

**Date:** Thursday 8 February 2024  
**Time:** 10.00am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

---

## Komiti mō ngā Tūnuku me ngā Rawa Tūāhanga / Transport and Infrastructure Committee

### OPEN ATTACHMENTS

ADDITIONAL ATTACHMENTS  
UNDER SEPARATE COVER

---

ITEM	TABLE OF CONTENTS	PAGE
10	<b>Summary of Transport and Infrastructure Committee information memoranda, workshops and briefings - 8 February 2024</b>	
A.	Memorandum: Katoa, Ka Ora: draft Auckland speed management plan 2024-2027 - update on government policy and legal obligations	3
B.	Further information - Presentation slide missed from the Auckland Transport Update - December 2023 report to the 7 December 2023 committee meeting	5
C.	Memorandum: Te Ara Hauāuru – Northwest Rapid Transit	7
D.	Attachment: Waka Kotahi responses to local board resolutions - Northwest Rapid Transit	11



## Memorandum



To: Transport and Infrastructure Committee members  
From: Stacey Van Der Putten, Executive General Manager Public Transport Services  
Date: 6 December 2023  
Subject: Katoa, Ka Ora: draft Auckland speed management plan 2024-2027 - update on government policy and legal obligations

### Purpose

1. To update members of the Transport and Infrastructure Committee (TIC) on government policy and legal obligations in relation to Katoa, Ka Ora: Auckland speed management plan 2024-2027. This will be considered by the committee at its meeting of 7 December 2023.

### Key updates

#### Legal obligations

2. Given the uncertainty and indications of change in government policy, we have sought clarity around our obligations.
3. The *Land Transport Rule: Setting of Speed Limits 2022* (the Rule) provides for the Director of Land Transport to impose deadlines in relation to the preparation of speed management plans. In April 2023, the Director issued a deadline of 29 March 2024 as the final date for submitting a final draft speed management plan for certification.
4. The Rule is current law and Auckland Transport (AT) and the Regional Transport Committee (RTC) are legally required to meet this deadline (unless and until it is revoked or varied). AT must therefore continue the project to ensure it is in a position to meet this deadline.
5. In addition to this Rule, AT must act in accordance with its statutory purpose under the Local Government (Auckland Council) Act 2009, which is to contribute to an effective, efficient and safe Auckland land transport system in the public interest. This means AT should act promptly once it has reviewed a speed limit and determined it to be unsafe.

#### New Government

6. We have reviewed the coalition agreements for the new Government of National, ACT and New Zealand First on this subject. Both agreements have ongoing decision-making principles based on data and evidence. The National-Act Coalition agreement includes an action to reverse speed limit reductions where it is safe to do so. The Government's 100-day plan has set an action to 'stop blanket speed limit reductions and start work on replacing the Land Transport Rule: Setting of Speed Limits 2022'. We look forward to working towards better understanding the detail of the proposed changes and their timing and support the principle of only reversing speed limit reductions where it is safe to do so. While this work is in progress, we must continue to act in accordance with our current legal obligations, including the Rule.

#### Reason for TIC meeting agenda item on draft speed management plan

7. As requested at the previous TIC meeting on speed management in April 2023, we are returning following consultation to provide a summary of public consultation feedback and local board feedback on the draft plan. The draft plan which focuses largely on



## Memorandum

speed limits near schools received almost 8,000 submissions across July and August. Following consultation each local board was provided with a summary of feedback for their local board, recommendations in response to site specific feedback and the requests made for further schools and areas to be reviewed. We have also had a peer review of the consultation analysis undertaken which found this followed best practice.

8. After considering public feedback, 16 of 21 local boards have mostly supported the proposed changes. 4 provided mixed or neutral views or requested more information and one local board has mostly opposed the proposed changes. In addition, 18 of 21 local boards supported in some form a speed limit review of additional roads that were requested during the consultation. Of the 13 local boards with schools not yet reviewed, 12 supported these being reviewed and included in a future consultation.

### Next steps

9. At the 7 December 2023 TIC meeting we are seeking feedback on the draft plan and approval for Karioitahi Beach, an Auckland Council controlled road, to be included in the final plan.
10. We intend to seek clarity on any central government policy changes prior to submitting a finalised plan to the RTC for approval.





Auckland Council Transport & Infrastructure Committee

# Auckland Transport Motorcycle safety update



December 2023































































