



Entered by Board Secretary

AGENDA ITEM 9 BOARD NOTING PAPER	
To:	The Board
From:	Liza Hayes, Board Secretary
Reviewed:	Andrew Downie, Head of Governance Dean Kimpton, Chief Executive Officer
Date:	11 December 2024
Title:	Key correspondence with Stakeholders – for public release

Aronga / Purpose

1. To provide an update on the correspondence sent to and received from key stakeholders since the last Auckland Transport (AT) Board (board) meeting.

Tuku mana / Delegation

2. N/A.

Te whakarāpopototanga matua / Executive summary




3. The following correspondence were sent to and received from key stakeholders since October 2024 to date. Copies of the correspondence are published on the Meetings and Minutes section of the AT website, as well as in the [Diligent Resource Centre](#).
 - Letter from Bike Auckland highlighting the importance of continuing with the committed cycling and walking projects.
 - Letter to New Zealand Transport Agency Waka Kotahi (NZTA) acknowledging receipt of the notification of AT's allocation of funding from the 202-27 Crown Resilience Programme.
 - Further letter from Bike Auckland highlighting the importance of keeping early stage cycling projects rolling to avoid a catastrophic pipeline gap.

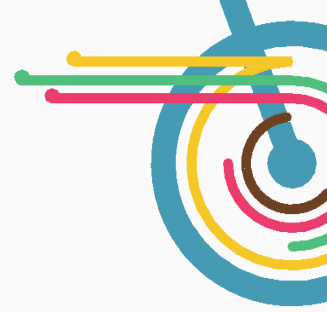
- Letter to Bike Auckland highlighting the funding implications for cycling and walking projects.
- Memorandum to the board providing information around fares and communication and marketing for Open Loop.
- Letter from NZTA advising detailed guidance to help Road Controlling Authorities interpret and apply the new rule, has been released.
- Letter from the Aotea/Great Barrier Local Board confirming their support of the Community Partnerships Programmes.
- Letter from the Aotea/Great Barrier Local Board thanking AT for progressing the safer speeds changes for the island using the alternative method.

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
		



25 September 2024

To: Andy Baker, Chair, Transport & Infrastructure Committee, Auckland Council
Dean Kimpton, Chief Executive, Auckland Transport
Richard Leggat, Chair, Auckland Transport

Cc: Phil Wilson, Chief Executive, Auckland Council
Adrian Lord, Head of Cycling, Auckland Transport
Wayne Brown, Mayor of Auckland
And other Members of the Infrastructure, Resilience and Transport Committee

Tēnā koe Cr Baker, Mr Kimpton, and Chair Leggat,

Cycling and walking projects must proceed

We are writing to express our deep concern that committed cycling and walking projects are yet again at risk.

The majority of these projects, such as Great North Road, have confirmed NZTA Waka Kotahi funding; defunding or deferring them would therefore amount to a loss of funding for Tāmaki Makaurau Auckland overall.

Not only that, but, after long consultation processes, the community is heavily invested in these projects and is counting on them to go ahead. Abandoning these projects will cause the public to lose faith in Auckland Transport.

The projects in question provide critical links all over the region, safely connecting tens of thousands of Aucklanders to the protected cycleway network

These projects have broad community support and many are shovel-ready.

(With confirmed national funding)

- Cycleways Programme (Lower Cost) ~ Māngere East
- Cycleways Programme (Lower Cost) ~ Manukau

- Cycling for Climate Action
 - Albany Highway
 - Kelston-New Lynn
 - Manurewa
- Great North Road Improvement
- Urban Cycleway Projects
 - Glen Innes to Tamaki Drive (Section 4)

(Not included in the NLTP)

- Cycleways Programme (Lower Cost)
- Cycling for Climate Action
- Meadowbank to Kohimarama Connectivity Project
- Māngere West Cycleway
- Supporting Growth (Active Mode Corridor)
- Walking for Climate Action - Manurewa
- First and Final Leg Programme

Funding cycling is crucial for a resilient and sustainable transport system

For Tāmaki Makaurau Auckland to be a world class city with a resilient and sustainable transport system, active modes must be a significant part of the transport mix¹. As we face disruptions from global and local events, changing weather patterns, and the need to build for the post-carbon era, cycling is a critical part of Tāmaki Makaurau Auckland's future.

The majority of Kiwis want to see investment in walking and cycling

NZTA Waka Kotahi data consistently shows six in ten New Zealanders support cycling / investing in cycleways.² Once Aucklanders are told about the impacts of investment in active modes, in particular the safety gains, support increases to eight in ten.³

More and more Aucklanders are travelling by bike

The demand for cycling is growing at pace: 3.2 million bike trips in the year to January 2024, measured at AT's 26 cycle counters. The total number will, of course, be much, much higher. 14% growth year on year. One in twenty trips into the city centre is now on a bike.

¹ [A Resilient Transport System: Bikes and Emergencies - Bike Auckland](#)

² [Understanding attitudes and perceptions of cycling and walking 2022](#)

³ [Auckland Transport Forum | Complex Conversations](#)

Safe cycling infrastructure reduces congestion by providing a preferred mode of transport for so many Aucklanders⁴. This is especially true for our kids getting safely to school and after school activities - at the same time setting up healthy habits which will last them a lifetime. By failing to support our kids' preferred modes of transport⁵, our choices today are locking them into a future lifestyle they don't enjoy.

A lack of infrastructure is stopping latent demand from turning into many more cycle journeys

There are many more Aucklanders who don't currently cycle but want to. The main barrier is a lack of safe cycling infrastructure⁶. Cycle counters in the city centre now frequently approach 2,000 journeys a day. Picture Quay Street with 2,000 more cars on it. This is the difference that investing in cycling infrastructure enables, and it must continue to be supported.

Please act decisively to complete these projects

These are projects which absolutely stack up in every sense. Please do not let Aucklanders down by reversing, deferring or defunding confirmed and shovel-ready projects, which have been years in the making. We urge Auckland Council to confirm their unqualified support for these projects, and to direct Auckland Transport to proceed with construction as soon as possible.

Nāku, nā, yours sincerely,



Karen Hormann

Chair, on behalf of the Bike Auckland Board

⁴ [Understanding attitudes and perceptions of cycling and walking 2022](#)

⁵ [A Vision of Kids for Transport](#)

⁶ [Understanding attitudes and perceptions of cycling and walking 2022](#)



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21 October 2024

Nicole Rosie
Chief Executive
NZTA

By email: Official.Correspondence@nzta.govt.nz

Kia ora Nicole

Auckland Transport Crown Resilience Programme 2024-27

Thank you for your email of 4 October advising of Auckland Transport's allocation of funding from the 2024-27 Crown Resilience Programme. We acknowledge the funding in the table below and look forward to working with the NZTA local government partnership team to get these projects underway.

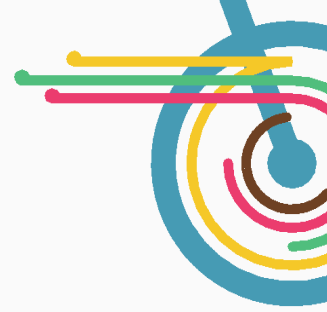
Council	Risk Name	Hazard Type	Total Cost Estimate	CRP cost share
Auckland Transport	Slip Structure Improvements	Under/over slips	\$3,590,000	\$2,728,000
Auckland Transport	Drainage and Slip Structure Improvements - Hibiscus Coast Highway	Under/overslip and flooding	\$1,320,000	\$1,003,000
Auckland Transport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

Ngā mihi

Dean Kimpton
Chief Executive

cc: Richard Leggat, Phil Wilson, Mayor Wayne Brown, Steve Mutton

Bike Auckland



16 October 2024

To: Mayor Wayne Brown, Chair, Auckland Council Governing Body
Dean Kimpton, Chief Executive, Auckland Transport
Richard Leggat, Chair, Auckland Transport

Cc: Phil Wilson, Chief Executive, Auckland Council
Adrian Lord, Head of Cycling, Auckland Transport

And other Members of the Governing Body

Tēnā koe Mayor Brown, Mr Kimpton, and Chair Leggat,

Keep the pipeline active

I wrote to the Transport, Resilience, and Infrastructure Committee on 25 September to share our deep concern that committed cycling and walking projects were at risk. I'm writing today to stress the importance of keeping early stage cycling projects rolling, to avoid a catastrophic pipeline gap which will be costly and difficult to redress.

We acknowledge that as Auckland Council and Auckland Transport you have some very tough decisions in front of you. But this is not simply a decision between which types of transport programmes will go forwards; if you do not invest in cycling infrastructure and programmes this is a decision which could damage our future ability to provide for transport choice for our region, leading to more congestion, emissions, and negative health outcomes.

If there is no funding for potential projects to be investigated, there is no pipeline of projects that can advance to design and delivery phases. Network planners can't include walking and cycling in their plans.

If you turn off the funding tap for new cycling projects to be investigated, we introduce a long delay (potentially more than five years) before we can expect to see new cycling infrastructure being delivered after funding starts up again. Experienced and skilled staff

members will be lost to transport agencies, making it challenging and costly to restart the pipeline again once funding returns.

This would have serious consequences for the future of our region.

As our population grows, the infrastructure to support it would become less and less fit for purpose. We would be going backwards relative to so many other cities around the world that are putting in place policies and infrastructure to reduce their emissions and create liveable communities.

We would be choosing a less fit-for-purpose path for our region, and losing the skilled experts we need for our region's future. This would make it incredibly difficult and much more expensive to course-correct later on.

Aucklanders have made clear their strong desire for safe infrastructure to support their transport choice. The kids who will inherit what we build [have expectations](#) of a sustainable, active transport network: 60% expect to travel to work without a car, 85% expect to visit friends and family without a car. A future where cycleways continue to be developed is one that a majority in our region want. After the [Deliberative Forum](#) on the Future of Transport in 2023, 85% supported construction of cycleways even if parking had to be removed. We encourage Councillors to make investment decisions which support their transport choices.

In order to avoid a costly several-years-long delay, we call on Auckland Council to include in their planning how projects at the investigation phase will be supported.

Please keep the pipeline active. Our tamariki are depending on you.

Nāku, nā, yours sincerely,

A handwritten signature in blue ink, appearing to read 'KH', with a long horizontal flourish extending to the right.

Karen Hormann

Chair, on behalf of the Bike Auckland Board

17 October 2024

Karen Hormann

Chair, Bike Auckland

By email: karen.hormann@bikeauckland.org.nz

Kia ora Karen

Cycling and walking projects

Thank you for your letter to Auckland Transport CEO Dean Kimpton about the status of cycling and walking projects in Auckland.

Auckland Transport did not receive NZTA co-funding for all projects identified in the Regional Land Transport Plan (RLTP) when the National Land Transport Funding (NLTF) was announced. In line with the Government Policy Statement on land transport 2024 (GPS), funding for future investment in walking, cycling and road safety projects was given a lower priority. Councils that wish to make additional investment in these modes in the future can still do so, but will not receive co-funding from NZTA.

As you will expect, the impact of the recent funding announcement goes beyond cycling and is being considered across all modes. Auckland Transport is working closely with Auckland Council to agree the priorities for Auckland, and what programmes and projects we can continue during the current three-year funding period.

Our immediate focus is to agree with Auckland Council the revised funding envelope to avoid delays to those investments planned for delivery this financial year.

The next priority is to agree a revised programme for the next three years. Noting a high proportion of our funding is already committed to some major projects already in 'flight' such as City Rail Link and new trains, Eastern Busway, new ferries and urban corridor improvement projects. Once these committed programmes of work are accounted for, the amount of discretionary funding available is both limited and now heavily over-subscribed.

Current Cycling and Walking Projects

We can however provide some updates regarding specific projects you've mentioned, as well as transparency around any changes.

Projects we plan to continue:

- Current in-flight projects. Links to Glen Innes and Point Chevalier to Westmere will be completed.
- Mangere East and Manukau cycle routes. Funding is confirmed for the current design and investigation to continue. A decision will be required in future about how to fund construction, but this is not planned for the current financial year.
- Great North Road. This combined project of dynamic bus lanes, cycle paths and footpath safety improvements will continue. We are reviewing the planned reduction in car parks along the route with a view to further minimise carparking losses where possible. Construction is anticipated to start within the next few months.
- Community Cycling and Micromobility. These projects will continue to be delivered through our Community Initiated Engineering programme but the removal of what was known as 'Low Cost, Low Risk' NZTA funding means that delivery will slow down.



Projects recommended to Council for funding:

- Mangere West cycleway. We have recommended this to Council as one of the unfunded projects that should be prioritised for 100% local share funding.
- First and Final Leg programme. We have recommended this to Council as one of the unfunded projects that should be prioritised for 100% local share funding. We will continue to prioritise this as a means to grow public transport patronage. We have a deliverable and scalable programme that can be effectively targeted at high return interventions with local funding.

Projects that may need reconsideration:

- CATTR. Albany, New Lynn, Hobsonville, Manurewa plus the Walking programme. There was an expectation of NZTA funding for CATTR from FY26 onwards. This is unlikely to eventuate and we will need to agree next steps with the Auckland Council CATTR Governance Group. From a cycling perspective, there will be some projects that can be delivered with local share similar to the 'pop-up protection' that we have done in other programmes and are proposing in Hobsonville Road. But major highway changes in Albany and Manurewa will need to be reconsidered. The walking programme can continue, but with the reduction in funding there will be fewer projects.
- Glen Innes to Tamaki Drive Stage 4B. A construction tendering process is underway which will help us to understand the affordability of the project. NZTA co-funding level is secure but was fixed in 2019. The tender will confirm what local share funding is required for the preferred design, this is important given the significant inflation since 2019. We will also revisit value-engineering opportunities to help reduce the local share burden on ratepayers. This project is still planned for delivery this financial year, subject to affordability.
- Meadowbank to Kohimarama. This is unlikely to proceed in the next three years.

I hope that this detail has provided some clarity regarding the current environment and decision-making for cycling and walking projects at AT. Thank you again for your thoughts, we look forward to continuing engagement with Bike Auckland.

Ngā mihi | Kind regards,

Adrian Lord

Head of Active Modes



Let's go there



cc:

Dean Kimpton, Chief Executive, Auckland Transport; Richard Leggat, Chair, Auckland Transport
Wayne Brown, Mayor of Auckland; Andy Baker, Chair, Transport & Infrastructure Committee
Phil Wilson, Chief Executive, Auckland Council

Memorandum

To: Auckland Transport Board
From: Marlene Kotze – Director of Ticketing
Date: 30 October 2024
Subject: Open Loop project enabling contactless payments in Auckland

Purpose

On 29 October, as part of an overarching six-month update, Dan Lambert updated the board on contactless payments. The board asked some questions, and I am pleased to provide further clarification.

Fares – differences between Contactless and AT HOP

A customer paying for public transport (PT) with contactless payments will pay a standard adult HOP fare. This is the same as the AT HOP card's adult fare and lower than a cash fare. Customers eligible for a concession such as SuperGold, accessible, students and community connect customers will need to continue to use their AT HOP card.

Fares for both contactless and AT HOP are calculated through our Auckland Integrated Fares System (AIFS). So, if a customer has multiple trips in a journey, fares will be calculated in the same way as AT HOP does currently, as long as they use the same card or device. There is also one exception; contactless payments will have a \$20 daily fare cap and AT HOP the \$50 weekly fare cap, again they must use the same card or device throughout their journey.

Key messaging and focus

Our key messages form the base for all our communications, marketing and enquiries to date. For the launch of contactless payments, the messages focus on educating our customers before contactless payments launches.

Below are the specific launch, education and project messages we leverage throughout.

Launch messages

- From mid-November there are more ways to pay on Auckland buses, ferries and trains, by tagging on and off with your choice of AT HOP or contactless debit/credit card or your smart phone or device.
- Enjoy the freedom to pay a standard adult HOP fare for Auckland buses, ferries and trains your way, using AT HOP, contactless debit / credit card, or your smart phone or device.
- We accept contactless debit cards, Visa, Mastercard, American Express or UnionPay cards or, cards in the digital wallet of your smartphone, smart watch or other smart devices, also Apple Pay and Google Pay.
- Customers using their New Zealand debit/credit card, digital wallets or Google Pay or Apple Pay will not be charged a transaction fee. Please note if you use a credit card that was issued overseas, your card issuer may charge you a foreign transaction fee.



Educational messages - focused on using the system correctly¹

- If you are eligible for concessions or reduced travel fares, use your AT HOP card to travel.
- To prevent card clash, present a single card or device to the card reader when tagging on and off.
- Please use the same card or device to tag on and off.

Project messages

- Over the next few years, we are investing in technology to make it easier for everyone to use and pay for public transport.
- Late 2024 Aucklanders and visitors to Auckland will be able to more easily tag on and pay for, buses, trains and ferries.
- People will be able to pay a standard adult HOP fare with Apple and Google Pay, debit cards and most credit cards in addition to HOP card to travel on public transport.
- Our recent research showed that 95% of Aucklanders want faster, easier to use and more frequent public transport that goes to more places. Giving people more options and making public transport accessible for everyone is one of the ways we are doing that.
- A total of \$25.6 million has been budgeted to design and implement contactless payments (using open loop technology). This will be used to upgrade our current systems, technology, hardware, training, testing and customer information campaigns.
- Increasing public transport use is critical for Auckland and New Zealand to reduce emissions and achieve our climate change reduction obligations. Making public transport easier to access is key to making it a more attractive travel option.

Conclusion

On 21 October AT started to inform customers about the change with educational messages. People are directed to a dedicated [contactless payment page on our website](#), with detailed information about the changes.

The introduction of contactless payments is focused on customer experience, delivering value and removing a barrier to using public transport and will be a great outcome for Aucklanders and visitors to our region.

¹ Long form messaging, along with other tier 2 messages is available on the website campaign page, and for customer services to explain these education messages in more detail if required



Memorandum

Appendix 1 – Contactless Payment campaign page

Link to the below [campaign page](#)

More ways to pay for public transport coming soon

By the end of 2024, you'll be able to pay for Auckland public transport your way. Use your AT HOP card, contactless debit or credit card, or smart device.

On this page

- [introducing contactless payments on public transport](#)
- [Differences between AT HOP and contactless payments](#)
- [Quick tips for paying for public transport](#)
- [More things to know](#)


Introducing contactless payments on public transport

By the end of 2024, you'll have more ways to pay for AT buses, trains and ferries. You'll be able to tag on and off with your contactless debit card, credit card, smartphone or smartwatch.

Contactless payment methods accepted will include:

- contactless debit and credit cards (VISA, Mastercard, American Express, UnionPay)
- Apple Pay, Google Pay or Samsung Pay in the digital wallet of your smart device.



Standard adult fares apply with contactless payments. For continued access to discounted concession fares, keep on using your AT HOP card.



Differences between AT HOP and contactless payments

AT HOP is a prepaid smart card that offers concession fares plus a range of features that put you in control. And because you prepay, you can manage your budget.

Contactless payments give you the freedom to travel using your existing payment cards or digital wallets.

AT HOP card	Contactless payments
	
Features and benefits include: <ul style="list-style-type: none">access to concessions and discounts7-day fare cap of \$10balance refunds for lost or stolen cardspersonalised travel alertsdetailed travel history	Features and benefits include: <ul style="list-style-type: none">standard adult faresno transaction fees for New Zealand-issued cardsbasic travel history for the last 7 daysno setup or advance top-up needed


Quick tips for paying on public transport

Quick tips for paying on public transport

Whether you use your HOP card or a contactless payment method, you'll need to do a few things to make sure you're charged the correct fare for your trip:

- Get ready to travel by removing your card from your wallet or activating your smart device before you board.
- Tap a single card or device on the card reader when tagging on and off.
- Always use the same card or device to tag on and off.

Remember, concession fares are only available on AT HOP cards.



More things to know

Card clash

Our new card readers can scan AT HOP cards, contactless payment cards and smart devices. Presenting multiple payment methods at once can lead to card clash, where more than one card is scanned. To ensure that your travel is charged to the right card, remove it from your wallet when tagging on and off.

Fares

With contactless payments, you'll pay the same adult fares as you would with AT HOP. You can still get off-peak discounts but will not be able to access concession fares, including child, secondary or tertiary student, Community Connect, accessible, SuperGold and FareShare. To get these discounts, keep on using your HOP card.

Payments

When you first tag on, a preauthorisation of 10 cents, depending on your bank, may appear on your statement as a pending transaction.

At the end of the day, the total amount you've spent on AT public transport that day will replace the 10-cent charge.

Using smart devices and digital wallets

Digital cards, physical cards and smart devices are separate payment methods. To make sure you've charged the correct fare, always tag on and tag off using the same card or device.

Transferring between services

When transferring between services, always use the same payment method for all your travel so that you're charged the correct fare.

National Ticketing Solution

For more information about contactless payments and the National Ticketing Solution, coming soon, visit [Auckland's ticketing system transformation](#).

Was this page helpful?

Last updated 14/10/2024 [Back to top](#)



1 November 2024

Tēnā koutou

Re: Guidance - Land Transport Rule: Setting of Speed Limits 2024

I am writing about the new *Land Transport Rule: Setting of Speed Limits 2024* (new Rule), which came into force on 30 October 2024 following public consultation on a draft earlier this year.

Detailed guidance to help Road Controlling Authorities (RCAs) interpret and apply the new Rule has been released.

[Guidance – Land Transport Rule: Setting of Speed limits 2024](#)

If you have questions or feedback on the guidance please use the [online feedback form](#). Feedback will be considered as part of future updates of the document and updates to our website if necessary.

Two new static variable speed limit sign designs for use on roads outside school gates are now available. These new signs were enabled through consequential amendments to the Land Transport Rule: Traffic Control Devices 2004, and are now available via the sign specifications section of the NZTA website.

Search for “R1-6.1”

[Sign specifications](#)

What new rule means for Regional Transport Committees (RTC)

As outlined in our previous correspondence, the requirements under the Land Transport Rule: Setting of Speed Limits 2022 for RTCs in setting speed limits no longer apply. Regional Speed Management Plans are no longer an option under the new Rule.

We know RTCs have taken a keen interest in speed management and may have existing work on Regional Speed Management Plans. If appropriate, you may wish to handover this work to RCAs in your region to consider.

More information

If you have any feedback or questions on the intent, development or consultation on the new Rule please email the Ministry of Transport via speedrule@transport.govt.nz.

If you have questions about applying the new Rule, the associated guidance, National Speed Limit Register or MegaMaps please email NZTA (as regulator) speedmanagementprogramme@nzta.govt.nz

If you have any questions about how the new Rule affects speed limits on state highways please email NZTA (as RCA for state highways): speedmanagement@nzta.govt.nz

Ngā mihi



Iain McAuley
Manager Regulatory Technical

11 November 2024

To: Dean Kimpton (Auckland Transport CEO)

CC: Auckland Transport Board; Transport and Infrastructure Committee; Councillor Mike Lee; Beth Houlbrooke (Elected Member Relationship Partner North), Zara Ngawaka-Walker (Operations Support Leader), Simon Buxton (Director of Customer and Network Performance)

RE: Community Partnerships Programmes on Aotea

Tēna koe

We are writing in support of the Community Partnerships Programmes and oppose any restructures that would hamper the incredible mahi they do for our remote community.

Zara Ngawaka-Walker and her team have made a positive impact on our island residents rolling out truly local programmes. The team have built trusted relationships leading to a wide range of successful programmes which have engaged many of our people.

Some of those programmes include:

- Equitable access to licensing and partnering with the community to best support young drivers and their whanau who would not have otherwise made it through the system.
- The safety and licensing programmes for motorcycles which became the mode of choice due to increased cost in fuel.
- The priming of the community with understanding of the challenges for speed reduction around both marae and in the town centres.
- The rural schools safety programmes and transition from rural to urban schools for young people.
- The awareness and education around transport on water brokering education into teams like the Harbourmaster.
- Marae and Maori Outcomes support for Whanau Hikoi and safety, sharing the roads across all modes.
- Alcohol host responsibilities training raising awareness of the responsibilities for the licensed premises and what that means in areas with limited transport options.
- Child restraint partnerships with the local Great Barrier Island Voluntary Rural Fire Force to ensure all children have access to seats and caregivers have access to appropriate training.
- Rural School Bus assessment and education for drivers and little passengers, creating safe routes and protocols on challenging roads.

If these programmes are cut then our remote island residents, especially youth, will have no other opportunities to learn such vital skills due to the high cost of travel to/ from the mainland. This is prohibitive to any training being started or indeed completed by our community. Online study is not an option for much of this mahi.

The team have worked hard to ensure Aotea has equitable access to services, are listened to and partnerships which work towards joint outcomes for safe and sustainable travel. As far as we are aware they are the only Te Reo Maori and Pasifika frontline team serving in communities in Auckland Transport with the ability to ensure work is culturally appropriate and sensitive to the needs of all.

The Community Partnerships team have been infallible in their delivery of proactive Auckland Transport projects. We humbly request that the programmes are not severely reduced so that they can continue to deliver this essential work.

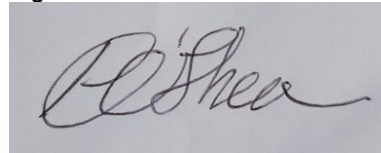
Nāku iti noa, nā / Yours sincerely, **on behalf of the Aotea / Great Barrier Local Board**

Signed:



Izzy Fordham
 Chair, Aotea/ Great Barrier Local Board

Signed:



Patrick O'Shea
 Transport Lead, Aotea/ Great Barrier Local Board



20 November 2024

To: Auckland Transport Board – Richard Leggat (Chair), Julie Hardaker (Deputy chair), Raveen Jaduram, Henare Clarke, Andrew Richie; Richard May; Councillor Maurice Williamson, Councillor Chris Darby; Dean Kimpton (Chief Executive Officer); Scott Campbell (Director, Strategy & Governance); Murray Burt (Director Infrastructure & Place); Simon Buxton (Director Customer & Network Performance); Beth Houlbrooke (AT Elected Member Relationship Partner North); Stacey van de Putten (GM Safety)

CC: Transport and Infrastructure Committee - Councillor John Watson (Chair), Councillor Christine Fletcher (Deputy chair); Councillor Mike Lee (Ward Councillor)

RE: Katoa, Ka Ora speed management changes on Aotea

Tēnā koutou

We would like to wholeheartedly thank Auckland Transport for progressing the safer speeds changes for the island using the alternative method.

The community and local board had been advocating for safer speeds for many years. We were at the implementation stage after a well engaged consultation when central government changes signalled a halt.

We are very grateful that Auckland Transport staff – Adam Moller, Teresa Burnett, Zara Ngawaka-Walker, Ping Sim, Beth Houlbrooke, David Boulton, Annie Ferguson – were able to submit a successful alternative method application.



The changes were made, and signage installed within a month of being signed off by the Acting Director of Land Transport.

Once again, our sincere thanks to the Auckland Transport team for going above and beyond for our community.

Nāku iti noa, nā / Yours sincerely

Izzy Fordham
Chair, Aotea/ Great Barrier Local Board

Patrick O'Shea
Transport Lead, Aotea/ Great Barrier Local Board