

Entered by Board Secretary

AGENDA ITEM 6 COMMITTEE DECISION PAPER	
To:	The Regional Transport Committee
From:	Teresa Burnett, Group Manager Transport Safety
Reviewer:	Dean Kimpton, Chief Executive Officer
Date:	20 August 2024
Title:	Adoption of updated Katoa, Ka Ora: Auckland Speed Management Plan

Aronga / Purpose

1. To request the Regional Transport Committee confirms final edits and adopts the final draft of Katoa, Ka Ora: Auckland Speed Management Plan 2024-27 (SMP) and submit it to the Director of Land Transport for certification.

Tuku mana / Delegation

2. N/A

Ngā tūhonga / Recommendations

That the Regional Transport Committee (committee):

- a) Notes the Safer Speed Project Control Group's decision of 1 February 2023 to prepare a speed management plan in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- b) Notes its resolution of 30 May 2023 to approve the consultation draft of Katoa, Ka Ora: Auckland Speed Management Plan 2024-27.
- c) Notes that it suggested edits to some of the information and is satisfied that the relevant Territorial Authorities have provided all edits or further edits they consider necessary.
- d) Notes that any changes from the other Road Controlling Authorities have been incorporated.

- e) Notes any other changes it considers to be necessary for the draft Katoa, Ka Ora: Auckland Speed Management Plan, have been made.
- f) Notes that, in preparing the draft Katoa, Ka Ora: Auckland Speed Management Plan, it has had regard to the road safety aspects of the Government Policy Statement on Land Transport and any Government road safety strategy; the desirability of taking a whole of network approach to changing speed limits, safety cameras and safety infrastructure, including considering a range of speed management interventions; and the guidance and information developed and maintained by the New Zealand Transport Agency Waka Kotahi.
- g) Adopts the final draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27, which is set out at Attachments 2 to 7.
- h) Notes the Territorial Authorities (Auckland Transport and Auckland Council) have both confirmed they consulted in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- i) Confirms the final draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27:
 - i. is in the form required by New Zealand Transport Authority Waka Kotahi.
 - ii. sets out the territorial authorities consulted in accordance with the Land Transport Rule: Setting of Speed Limits 2022;
 - iii. sets out the objectives, policies, and measures for managing speed on the relevant roads for at least 10 years from the start of the plan; and
 - iv. identifies all existing speed limits of 70 km/h or 90 km/h and either confirms them or identifies those proposed for change
 - v. identifies all roads outside schools for which changes to speed limits are needed in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- j) Agrees to provide the final draft Ka Ora: Auckland Speed Management Plan 2024-27 to the Director of Land Transport to certify.

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Te whakarāpopototanga matua / Executive summary

3. The recently released draft Land Transport Rule: Setting of Speed Limits 2024 (draft speed rule) for public consultation indicates a direction for speed management that focuses on variable speed limits outside school gates and a targeted approach that considers economic impacts and community views alongside safety outcomes.
4. This paper seeks adoption for the final draft SMP. The SMP has been reviewed and now aligns more closely with that updated direction.
5. This paper covers the proposed content for the updated SMP. It includes Karioitahi Beach, school gate variable speed limits, variable rural intersection speed zones, land-use related changes, and town centres.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
August 2024 Transport Safety Committee	Updated SMP following release of draft speed rule	Endorsed use of alternative method for three situations and updated SMP proceeding to the committee with some edits.
March 2024 Design and Delivery Committee	Katoa Ka Ora - next steps for roads no longer in SMP	Endorsed additional locations being included in the final draft, including all locations supported by local boards in formal feedback following public consultation.

Te horopaki / Background

6. In December 2023, the Transport and Infrastructure Committee supported the 10-year vision and three-year implementation plan of the SMP.

In March 2024, the final decision by the committee on adoption of the SMP was postponed awaiting changes in speed limit regulations.

7. Following the release of the draft speed rule for public consultation on 4 July 2024, the Transport and Infrastructure Committee voted to oppose the majority of changes proposed in the draft speed rule.
8. Auckland Transport has received elected member requests for urgent delivery of specific speed limit changes.

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

9. There is alignment of the 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.
 - b. Clearly identify the overall benefit, including to customers who have requested speed limit changes.

Me mōhio koe / What you need to know

10. As directed by Auckland Council, local board engagement has been central to the development of this plan. Local boards have strong connections and understanding of local communities. The level of community support for specific proposals has been assessed on the basis of formal feedback from local boards following receiving the public consultation feedback.
11. The previous draft SMP has been reviewed to align better with the direction in the draft speed rule, at the same time as meeting the legal requirements of the current speed rule. The updated SMP includes:

#	Location	Further information	Community support
1	Karioitahi Beach (partly Auckland Council road)	20km/h beach speed limit. Approved by Transport and Infrastructure Committee on 7 December 2023.	Requested by Mana Whenua. Supported by Franklin Local Board.

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#	Location	Further information	Community support
2	School gate variable speed limits	30km/h variable speed limits for 176 schools across 19 local boards.	Supported by relevant local boards.
3	Rural intersection speed zones	60km/h variable rural intersection speed zone in East Coast road, Hibiscus and Bays and Old North road, Rodney.	Supported by Hibiscus and Bays local board.
4	Land use change speed limit changes	Extend 50km/h urban speed limit along Fred Taylor Drive, Weranui Road, Whangaparaoa Road, Trig Road and Totara Road to better match land use changes were rural roads change towards urban roads.	Whangaparaoa Road change requested by office on MP Mark Mitchell. Supported by Henderson Massey local board, Hibiscus and Bays local board, and Upper Harbour local board.
5	Town centres	40km/h for main town centre area for Hunters Corner (Papatoetoe) and Manurewa town centres	Consulted 30km/h proposal supported by Otara-Papatoetoe and Manurewa local boards.
6	Ngāti Kohua Marae variable speed limit	Variable speed limit to address safety needs if there are funeral processions along road carriageway during tangihanga. Implementation subject to support from mana whenua.	Safety needs identified during engagement with mana whenua in previous phase of programme. Supported by Franklin local board.

#	Location	Further information	Community support
7	Two 70km/h road segments, Rodney	Only 70km/h speed limits in Auckland. Proposed 60km/h speed limits for Kaipara Flats Road and Hall Lane. Inclusion in plan of any remaining 70km/h roads is necessary to meet requirements of current rule.	All local boards supported consistent speed limits. Rodney local board opposed Warkworth and Wellsford rural road proposals. Implementation subject to formal support from this local board.

Key risks and mitigations

- The draft speed rule clarifies that any step taken in the development of any SMP after the date that rule comes into force does not have legal effect. If the above speed limit changes are not approved and certified under the current rule, additional time and resource may be required to complete road-by-road cost benefit analysis and public consultation in the future.
- We note there is a risk that should certification by the Director of Land Transport take longer than the target timeframes, that the SMP would not be certified in time. In addition, while the following locations have been selected because of reasonable alignment with the draft speed rule, that does not mean they will continue to be aligned should the final rule differ from the draft.
- Overall, there is uncertainty until the final rule is made. It is not possible to confirm any implementation of the SMP until final legislation and national guidance is available. Any communications will be transparent that implementation cannot be confirmed at this time.

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

15. The approximate cost estimate for implementing the speed limit changes set out in Attachment 3 is \$8 million, including development, consultation, design, and delivery. Funding has been requested as part of the National Land Transport Programme 2024-2027 and should funding be insufficient, implementation is intended to be carried over to the following three-year plan.

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

16. Recent research on the relationship between speed and climate change outcomes identifies speed management as a critical component of Auckland's emission reduction pathway. This plan contributes towards the key action in the Transport Emissions Reduction Pathway to 'rapidly deliver safe speeds across urban Auckland.' In evaluations of town centres where speed limits were reduced and safety improvements introduced, 19 percent of people surveyed said they participate in at least one active mode activity more often since the projects have been completed.

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 Mātāwaka have been engaged through the Mana Whenua Kaitiaki Forum, transport hui, and direct meetings with kura and marae. Houkura Independent Māori Statutory Board has been consulted through its representation at Transport and Infrastructure Committee meetings. Mana whenua have been

		supportive of safe speeds as Māori are overrepresented in road harm.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Workshops and engagement have involved all local boards and after public consultation 16 of 21 local boards have mostly supported what was consulted on 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

- Subject to adoption, seek certification from the Director, Land Transport of NZTA.
- Once any new setting of speed limits rule is in force, review locations and consider what adjustments are needed and where implementation is appropriate.




Ngā whakapiringa / Attachments

Attachment #	Description
1.	Summary of attachments
2.	Final draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27 main document
3.	Final draft Katoa, Ka Ora: Auckland Speed Management Plan 2024-27 certification information including three-year implementation plan, safety infrastructure, and safety camera information
4.	Final draft Katoa, Ka Ora: Auckland speed management plan 2024-27. Appendix One: State highway speed management information on Constellation Drive

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5.	Final draft Katoa, Ka Ora: Auckland speed management plan 2024-27. Appendix two: State highway speed management information on north Auckland locations
6.	Final draft Katoa, Ka Ora: Auckland speed management plan 2024-27. Appendix three: State highway speed management information on SH 1 Puhoi to Warkworth
7.	Final draft Katoa, Ka Ora: Auckland speed management plan 2024-27. Appendix four: Draft interim State Highway Speed Management Plan 2023-2024

Te pou whenua tuhinga / Document ownership

Submitted by	Recommended by	Approved for submission
Ping Sim Transport Safety Technical Lead	Teresa Burnett Group Manager Transport Safety	Dean Kimpton Chief Executive
		
	Simon Buxton Director Customer & Network Performance	
	