

Date: Thursday 27 June 2024
Time: 10.00am
Meeting Room: Local Board Office
Venue: 560 Mt Albert Road
Three Kings

Puketāpapa Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Draft Auckland Regional Land Transport Plan 2024-2034 Puketāpapa Local Board feedback

Challenges

Have we correctly identified the most important challenges facing Auckland?

Page 11 of the draft RLTP.

These are good focus areas however, the top three challenges our community identified are listed below.

If you said “no,” what’s the single biggest challenge we’re missing?

1. Travel time / congestion
2. improve – road travel for private vehicles
3. More roads / lanes.

Priorities

Are we **missing anything** from the draft RLTP priorities? Page 94 of the draft RLTP.

Yes

If you said “yes,” what one priority would you add to the RLTP priorities?

Investment in existing central suburbs as opposed to new infrastructure on the fringes of Auckland to limit urban sprawl.

Which priority is most important to you?

- ✓ Support **productivity** as the most important priority and note that the Puketapapa community support **fast and connected** as the most important priority.

Which priority is least important to you?

- ✓ None, they are all important and fundamental to a good future-proofed transport system

Projects

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

| | |
|---|---|
| 2 | Public transport improvements More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals |
| 3 | Walking & cycling improvements New and upgraded footpaths, more cycleways and shared paths |
| 5 | Safety improvements Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers) |
| 1 | Local road improvements Intersection upgrades, new technology to improve traffic flow and travel times |
| 4 | State highway improvements Planning and building the roads of national significance, improving the motorway network |

Are there any projects that are not in the draft plan that you feel should be included?

Yes

If you selected **yes**, what project do you think is missing from the draft RLTP?

The Dominion Rd and Denbigh Ave intersection needs to be considered as a project due to it servicing a high use area and being insufficient as an arterial road between the city centre and the airport.

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

The Puketāpapa Local Board would not remove projects as all projects are deemed important. The Board recommends investment should be prioritised on completing projects that have started before embarking on new projects. This investment attribute reflected a strong emphasis in both the draft Long-term Plan 2024-2034 and draft GPS.

The Dominion Rd and Denbigh Ave intersection should be completed to be fit for purpose for the State Highway 20 entry and exit and safety for the community.

By adhering to this attribute, this proposed project can be considered due to it's existing and on-going safety concerns within the community. The 2019 project that addressed this matter, did not achieve the anticipated outcome and therefore needs to be readdressed and considered.

Additional comments

Additional comments on the draft Regional Land Transport Plan:

- The Dominion Rd and Denbigh Ave intersection needs to be considered as a high priority for investment. This is a high-use pedestrian area with the Roskill Schools campus nearby, as well as adjacent to the southwestern motorway offramp and a main bus and cycle route.
- Southdown to Avondale train line project should be accelerated.
- More investment into footpath repairs and upgrades.
- Cycle lanes and its infrastructure needs to be utilised to its full capacity before anymore are built. Removal of this infrastructure is cost prohibitive therefore, implementing education that creates a behaviour change to increase uptake in these lanes is needed.

DRAFT

Local board feedback on draft Land Transport Rule: Setting of Speed Limits 2024

File No.: CP2024/09178

Te take mō te pūrongo Purpose of the report

1. To enable the local board to provide its feedback on the draft Land Transport Rule: Setting of Speed Limits 2024, under an item of extraordinary business of the Puketāpapa Local Board's 27 June 2024 monthly business meeting, noting that the public feedback deadline is 11 July 2024.

Whakarāpopototanga matua Executive summary

2. The Ministry of Transport recently released an information memo briefly outlining the draft Land Transport Rule: Setting of Speed Limits 2024. The memo is appended to this report as Attachment A.
3. The public consultation period on the draft Land Transport Rule: Setting of Speed Limits 2024 will close on 11 July 2024. Auckland Council and Auckland Transport are currently developing a joint submission to be considered at the Transport and Infrastructure Committee on 4 July 2024.
4. Local boards are invited to provide feedback on the draft Land Transport Rule: Setting of Speed Limits 2024. All local board feedback received, prior to the 4 July 2024, will be appended to the final submission.
5. A full, formal report was unable to be provided in time for inclusion in the Puketāpapa Local Board's 27 June 2024 business meeting agenda, therefore should the local board wish to provide feedback during the meeting, it will need to be under an item of Extraordinary Business.
6. In accordance with the local board's Standing Orders 2.4.5, discussion of local board feedback on the draft Land Transport Rule: Setting of Speed Limits 2024 can be undertaken as an item of Extraordinary Business noting that the feedback deadline occurs prior to the next business meeting of the local board, which is scheduled on 18 July 2024.

Ngā tūtohunga Recommendation/s

That the Puketāpapa Local Board:

- a) provide feedback on the draft Land Transport Rule: Setting of Speed Limits 2024, for appending to the joint submission of Auckland Council and Auckland Transport.

Ngā tāpirihanga Attachments

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| A | MEMO - Release of the draft Land Transport Rule Setting of Speed Limits 2024 | |

DRAFT

Ngā kaihaina Signatories

| | |
|-------------|--|
| Authors | Vanessa Phillips - Local Board Advisor |
| Authorisers | Nina Siers - Local Area Manager |

Item 24.1

Attachment A

Memorandum

18 June 2024

To: Transport and Infrastructure Committee members, all Local Boards,
Houkura IMSB

Subject: Release of the draft Land Transport Rule: Setting of Speed Limits 2024

From: Lisa Bloss, Council Transport Advisor
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Purpose

1. This memorandum provides a summary of the draft Land Transport Rule: Setting of Speed Limits 2024, released on 13 June 2024 by the Ministry of Transport. The proposed rule replaces the previous Land Transport Rule: Setting of Speed Limits 2022 and the Setting of Speed Limits Amendment 2023. Staff will provide a further update once a more detailed submission process has been confirmed.

Summary

2. The Ministry of Transport has released the draft Land Transport Rule: Setting of Speed Limits 2024 (the draft Rule) for public consultation, replacing the Land Transport Rule: Setting of Speed Limits 2022 (the 2022 Rule). There are significant differences between the 2022 Rule and the draft Rule.
3. Public consultation on the draft Rule closes on 11 July 2024. The consultation documents can be found on the Waka Kotahi website via [this link](#).
4. The draft Rule proposes seven changes to the existing framework, including a requirement for cost-benefit analysis when setting new speed limits, new consultation requirements and a reversal of many speed limits that have been reduced since January 2020.
5. Auckland Council and Auckland Transport will work together to develop a joint submission for consideration at the Transport and Infrastructure Committee on 4 July 2024. Staff will provide a further update once a more detailed submission process has been confirmed.
6. Local Boards are encouraged to review the consultation documents to decide whether they wish to provide feedback. Any feedback received from local boards will be appended to the final submission.

Context

7. Land Transport rules are secondary legislation made under the Land Transport Act 1998 (the Act). The Act also enables land transport rules to set, or provide for the setting of, speed limits for roads.
8. In April 2022, under the previous government, the Ministry of Transport released the 2022 Rule, which set out a regulatory framework for road controlling authorities to plan for, consult on and implement speed management changes.

9. The 2022 Rule introduced Speed Management Plans (SMPs) as the primary tool by which speed limit changes are developed, with a focus on a whole-of-network approach. The 2022 Rule also set a requirement for Road Controlling Authorities (RCAs) to reduce speed limits around schools by 2027.

Discussion

10. The draft Rule was released by the Ministry of Transport on 13 June 2024. It follows an approach to setting speed limits that focuses on economic impacts, high crash areas and public acceptability. The intention of the draft Rule is to replace the 2022 Rule and would come into effect on 1 July 2025. The consultation material for the draft Rule can be found on the Ministry of Transport's website via [this link](#). Set out below is an overview of the proposed changes.

Changes under the Proposed Land Transport Rule: Setting of Speed Limits 2024

11. The draft Rule sets out the following seven proposals:
- **Proposal 1:** Requires RCAs to undertake cost benefit analysis on a road by road basis when consulting on proposed speed limit changes.
 - **Proposal 2:** Ensures RCAs to use reasonable efforts to consult with persons that use the road for which a speed limit change is proposed. And increases transparency of decisions in response to feedback received.
 - **Proposal 3:** Requires variable speed limits outside school gates during school travel periods.
 - **Proposal 4:** Introduces a Ministerial Speed Objective, which will set out the Government's expectations for speed management.
 - **Proposal 5:** Proposes a schedule of speed limits classifications for each road type.
 - **Proposal 6:** Proposes to update the criteria RCAs must meet when submitting speed management plans for certification.
 - **Proposal 7:** Proposes that certain speed limits reduced since 1 January 2020 will be reversed by 1 July 2025.
12. Under the draft Rule, 30km/h speed limit reductions introduced since 1 January 2020 on local streets because they are near a school will be reversed. This includes permanent speed limit reductions around schools. These will be replaced with variable 30 km/h speed limits outside school gates during drop-off and pick-up times to slow down traffic as children enter or leave school.
13. Speed limit reductions made since 1 January 2020 will also be reversed on arterial roads. Speed limits will be reversed on rural State Highways unless there is demonstrated public support to keep the lower speed on rural State Highways.
14. The below table shows the proposed schedule for speed limit classifications:

