

Katoa, Ka Ora Conversations

Technical Workshop Key Themes - AT response

We know that most of the current speed limits in Tāmaki Makaurau Auckland are no longer fit-for-purpose. This means that the speed limits are too fast for the current design, layout, and use of the roads. We also know that no matter what causes a crash, vehicle speed directly affects both the likelihood of a crash as well as the severity of outcome.

Theme	Workshop participant views	AT commitment
Below are the key findings from the feedback through the engagement process.		
One	General support for the approach of Auckland Transport to achieve Vision Zero / Road to Zero and desire for ongoing collaboration including communications and monitoring.	<ol style="list-style-type: none"> 1. Continue the high levels of engagement and involvement of partners and stakeholders in the development of Katoa, Ka Ora. 2. Seek enhanced collaborations with programmes delivered by Auckland Council, Eke Panuku, Kainga Ora and work with them to communicate Katoa, Ka Ora. 3. Work with these partners to develop ways to communicate monitoring and evaluation plans. 4. Continue to monitor to a high standard the speed limit changes made to the road network.
Two	Need for strong evidential data and insights to inform decision making.	<ol style="list-style-type: none"> 1. Share publicly the evidence and process used to develop the 2023-26 speed management plan, as was done for Phases 1, 2, 3. 2. Ensure monitoring and evaluation planning is robust with statistical tests considered to determine adequate sample sizes needed to reach statistically significant results. 3. Share full evaluation reports publicly so methodology is transparent and data accessible. 4. Include adequate allowance for rigorous monitoring and evaluation in business case work. 5. Introduce a Speed/Safety Monitoring and Evaluation role.

Three	Safety for all addressing equity and our most vulnerable community members to harm from speed especially children, youth, pedestrians, cyclists, those using micro mobility and residents.	<ol style="list-style-type: none"> 1. Include equity considerations in preparation of option development, including locations with higher numbers of children and youth, such as schools and kindergartens, places with high risk for people walking and cycling and roads people live on. 2. Share publicly the equity-based decision-making process used to develop the 2023 -26 speed management plan priority areas by Local Board. Metrics may include DSI, Maori DSI, schools, town centres and areas with many people outside vehicles. 3. Explore options in public consultation process and preparation of feedback report to ensure vulnerable community member voices are heard. These include children, youth, pedestrians, cyclists, residents and any other key groups identified during equity research. 4. Provide communication material and engagement options in multiple languages, including sign language and in multiple locations to allow access for all.
Four	High appetite to focus on schools, Kōhanga Reo and early childhood centres and other community gathering places i.e. Marae, faith based places of worship	<ol style="list-style-type: none"> 1. Option development to be school centred “Safe school neighbourhoods” and include safe journeys to school. 2. Include Kohanga Reo, kindergartens and marae in mapping work used in option development. 3. Show in any consultation material the number of Kohanga Reo, kindergartens and marae within areas for review.
Five	Importance of targeted education, communications, safety and health promotion to achieve a social license and behaviour change	<ol style="list-style-type: none"> 1. Include adequate resources for comprehensive and effective education, communication, marketing and behaviour change to support this programme in business case work. 2. Seek enhanced collaborations with programmes delivered by Auckland Council, Eke Panuku, Kainga Ora and work with them to communicate Katoa, Ka Ora. 3. Continue to work with Community Police partners to deliver road safety education into schools.
Six	Consistency of language and meaning in ongoing communications and engagement	<ol style="list-style-type: none"> 1. Seek consistent, plain language and terminology that is easy to understand within the plan and associated communication.

		<ol style="list-style-type: none"> 2. Use key messages consistently across AT and align with Waka Kotahi and other major campaigns, for example NZ Police. 3. Explain what is meant by terms such as 'equity' and 'prioritisation' and how they are used in the proposal, to aid reader understanding. 4. Nuance language for location specific meaning to improve engagement e.g. for different population dynamics. 5. Use the expression "safe school neighbourhoods" to reinforce the safety objective.
Seven	Consideration of all risk factors in a complex systems approach	<ol style="list-style-type: none"> 1. Demonstrate within Katoa, Ka Ora how speed fits into the wider Road to Zero methodology. 2. Show how speed management integrates into wider road safety work including with partners. 3. Explain risk identification and prioritisation process within Katoa, Ka Ora. 4. Use imagery/diagrams to show how speed management is one part of how road systems are made safer. 5. Ensure all parts of the transport system are considered in approach and communications to different communities e.g. urban or rural.
Eight	Balancing safety interventions and infrastructure with impact on journey times for commuting, commercial interests, freight movement and maintaining response times for emergency services	<ol style="list-style-type: none"> 1. Benefit 'Increased community support and understanding of speed management' weighted at 10% changed to 'Increased community understanding of speed management' weighted at 15%. The additional five percent comes from the benefit 'improved health environmental impacts' now weighted at 20% (was 25%). 2. Strategic freight routes and emergency response routes to be considered in decision making on prioritisation and treatment of roads. Where roads are both high risk and a strategic freight or primary response route, consideration of options to provide protected cycling infrastructure to be explored. 3. Collaborate with FENZ on research on traffic calming devices and their impact on emergency vehicles. Emergency vehicle primary

		<p>response routes to be considered in development of approach on use of physical devices to manage speed.</p> <ol style="list-style-type: none"> 4. Work with emergency service representatives to explore options to mitigate impacts on emergency vehicle response times, including pre-exemptions for bus lane use and green wave traffic light phasing. 5. Request Waka Kotahi support with conversations on impact of national emergency service policies on response times as regional road controlling authorities implement Road to Zero and the new speed limit Rule.
Nine	Balancing investment in design, deterrence, and enforcement	<ol style="list-style-type: none"> 1. Develop a “toolbox” of design, deterrence (physical safety interventions), and enforcement measures to support any proposed speed limit changes. 2. Use illustrations and examples to show how the “toolbox” measures will support any speed limit changes.

Roads List:

A table listing roads to be included within the Speed Management Plan will be added when it is finalised. This is expected in October and will be independently reviewed for accuracy.

Specific Road Requests:

A table listing roads requested by Mana Whenua, Local Boards and workshop participants will be included in the plan. The list will be added once it is finalised. This is expected in October.