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<b>AGENDA ITEM 22   BOARD NOTING PAPER</b>	
<b>To:</b>	The Board
<b>From:</b>	Andrew Garratt Programme Director Road Safety
<b>Reviewed:</b>	Andrew Allen, Group Manager Road Network Operations Simon Buxton Director Customer and Network Performance Dean Kimpton, Chief Executive
<b>Date:</b>	18 February 2025
<b>Title:</b>	<b>Speed Limit Reversals Update</b>

<b>Reason for inclusion in closed board meeting session</b>	
1. Please state why this report is being considered in the closed board meeting as opposed to the open board meeting. Please refer to the 'reasons for confidentiality' and provide a direct reference to one of these reasons.	To protect information that will soon be publicly available.
2. Please provide an estimated date for the release of this report.	14 March 2025

### Aronga / Purpose

- To provide an update on the speed limit reversals that are required following the release of the Land Transport Rule: Setting of Speed Limits 2024 (the new rule).

### Te whakarāpopototanga matua / Executive summary

- The new rule came into effect on 30 October 2024 and requires Road Controlling Authorities (RCAs) to reverse certain speed limits to their previous speed limits, before 1 July 2025.

- For Auckland Transport (AT), the timeframe to complete the reversals means that 1,561 lengths of speed limits on 1,540 roads will have their speed limits increased before 1 July 2025.
- The programme of work to undertake the reversals, which is estimated at \$8.8 million, was not budgeted in the Regional Land Transport Plan (RLTP). Auckland Council (council) is expected to fund this programme and New Zealand Transport Agency Waka Kotahi (NZTA) indicated they will provide a 51% contribution. We continue to test this cost estimate and will update the board on actuals in future reports.
- There are risks associated with this programme of speed reversals. We will monitor and report on actual DSI impacts and will identify corrective measures, if needed, in partnership with local boards and communities. Given polarised views within the community on speed, there are reputation risks for AT. We will endeavour to mitigate these through the way we engage and inform council, local board and communities particularly schools of what roads are changing and when.

### Te horopaki / Background

- The new rule requires RCAs to reverse certain speed limits to their previous speed limits before 1 July 2025. For AT the reversals will include:
  - Local roads with permanent 30km per hour (km/h) speed limits, which were implemented on or after 1 January 2020 due to the presence of a school in the area. (The road outside the school gate will need to be changed to a variable speed limit).
  - Urban connectors where lower speed limits have been introduced on or after 1 January 2020, except where they're related to significant land use changes.
- To comply with the new rule, a total of 1,561 lengths of speed limits on 1,540 roads are expected to have their speed limits increased, and 153 schools are



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required to have variable speed limits installed. This is approximately 577km of the AT network.

8. There are risks associated with the programme, mainly the cost of the project, the number of roads affected, the short timeframe to implement the speed limit changes and potential infrastructure risk on the network.

## Me mōhio koe / What you need to know

### Does AT need to reverse speed limits?

9. The increase of speed limits is mandated by the new rule. The rule stipulated that the changes must be completed by no later than 1 July 2025. Any future speed limit changes must comply with the new rule.

### Approach to reversing speed limits

10. All local roads and urban connectors that have had lower speed limits implemented on or after 1 January 2020 have been assessed in line with the new rule. To meet the timeline stipulated in the rule of 1 July 2025, we are proposing to reverse the speed limits in three phases.
11. Phase 1 - all urban connectors will have their speed limits reversed from mid-March 2025. The list of urban connectors is detailed in Attachment 1.
12. Phase 2 - local road speed limits will be reversed in June 2025. This timeline allows sufficient time to purchase and install the variable speed limit signs that will be operational the day the speed limit change takes effect.
13. Phase 3 - the removal of associated road markings and the installation of additional signs and road markings to reduce potential risks.
14. The new rule does not require RCAs to consult on the reversals. However, local boards, councillors, Members of Parliament and iwi will be informed of the proposals and anticipated timeframes. Affected schools will also be informed of the changes and the implementation of variable speed limits.

### Communications and Engagement

15. Communication and engagement are important due to the scale and effect of these changes on schools, mana whenua, communities and local boards, many of which have requested and supported the implemented speed limit changes.
16. A website is currently being designed to provide information about the reversals. The website will feature a GIS map showing which roads will have speed limit reversals and where the variable speed limits will be installed. The website will also include the list of roads which will have speed limit reversals, together with the local board, existing speed limit, new speed limit and the date of the change.

### Financial Implications

17. This programme of work is not budgeted in the RLTP that was endorsed by the council governing body and approved by this board. Council is expected to fund this programme. NZTA indicated they will provide a 51% contribution from the National Land Transport Fund (NLTP). The cost to reverse the speed limits is estimated at \$8.8 million.

### Associated Risks

18. Increasing speed limits may increase risks on the network. These risks include the number and severity of casualties, and infrastructure risks where some road devices become inappropriate and/or unsafe for the higher speed limit.
19. The roads that are subject to speed limit reversals will be monitored. It will however take up to five years to fully understand the impact on death and serious injuries (DSIs). When a vehicle's speed increases by just 1%, the risk of serious injury and death in crashes rises by 3% to 4%. Even small speed increases can have a significant impact on the severity of a crash particularly involving people travelling outside vehicles.
20. The speed limit reversals programme includes implementing corrective measures for identified infrastructure risks, but only where they are minor lines and sign treatments. Any further physical infrastructure changes, if required will



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need to be assessed and if required, addressed by appropriate AT programmes.

- 21. The very tight timeframe leaves no room for slippage, especially given the scale of change in Auckland. Budget, supply of materials, and resources represent the greatest risk to the timeline. We currently have measures in place to minimise or mitigate these risks.
- 22. The new rule has been consulted on by Central Government, including in Auckland. However, there may be public perception that AT is responsible for implementing unsafe speed limit changes. Management is developing a communication strategy to address these potential perceptions.

**The approach of other RCAs**

- 23. Other RCAs, namely Hamilton, Christchurch and Dunedin have taken a different approach when assessing their network. They consider that their area-wide 30km/h zones were not for school-related reasons.
- 24. They consider their wider residential 30km/h areas were introduced for other reasons, and that only the short lengths outside the school gates were introduced for school-related reasons.
- 25. During the public consultation, AT justified the 30km/h safe school areas by explaining that the reason for lowering speed limits in the wider catchment area around schools was to support safe travel to schools. The approach used by other RCAs cannot be applied because the public consultations clearly indicated that the location of a school was the reason for the change.

**Ā muri ake nei / Next steps**

- 26. Inform NZTA of the roads that will have their speed limits reversed and the date of the changes.
- 27. Prepare an application for an RCA funding bid to NZTA to cover the costs of the changes.
- 28. Share with each local board a list of impacted roads and schools in their area.

- 29. Notify all schools how they will be impacted and when the changes will be introduced.

**Te whakapiringa / Attachment**

Attachment #	Description
1	Phase 1 – Urban connectors

**Te pou whenua tuhinga / Document ownership**

Submitted by	Recommended by	Approved for submission
Andrew Allen <b>GM Road Network Operations</b>	Simon Buxton <b>Director Customer and Network Performance</b>	Dean Kimpton <b>Chief Executive</b>





<b>Attachment 2</b>	<b>Phase 1 – Urban connectors</b>
<b>Agenda item 22. Speed Limit Reversal Update</b>	

Road Name	Extent	Local Board	Suburb	Current Speed Limit (km/h)	New Limit (Reversal) (km/h)
Accent Drive	between Te Irirangi Drive and Chapel Road	Howick	Flat Bush	50	60
Aviemore Drive	full length	Howick	Highland Park	50	60
Botany Road	between Cascades Road and Ti Rakau Drive	Howick	Golflands	50	60
Cascades Road	between 300m west of Aviemore Drive and Botany Road	Howick	Botany Downs	50	60
Cavendish Drive	between Great South Road and Jerry Green Street	Otara Papatoetoe and Manurewa	Papatoetoe to Manukau	50	60
Chapel Road	full length	Howick	Flat Bush to Shamrock Park	50	60
Dominion Road	between Ian Mckinnon Drive and Horopito Street	Albert-Eden	Mount Eden	50	60
Druces Road	between Wiri Station Road and Kerrs Road	Manurewa	Wiri	50	60
East Tamaki Road	between Huia Road and Springs Road	Otara Papatoetoe and Manurewa	Papatoetoe to Otara	50	60



Road Name	Extent	Local Board	Suburb	Current Speed Limit (km/h)	New Limit (Reversal) (km/h)
Great South Road	between Reagan Road and Redoubt Road	Otara Papatoetoe and Manurewa	Manukau	50	60
Harris Road	full length	Howick	East Tamaki	50	60
Hibiscus Coast Highway	between 624m north of Otanerua Road and 450m north of Puriri Ave	Hibiscus and Bays	Orewa to Hatfields Beach	50	70
Ian Mckinnon Drive	full length	Albert-Eden and Waitemata	Eden Terrace	50	60
Lambie Drive	full length	Otara Papatoetoe and Manurewa	Papatoetoe to Manukau	50	60
Murphys Road	between Stancombe Road and Ormiston Road	Howick	Flat Bush	50	60
Ormiston Road	between Preston Road and 80m west of Whenua Road, and between 140m east of Pentcaitland Drive and 460m northeast of Wallen Road. (excludes new town centre)	Howick and Otara Papatoetoe	Otara to Flat Bush	50	60
Oteha Valley Road	between Fields Parade and Albany Highway	Upper Harbour	Albany to Oteha	50	60
Pakuranga Road	between 180m west of Kerswill Place and Ridge Road	Howick	Pakuranga to Howick	50	60
Roscommon Road	between Palmers Road and Browns Road	Manurewa	Clendon Park	50	60



Road Name	Extent	Local Board	Suburb	Current Speed Limit (km/h)	New Limit (Reversal) (km/h)
Smales Road	full length	Howick	East Tamaki	50	60
Springs Road	full length	Howick and Otara Papatoetoe	Otara to East Tamaki	50	60
Stancombe Road	full length	Howick	Flat Bush	50	60
Te Irirangi Drive, (50->60)	between Ti Rakau Drive and 175m south of Ti Rakau Drive, and between 100m north of Belinda Avenue and Great South Road	Howick and Otara Papatoetoe	Huntington Park and Flat Bush to Manukau	50	60
Te Irirangi Drive, (60->80)	between 175m south of Ti Rakau Drive and 100m north of Belinda Avenue	Howick and Otara Papatoetoe	Flat Bush	60	80
Ti Rakau Drive	full length	Howick	Pakuranga to Dannemora	50	60
Whangaparaoa Road	Red Beach Road to 172m southeast of Dobell Road	Hibiscus and Bays	Red Beach to Stanmore Bay	50	60
Wiri Station Road	between Ash Road and Manukau Station Road	Otara Papatoetoe and Manurewa	Wiri to Manukau	50	60