.nz

Dear Mr Leggat,

Official information practice investigation

I am writing to advise you that I have today announced an investigation into Auckland Transport's practices relating to the Local Government Official Information and Meetings Act 1987 (LGOIMA).

As you may be aware, I have been tasked by Parliament with monitoring public sector agencies' official information practices, resources and systems. I do this by undertaking targeted investigations to identify where official information practices, resources and systems are vulnerable.

The intention of conducting these investigations is to establish whether each of the selected agencies has the leadership, culture, organisational systems, policies, and procedures in place to enable compliance and good practice in order to achieve the purposes and meet the requirements of the relevant official information legislation. The outcome of these investigations will be publicly reported to provide the public with continuing trust and confidence in public sector agencies ability to operate effectively this cornerstone of New Zealand's democracy.

For the most part, my communication with, and point of contact in investigations such as this, is with the Chief Executive. That is the way I have conducted matters thus far with central and local government. However, if you would like any further information on this proposed investigation, please do not hesitate to contact the Manager of the Official Information Practice Investigations team, Ainslie Fenwick at Ainslie.Fenwick@ombudsman.parliament.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Boshier'.

Peter Boshier
Chief Ombudsman

Hon Simeon Brown

Minister for Energy
Minister of Local Government
Minister of Transport
Minister for Auckland
Deputy Leader of the House



Dear Mayor and Chief Executive

I am writing to inform you I have signed the new Land Transport Rule: Setting of Speed Limits 2024. The new Rule will deliver on the Government's commitment to reverse blanket speed limit reductions and introduce a more balanced approach to setting speeds.

As you will be aware, the draft Rule was open for consultation earlier this year. The Ministry of Transport received over 8,100 submissions on the Rule. There was overall support for the proposals. I have considered the feedback received and made some changes to the Rule in response. The key changes are:

- road controlling authorities (RCAs) are required to publish a cost benefit disclosure statement.
- the requirement for variable speed limits outside schools has been amended to allow more flexibility and the implementation deadline for school speed limits has been brought forward.
- the new Rule no longer includes the regional speed management plan approach, Speed Management Committee or the proposed Ministerial Speed Objective.

The new Rule comes into effect on 30 October 2024 and outlines the requirements to reverse certain speed limits. The key dates for RCAs are:

- By **1 May 2025**, RCAs must identify the roads subject to reversals and register the new speed limits.
- By **1 July 2025**, all reversed speed limits must be in force, with new signs and road markings in place (any stretches outside school gates must be variable).
- By **1 July 2026**, all roads outside school gates must have variable speed limits implemented.

The new Rule will be available on the NZTA website. The Ministry of Transport will publish the relevant Cabinet paper, summary of submissions and final Regulatory Impact Assessment on its website shortly.

Your sincerely

A handwritten signature in blue ink, appearing to read 'Simeon Brown'.

Hon Simeon Brown
Minister of Transport

1 October 2024

Tēnā koutou,

Re: The Land Transport Rule: Setting of Speed Limits 2024

I am writing to you about the new Land Transport Rule: Setting of Speed Limits 2024 (the new Rule) announced by the Minister of Transport on 28 September 2024. The new Rule will come into effect on 30 October 2024, revoking and replacing the Land Transport Rule: Setting of Speed Limits 2022.

I understand the Minister has also provided a high-level update to you directly. I can confirm the new Rule is now available via the NZ Transport Agency Waka Kotahi (NZTA) website, and other relevant pages will be updated as soon as possible. A summary of submissions and other background information should be available on the Ministry of Transport website soon.

[Land Transport Rule: Setting of Speed Limits 2024](#)
[Setting of Speed Limits Consultation](#)

The new Rule:

- requires speed limit reductions on certain types of roads made since 1 January 2020 to be reversed by 1 July 2025, with certain exceptions.
- requires variable speed limits on roads outside school gates during drop-off and pick-up times by 1 July 2026 (with some exceptions) and allows schools with electronic variable speed limit signs to put them on for up to 10 minutes at other times when there's significant activity outside the school.
- strengthens consultation requirements, with an associated requirement to include a cost-benefit disclosure statement for each proposed speed limit change.
- sets a new binding speed limit classification schedule, specifying speed limits for each road type.
- enables speed limits of 110km/h and 120km/h on expressways built and which will be maintained to safely support this speed.
- makes speed management plans optional and removes regional speed management plans.

Each RCA will need to consider the details in the new Rule and consider how it applies.

New Speed Guide

As regulator, NZTA will release a new Guide for RCAs by 30 October 2024, when the Rule comes into force. The new Guide will provide guidance to help RCAs interpret and apply the new Rule. NZTA website content will be updated over the next few weeks.

Thank you in advance for your patience. Meanwhile, we hope this letter and the additional information we have provided in a separate 2-page document is helpful. Please share this information within your organisation as appropriate.

If there are any questions about the development and policy intent of the new Rule, please email the Ministry of Transport: speedrule@transport.govt.nz.

If there are any questions about how to implement the new Rule, the new Guide, the National Speed Limit Register or MegaMaps please email NZTA: speedmanagementprogramme@nzta.govt.nz.

Ngā mihi nui,



Brent Alderton
Director of Land Transport

Land Transport Rule: Setting of Speed Limits 2024

Official guidance to help you implement the new Rule will be provided by NZ Transport Agency Waka Kotahi (NZTA) via a new Guide. The below is provided in the interim.

Speed limit reversals

The transitional provisions in section 11 of the Land Transport Rule: Setting of Speed Limits 2024 (the new Rule) outline the requirements to reverse certain speed limits. In summary, the new Rule requires speed limits reduced since 1 January 2020 on the following types of roads to be reversed by 1 July 2025:

- local streets with permanent 30km/h speed limits where one of the reasons for reducing the speed limit was because there is a school in the area (the road outside the school gate will need to become variable)*
- urban connectors
- interregional connectors.

Exceptions to this are if:

- NZTA, as the road controlling authority (RCA) for state highways, can show support through public consultation for retaining a lower speed limit on an interregional connector.
- a reversal would be inappropriate due to significant changes in surrounding land use since 1 January 2020 (e.g. a new residential development has been built).
- the speed limit reduction was made to correct a speed limit record.

* If there's a local street where a permanent 30km has been applied but the reason/s for setting the 30km wasn't because there was a school in the area then that speed limit does not need to be reversed.

Key dates:

- By **1 May 2025** RCAs must provide a list of all roads in scope of the reversal provisions to NZTA.
- By **1 July 2025** all roads in scope of the reversal provisions must be reversed, with reversed speed limits in the National Speed Limits Register (NSLR) and in force, with new signs and road markings in place (any stretches outside school gates must be variable).
- By **1 July 2026** roads outside school gates must have variable speed limits implemented (with some exceptions).

The Director of Land Transport (the Director) does not need to certify reversals or exceptions.

Note: RCAs are encouraged to start work on reversals well ahead of the deadlines and to proactively seek support from NZTA with updating the NSLR if required.

Variable speed limits outside schools

Further to the above, RCAs can set times to suit each school, within reasonable constraints (i.e. the start and end time of the school travel period of each school day cannot exceed 45 minutes either side of the bell). Schools with electronic variable speed limit signs can switch their signs on for up to 10 minutes at other times there is significant activity outside the school. During all relevant time periods, the speed limit will be 30km/h for category 1 schools and between 40km/h and 60km/h for category 2 schools.

Note: Variable speed limits already implemented around schools, even if they do not meet the new definition of outside the school gate, can remain.

Speed Management Plans (SMPs)

SMPs are now optional for RCAs, and Regional SMPs (involving Regional Transport Committees) are no longer an option under the new Rule. If RCAs opt to produce a SMP they must consider a range of interventions including safety infrastructure, but SMPs do not need to include a 10-year vision or take a whole-of-network approach.

Note: Speed limits registered and in force by the commencement date of the Rule can remain (unless it is a specified road requiring reversal). Speed limits registered but not in force will need to be reversed in the NSLR. An SMP at any other stage (under development, consulted on, certified) has no legal effect and the RCA must start a new SMP or use the alternative method following the process in the new Rule.

Consultation requirements

Relevant requirements are outlined in clause 3.10 of the new Rule. The requirements are consistent with the *Local Government Act 2002*, with some additions. The new Guide will have more information, including clarification on exemptions.

Note: The minimum period for consultation has increased from four weeks to six weeks.

Cost-benefit disclosure statement

When proposing speed limit changes RCAs are required to include a cost-benefit disclosure statement in consultation material. This statement must include the following:

- safety impacts - the number and severity of crashes on the road in the previous five years, and the estimated impact of the speed limit changes on the future number and severity of crashes in the next five years.
- travel time impacts - current mean operating speeds, the estimated impact of the speed limit change on mean operating speeds, and the estimated impact on journey times.
- implementation costs
- a tool to assist RCAs with cost benefit disclosure statements will be made available.

Certification by the Director

To get a speed limit change proposal or SMP certified (including an alternative method under an SMP) RCAs will need to show they have:

- met consultation requirements.
- met cost benefit disclosure statement requirements.
- set speed limits in accordance with the speed limit classifications.

If the Director is not satisfied requirements have been met, the proposal/SMP will be referred back to the RCA with recommendations for how to meet relevant requirement(s). The RCA must have regard to these recommendations before resubmitting the proposal/SMP. The Director will check the RCA has confirmed completion of all steps required by the new Rule, but the Director does not have a role in re-evaluating RCA decisions.

New speed limit classifications

The new Rule introduces a binding schedule of speed limit classifications, specifying speed limit ranges available for each road type (see Schedule 3 of the new Rule). The classifications are being introduced to encourage a consistent approach by RCAs. The new Guide will include more information on exceptions and criteria for choosing a speed limit from within any range in the classification.

MegaMaps

Some changes to MegaMaps and supporting guides will be made in due course to align with the new Rule. A planned update of most of the baseline MegaMaps data layers (e.g. crashes, mean operating speeds, current speed limits) is scheduled for early December 2024 and we will keep MegaMaps users informed.

NSLR

The NSLR provides an online, maps-based source of legal speed limits for New Zealand roads. This is unchanged by the new Rule. RCAs will need to continue to use the NSLR to record, update and share speed limit data.

One Network Framework (ONF)

The ONF is a tool designed to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type. This is unchanged by the new Rule. The ONF layer will be retained in MegaMaps for reference.

Signs

New speed limit signs must be erected in time to meet relevant reversals deadlines noted above.

New static variable speed limit sign designs will come into law through consequential amendments to the Land Transport Rule: Traffic Control Devices 2004. The new designs will be gazetted on the same day as the new Rule.

Note: There will not be centralised procurement of signs however NZTA can provide procurement support and advice on procuring signs if RCAs request it. Please email procurement@nzta.govt.nz.

From: [Official Correspondence](#)
To: [Dean Kimpton \(AT\)](#)
Cc: [Richard Leggat \(AT\)](#); phil.wilson@aucklandcouncil.govt.nz; mayor.wayne.brown@aucklandcouncil.govt.nz; [Steve Mutton](#)
Subject: Auckland Transport Crown Resilience Programme 2024-27
Date: Friday, 4 October 2024 3:25:54 pm
Attachments: [image001.png](#)

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[Report Suspicious](#)

Kia ora Dean

The Minister of Transport Simeon Brown has today announced the Crown's 2024-27 investment through the Crown Resilience Programme to help minimise the impacts of severe weather events on New Zealand communities.

A total of \$94.2 million has been allocated to 34 councils for 71 activities on local roads during the next three years to improve the resilience of the roading network and reduce the impact of the more frequent and severe weather events on both state highways and local roads.

Investment on local roads has been targeted at small, quick-win resilience projects to reduce the disruption for communities which often have only single road access and no detours or lengthy detours when key access routes are closed by weather events.

This year's allocation of funding has been developed from projects signalled in 2024-27 Regional Land Transport Plans and investment informed by lessons learned from the first year of the programme. A further tranche of activities will be sought and approved for funding in the 2027-30 period.

The 2024-27 programme has considered and prioritised investment requests by considering impacts based on:

- Risk Type – including flooding, rockfall and river erosion and other weather-related risks
- Impact Rating – from low to critical
- Disruption factor – the impact on customers, how many would be affected and for how long.

In the 2024-27 Crown Resilience Programme, your council has received the following funding:

Council	Risk Name	Hazard Type	Total Cost Estimate	CRP cost share
Auckland Transport	Slip Structure Improvements	Under/over slips	\$3,590,000	\$2,728,000
Auckland Transport	Drainage and Slip Structure Improvements - Hibiscus Coast Highway	Under/overslip and flooding	\$1,320,000	\$1,003,000
Auckland Transport	Drainage Associated Improvements	Flooding	\$1,370,000	\$1,041,000
Auckland Transport	Stormwater flood drainage improvements	Flooding	\$5,000,000	\$3,800,000

Our local government partnership teams will be working with your team to get these projects underway. If you require any further information, please don't hesitate to contact your Director of Regional Relationships.

Ngā mihi



Nicole Rosie
Chief Executive

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