



CONFIDENTIAL

Board Meeting| 26 August 2025  
Agenda item no. 16.1  
Open Session

## AGENDA ITEM 16.1 | BOARD NOTING PAPER

<b>To:</b>	The Board
<b>From:</b>	Henare Clarke, Chair, Transport Safety Committee
<b>Reviewed:</b>	Catherine Foster, Board Secretary Lead
<b>Date:</b>	19 August 2025
<b>Title:</b>	<b>Transport Safety Committee Chair Feedback - Open</b>

### Aronga / Purpose

1. To provide an overview of the recommendations as endorsed by the Transport Safety Committee (committee) at its meeting held on 5 August 2025.

### He Whakarapopoto o Ngā Whakatau ā te Komiti / Summary of Committee Recommendations

#### Review of Committee Charter

2. Key discussion points included:
  - a) The committee noted the charter now covers responsibility for oversight of safety across the full transport network.
  - b) Management will update the report for board approval with a definition of "shared mobility".
  - c) The committee asked that section 6.1 address mitigation in addition to identification and prevention of safety risks.

The committee recommended the Auckland Transport Board:

- a. Approves the Transport Safety Committee Charter noting expansion of section 6.1 to reflect committee oversight of safety risks across all public transport and active modes and definition of shared mobility.

#### Speed Limit Reversals - Options on approach to address community concerns around speed limits

3. Key discussion points included:

- The committee requested clarification regarding the approval process for speed limits, noting that final sign-off is required from the Director of Land Transport.
- Auckland Transport (AT) collaborates with local boards to develop and agree upon approaches that the boards support.
- The committee emphasised the necessity for a clear and efficient process that does not overly strain resources. Members reviewed and compared the advantages and disadvantages of the management-presented options, focusing particularly on Option 2 and its implications for local board engagement.
- AT is partnering with local boards on a package of safety improvements, recognising that speed management is just one component within broader safety initiatives. The extent of engagement varies among the different local boards.
- The committee inquired about the implementation timeline for Option 2, which is estimated at approximately one year. Stressing the importance of timely execution, the committee received assurance from management that AT will adopt a targeted approach—addressing priority roads first while also retaining the flexibility to respond promptly should communities require speed limit reversals.

The committee recommended the Auckland Transport Board:

- a. Approves Option 2 (creation of a Local Road Safety Plan for local boards) to address road safety outcomes and handling new speed limit requests.

### Te pou whenua tuinga / Document ownership

#### Submitted by

Henare Clarke  
**Chair, Transport Safety Committee**